



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 Project Corona Community Task Force
February 11, 2016
7-9 p.m.
Corona Public Library
Meeting Notes

Attendees:

Task Force Members

Tom Coelho
Susie Mason Dana
Bob Dressler
Casey Horvath
Amie Kinne
Mark Kozakowski
Rowena Mendoza
Christine Mynes
Sol Shapiro
Jerry Sincich
Wes Speake
Michele Wentworth
Frank Zwayne

Absent:

Jeff O'Dell
Cynthia Schneider
Sandy Simmons
Muhammad Sohail

RCTC Staff:

Eliza Echevarria Perez
David Thomas

City of Corona:

Mayor Scott
Vice Mayor Haley
Darrell Talbert
Lt. Reynolds
Nelson Nelson

AWJV (Design-Builder):

Jan Bohn

91 CCTF Coordinator:

Marnie Primmer (Connected Consulting)

The meeting was called to order by 91CCTF coordinator Marnie Primmer and commenced with a welcome to members of the public and a reminder of the role of the task force in the project. The task force meetings provide a forum for dialog between the project team and the task force members on the areas of local traffic issues and public communications. 91CCTF members are being impacted by the project and wanted to provide input to the project team to help their community in an environment where factual, relevant and timely information is shared. The task force provides members with access to information to share with their neighbors, and provides insight to the project team on how specific construction activities are impacting residents, businesses and motorists.



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

After the initial recap, the 91 CCTF facilitator sought input from the task force on whether the added communication that was requested from the group at the prior meeting was meeting their needs. She thanked members of the group for coming to the public meetings on the 55-hour closure and for providing the project team initial feedback to help us in developing that idea further. The flow diagram of how public inquiries are responded to was discussed and feedback about the project tours was requested. In response, the group generally found the tours to be helpful and the weekly emails are meeting their needs.

Comments included acknowledgement of the project team's aggressive outreach for the upcoming 91 Steer Clear and noted the wide area that changeable message signs had been placed, billboards used and media coverage. The group shared that with the information they have received they have been able to share via their networks on social media outlets such as FaceBook and that they have felt empowered to respond to misinformation on those forums. The information contained on the website has been adequate and helpful.

A question was asked if there was a way to see issues by location in the construction alert matrix? **Answer: yes there is a search feature in the online construction alert matrix available at www.sr91project.info. Simply type in the location into the search bar at the top of the matrix and all the alerts related to your area of concern will be shown.**

Task force member Frank Zwayne shared that he has been asking his drivers throughout the region to let their clients know about 91 Steer Clear, providing them with the project handouts and that clients as far south as San Diego were telling his team "we already know."

Task Force member Amie Kinne asked where the project team was at with regards to emulating or linking with City of Corona's "see it, click it, fix it" app. **Response: If Corona residents see something, they can use the Corona "see it, click it, fix it" app and the item will be routed to the SR 91 Project team**

Task Force member Chris Mynes shared that she had reached out to the IE511 app and received a speedy response to her inquiry, and a follow up a couple weeks later letting her know her suggestion had been implemented after further review.

Several members of the group expressed frustration over the conditions and confusion at Serfas Club/Frontage in terms of striping and signage. Concerns were expressed for safety due to unclear/improperly placed signage, and amount of congestion in the area that seems to be exacerbated by construction.

The group was concerned that there was a lack of notice for the upcoming closure of Ontario because it is such an important access point to the City. Further, they felt the wording of the alert was not clear enough, and left readers confused about when the closure would take place (i.e. was it closed only the night of the 12th and the 15th or was it closed from the 12th to the 15th). This points to a need to be both precise in our language and to have advance notice of major closure activities whenever possible. Marnie shared that the closure was something that had come up quickly and that the project team provided notice as soon as they were told the activity was a "go" but agreed that we could do a better job of avoiding surprises on the project.

Task Force member Michele Wentworth reported that the 91 E was closed past 6 AM the morning of the task force meeting. **Response: Team committed to follow up with Contractor on this particular incident. After further investigation, Caltrans had not recorded a late pick up on this date.**

Michele expressed a desire to hear more about the quality process used on the project, and frustration with the perceived lack of accountability to the public by the project team. She stated that the Task Force is providing residents a better way to get information and dialog with the project team but that there is still a lack of transparency around the issue of mistakes that are made and who is responsible for correcting them in a timely manner. **Response: Marnie proposed that the process aspect of this request be added to the agenda for the next meeting because it required a more substantive discussion than tonight's agenda allows.**

David Thomas then gave a presentation with an update on the 55-hour 91 Steer Clear closure set for Feb. 19-22. David thanked the CCTF members for providing the team with an important sounding board for consideration of the different construction options available to the team to handle the work at hand. He also shared information about additional work at Serfas Club Drive in the month of March that would be impacting residents and businesses. David responded briefly to aspects of the team's QA/QC process brought up by Michele and committed to return in March with more information for the task force. David's presentation is available on the CCTF page of the www.sr91project.info website.

The group then asked David questions about the presentation:

Tom Coehlo wanted to know if Wardlow would remain open during all 3 phases of the work to take place at Serfas Club Drive. **Response: Yes**

Susie Mason Dana pointed out that the area of the Serfas and Pinecrest intersection was very confusing and needed some additional signage or perhaps revised striping as there had been several near misses recently at that location. **Response: An additional sign has been ordered for this location and project traffic engineers have revisited the area to optimize the configuration and make traffic flow clearer in the area.**

Amie Kinne pointed out that there was inadequate signage at Paseo Grande for the ramp.

Amie and Chris requested that CMS messages related to the 55-hour closure would include days and times. **Response: Message signs would include that information as the closure approaches.**



FAST FORWARD

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Tom asked if during the 55-hour closure there could be signage at the WB Serfas on-ramp? **Response: signage was added into the traffic plan at this location.**

Michele asked who checks the work once it is installed. **Response: Quality assurance inspectors hired by the contractor are responsible for reviewing the contractor's work. RCTC also has a program manager who provides independent quality assurance of the Contractor's work. These teams work together to monitor the work is done to appropriate standards and contract specifications.**

Sol pointed out that the 15 NB signage from EB 91 needs to be corrected **Response: This item has been added to the MOT maintenance list.**

Marnie then conducted the public comment period. Two members of the public addressed the task force:

Clare stated she was traveling on East Grand under the bridge being constructed and something fell on her car, causing a dent and cracked windshield. She was shaken and the damage required replacing her windshield which cost \$185. **Response: Marnie will assist Clare to navigate the claims process. Update: Marnie provided contact information to claims team for follow up, and continues to monitor the process.**

Michelle Demora shared her experience with traffic delay getting from her home to the SR 91 in the morning. She stated she has experienced delays of upwards of 45 minutes to reach the highway, and has been in traffic requiring her to sit through multiple light cycles trying to enter the freeway. She was concerned that during the upcoming 55-hour closure traffic detouring on Corona streets, in particular Ontario, would make it difficult for residents to exit neighborhoods and wanted to have information on where detour signage would be placed and whether traffic directors would be used. **Response: The team is aware of the delays residents experience, and we work closely with the City to make traffic flow as smoothly as possible. We will continue to proactively identify "hot spots" and apply traffic management techniques to optimize flow whenever possible. Detours during the 55-hour closure will be available for residents that are not being publicized outside of Corona. The project team will be monitoring traffic from the Corona TMC and adjusting signals and detours to address congestion that may arise.**

The Task Force then broke up into small groups to discuss 1) public communications issues 2) local traffic impacts including signage and detours, and 3) mainline and ramp conditions. Task Force members and SR91 Project team members discussed issues and reported back to the larger group:

- Enforcement of traffic violations within the construction area, and the added enforcement paid for through the contract; whether traffic directors and flagging could be used to help improve congestion; and whether signage for fines blocking intersections would be helpful.
- The communications group addressed the role of the CCTF in the communication plan for the 55-hour closure and other upcoming construction activities, and business outreach particularly for those businesses nearest the Serfas Club work and casting a wide net for outreach to divert as much traffic as possible.
- An incorrect sign on NB Main Street at the Kabob Hut was pointed out. **Response: This item has been added to the MOT maintenance list for review.**
- The striping at Blaine Street on SB Main (between the Citibank and Grand) was reported to be faded. **Response: This item has been added to the MOT maintenance list for review.**
- Reflectors on cones need to be color-coordinated to assist motorists in following the correct lane through construction. **Response: Colors do indicate directionality. Additional information on location is required to address the specific concern raised.**
- A recurring theme of discussions was the safety implications of signage, striping, and detours.
- The East Grand underpass is very dark and several task force members asked if lighting could be added to assist with visibility. **Response: This item has been added to the MOT maintenance list for review.**
- Would the project team be notifying private ambulance companies of the upcoming 55-hour closure detour routes? **Response: Yes, the project team has been in contact with private ambulance companies as part of outreach for the closure.**
- Is the project team coordinating with AAA to get information on past 55-hour closures to help emergency and tow companies plan for appropriate staffing? **Response: The Project Team did coordinate with AAA as part of our outreach for the closure. Casey was also in touch with his AAA contact to get information to help plan resources.**
- Can the contractor providing flagging at Serfas and Frontage during peak traffic to assist with the congestion in the area? **Response: Flagging is being implemented at selected intersections but is often less effective than a signal that is timed correctly.**
- Discrepancies with the signage for the new I-15 flyover ramp from EB 91 were pointed out (distance of new connector was not reflected in a couple signs, striping was confusing). **Response: This signage issue was addressed during the 55-hour closure**
- The timing of the on-ramp meter at Lincoln was requested to be reviewed to see if it has been optimized for peak traffic. **Response: Item added to MOT traffic list for Caltrans review. Caltrans review indicated that the timing at this location has been optimized.**
- What will access be for tow companies during the closures to help in clearing out incidents? **Response: Tow companies and EMS responders were provided a detour and emergency access map for the closure.**
- Review the timing of the ramp meter at Main street, and determine whether it would be better to turn it off. Can a "no right on red" sign be added at Main Street onramp? **Response: Items added to MOT traffic list for MOT Team evaluating ramp meter timing and signage. Caltrans review indicated that the timing at this location has been optimized.**

The next CCTF meeting will be held on March 10, 2016 at 7-9 PM at the Corona Public Library.