



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 Project Corona Community Task Force

June 9, 2016

7-9 p.m.

Corona Public Library

Meeting Notes

Attendees:

Task Force Members

Bob Dressler
Amie Kinne
Mark Kozakowski
Susie Mason Dana
Sol Shapiro
Jerry Sincich
Muhammad Sohail

Wes Speake
Michele Wentworth
Frank Zwayne

Absent:

Tom Coelho
Casey Horvath
Rowena Mendoza
Jeff O'Dell

RCTC Staff:

David Thomas

City of Corona:

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

AWJV (Design-Builder):

Jan Bohn

Outreach Team:

Chris Perez (Westbound Communications)

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.



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CCTF Coordinator Marnie Primmer welcomed the task force and guests and reminded the group of the ground rules and meeting norms agreed to at the first meeting. She then opened the floor to the CCTF members to share their experiences and report out on concerns for the past month. Each task force member had the opportunity to share top-of-mind comments about their perception for how the project communications and construction activities had been handled since the May meeting. Feedback included:

- Experienced congestion on election day when traveling between polling locations
- Unsure how to benchmark the project as have not been through other design-build projects
- Increased feelings of frustration from the public in the past few weeks
- Members of the CCTF are looked to by the public to answer questions, but project information has had accuracy issues recently. Confidence in accuracy of project communication has eroded, also believe this damages credibility of CCTF with their network
- Increased frustration that the information available on the website is not easy to find or accurate, and unhappiness that the mechanics of pulling that information has not improved despite the group's previous input on an updated interface
- There have been times when there is so much happening at night, it has been difficult to identify a route out of Corona in several directions simultaneously (example night of Wednesday June 1)
- Nighttime commuters have been particularly hard hit this month with the increase in closures
- Signage accuracy and placement needs to be better managed. Signage before decision points is critical. Project should be signed for drivers unfamiliar with the area. Residents may know back roads but need signs early enough to be able to take them to avoid detour congestion.
- Amount of information coming from the project has increased with the increase in closure activity, however the volume can be overwhelming to some. People may tune out and miss something (information overload) or they may not understand what is being communicated (use plain language) or they may not know if it is the most up-to-date (too many alerts on same topic with small changes that are not made clear)
- CCTF members are relaying repeated complaints that have not been resolved
- Response time from team lags expectations in some cases, particularly "safety" issues that are flagged, public expects immediate resolution
- CCTF members want to be able to help communicate but are feeling unprepared
- For those who do not use social media signage is critical

Specific feedback about traffic conditions included:

- Main Street flows better when the ramp meter is turned off
- When will we start to see a positive impact on surface street traffic from the project improvements?
- EB Green River Road is backing up in the afternoon commute period, please review what has changed and address. Back-up onto mainline is significant and has raised safety concerns for residents.
 - Could there be a continuous right turn exit lane to help traffic flow better?
- Cut-through traffic is still an issue at Green River Road
- Have received a comment that channelizers on the WB Green River onramp go too far down the ramp and are not allowing right-turn traffic to merge
- The new speed limit signs on Frontage have been appreciated, however the yellow center divider is not visible, please review
- Complaints have been received about project trucks exiting the jobsite without regard for motorists and either cutting people off or else blocking intersections
- Request for the updated ramp closure map (David indicated an update was in the works and would have the updated map to the group shortly)
- Request for details about Main Street construction activities (David addressed in presentation)
- The "no right turn on red" sign on Main St. from Grand is getting complaints
- SB Serfas Club at EB onramp before the Am/Pm is 3 lanes with no signage or marking and needs to be re-stripped to fully utilize the available space to help alleviate backups in the area
- Signal ahead sign is blocking lane assignment sign on NB Serfas Club near Palisades

The group then received an update on recent business outreach activities from Chris Perez. He outlined the approach the team has taken including Chamber of Commerce updates, one-on-one meetings with business owners, emails to businesses, and door hangers to businesses. The group discussed the use of quarterly updates to a broad mix of businesses and requested that those be reinstated. The benefits to the outreach process of allowing businesses network across geographic areas of the City as well as holding smaller more focused meetings for businesses that will be impacted by specific construction activity was also examined. The group discussed whether an online town hall for businesses would be a helpful communications vehicle for the project. Chris indicated that he would be approaching businesses in the Railroad Street area with concerns about upcoming work. He indicated that the team has been working closely with businesses in the Pomona/Lincoln area though there are still some outstanding issues the team is working to resolve in terms of access for deliveries due to tight turning radii in the constrained condition.

A request was made for the CCTF to have microphones to enable members of the audience to better hear the discussion of the CCTF and staff presentations.

City staff was asked to provide any comments they would like to share and Nelson Nelson indicated that he is not happy with the website and agreed it was not a user-friendly format. He stated that he has found it to be outdated or confusing, and has created a tool for himself to track the construction activity. The group then discussed that the ramp and local street activities graphic was a good tool and needed to be updated. There was a suggestion that the project should view the interface from the driver's perspective and work to simplify the way information is pulled from the database.



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The group received a presentation from the 91 Team's Project Manager David Thomas. David provided an update on the status of construction activity in several areas of the project corridor, and walked the group through each item using the project plans. In response to earlier comments, David pointed out that the website should be used for planning ahead and IE511 is intended for real-time traffic conditions. Marnie indicated that the project team is well aware of the issue and is working to resolve the bugs in the updated interface as quickly as possible. David indicated that he would be meeting with the Green River HOA the following week to address their concerns with access from their neighborhood. *(Note: While it was not made clear at the CCTF meeting, this meeting was requested by the HOA and was not an open forum for residents but rather a briefing to the HOA leadership)*

Amie pointed out that the sidewalks nearby the Metrolink station on Grand Ave are closed and asked if the project team could make it a priority to open at least 1 sidewalk to enable pedestrian access to the station.

David then brought a potential construction staging option to the table for the CCTF to consider regarding Main Street. In order to construct the middle of the SR91 bridge over Main Street, the area underneath the bridge will need to be closed. The project team is exploring options to impact residents in the area less in terms of nighttime noise from pile drive that will be needed but also by lessening the overall duration of the closure. The team has contemplated that it would take approximately 4 months of nightly closures of the underpass OR an alternative being considered would shorten the overall duration by fully closing the underpass (all freeway ramps to remain open during this stage with right turns only). The full closure would also allow noisier work to be conducted during the day when it would impact residents less. David presented these options for the group to provide initial thoughts which included the following:

- Some members were strongly in favor of the night closures since this area is on their regular route to work and also the main connection for the City with Norco
- Nelson specified that Lincoln would need to be fully functional before the City could get behind a full closure
- The CCTF raised the issue of CFD access should the underpass be fully closed, Nelson indicated that the City has already communicated with CFD and they have given assurance that response times will remain acceptable during this configuration
- A possible hybrid whereby the full closure was only on weekends was proposed
- There was a question about how access to the hospital would be impacted. Concerns was also expressed over the pile-driving activities impacts on residents over a prolonged period. David indicated that pile driving would take approximately one month with night time work or 2 weeks with the daytime closures added.
- David indicated that there would not be falsework needed because the bridge type is a precast girder that will be lifted into place
- The group requested that the CCTF be given time to solicit feedback from people before providing their perspective.
- David stated that 2 weeks could be allotted while the project team examines the technical feasibility (including traffic delay impacts, emergency response times, hospital access etc.)
- The group expressed concern that daytime closure could only work if Grand is fully functional.
 - Could there be multiple turn lanes during this configuration?
 - Would need to synchronize the signals at 3rd, Grand, and Joy to keep traffic flowing
- Possible that the public would perceive this as a negative if we opened the Main St. ramps and then fully closed the underpass for 2 months
- The group requested additional information to help the CCTF work through the pro's and con's of this choice. Traffic volume and traffic flow information, delay times etc.
- There was a question about if the work could be done in two parts; the East side of the bridge and then the West side. Nelson pointed out that you would lose the time savings benefits of a full closure by doing the work in that manner.
- David told the CCTF he would plan to return at the July meeting with more information regarding a decision on the staging alternative to be selected

The meeting was adjourned at 9:20pm. Next meeting will be July 11 at 7 PM at the Corona Public Library.