



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

91 Project Corona Community Task Force
December 10, 2015
7-9 p.m.
Corona Public Library
Meeting Notes

Attendees:

Task Force Members

Tom Coelho
Susie Dana
Bob Dressler
Casey Horvath
Amie Kinnie
Mark Kozakowski
Christine Mynes
Jeff O'Dell
Cynthia Schneider
Sol Shapiro
Sandy Simmons
Jerry Sincich
Muhammad Sohail
Wes Speake
Michele Wentworth
Frank Zwayne

Absent:

Rowena Mendoza

RCTC Staff:

Anne Mayer
Eliza Echevarria Perez
David Thomas
Marnie Primmer

City of Corona:

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

AWJV (Design-Builder):

Jan Bohn

The meeting was called to order by 91CCTF coordinator Marnie Primmer and commenced with self introductions from the Task Force members and from the Project Team. Common themes emerged from these introductions. 91CCTF members volunteered because they have great pride in being a Corona resident, love their community and want to give back. 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. Project team members are proud to be working on such an important project for the County of Riverside, and of the way they embrace innovation. They chose transportation as a career because they wanted to give back to their community and to help make people's quality of life better.

Anne Mayer then welcomed the 91CCTF on behalf of RCTC and explained the purpose of the group. The Task Force will be providing the 91 Project Team with important insight into the traffic conditions and effectiveness of public communication related to those issues. The 91CCTF members were selected because they represent a diverse cross section of Corona residents and businesses. Information shared with the 91CCTF is encouraged to be passed along through the



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

task force members' network to help the Project team get the word out regarding work that is being planned and closures or detours that could impact residents, businesses and drivers.

Marnie presented the Meeting Norms for the group to review and approve. The group agreed to the following meeting norms:

- Agendas provided 72 hours in advance/ Notes within 72 hours*
- Meetings start on time, end on time
- Be punctual and prepared
- Speak and listen respectfully to fellow CCTF Members, presenters and public
 - Disagree without being disagreeable
 - Challenge ideas rather than people
 - Participate don't dominate
- Support each other by actively listening and staying engaged
 - Ask questions, offer suggestions
 - Avoid side conversations
 - Silence cell phones

Please note: 72 hours after the meeting falls on a weekend, so Marnie is modifying this commitment to be the Monday after the meeting takes place

91 Project Team Project Manager, David Thomas gave a detailed project overview (see attached presentation). Highlights from the presentation are:

- The project is on track to be complete in 2017
- When the new Express Lanes are complete, there will be up to 78-minute time savings to commuters using that option and a 12 minute reduction in non-tolled lanes in the corridor.
- There are 3 access points to and from the Express Lanes: one at the Orange County Line, one on the 91 just East of the 15, and one on the 15 just north of Ontario Avenue interchange. A mid-city entrance was examined during the environmental phase of the project and was determined not to be feasible either from a traffic flow or feasibility perspective.
- The project goal upon completion is to move freeway traffic through Corona without using City streets.
- The project is estimated to create more than 16,000 permanent jobs in Riverside County.
- By using 40-year paving material and upgrading the outside lanes of the 91 mainline, the project will reduce the pavement impacts of heavy trucks through the corridor.
- There are 32 new or reconstructed bridges as part of the project.

David then explained that design-build is being used as the project delivery method for the 91 Project.

- Design-build is an accelerated project delivery method
- It allows RCTC to select the right team based 80% on price and 20% on innovation and schedule
- The innovations proposed by the successful bidder, Atkinson-Walsh Joint Venture (AWJV) will save taxpayers \$70M on the 91/15 flyover alone
- The designer, who is part of the AWJV team, on the project is URS (recently acquired by AECOM)
- One big benefit of using this method is that the contractor owns design errors, so this risk transfer translates into cost savings for the public.
- RCTC oversees the program manager, Parsons, who has 60-70 people working to clear the hurdles so the AWJV team can keep moving forward with the project.

The Task Force asked questions and provided suggestions, which included:

Question: Please explain why the Grand off-ramp needs to be removed.

Response: The existing configuration of ramps did not meet Caltrans design standards. Having a high concentration of on ramps slows traffic down on the freeway due to merging, and there are safety issues related to that merging pattern that will be eliminated with the new ramp configurations.

Comment: Construction alerts are helpful but there is too much information, and it can be hard to follow. Plus what is on an alert is not always what we experience in our day-to-day routes. Provide a graphical representation of the work to be done to help the public see the impacts.

Response: David shared that RCTC is working on launching a new IE511.org website and mobile app that will provide real-time data on closures and detours to help commuters and residents know what is actually happening in the field.

Question: Please explain entrance and exit points of the express lanes. How will the tolls work? Will the new lanes tie in with the existing system in OC? What will the rates be?

Response: The experience for drivers should be seamless. RCTC has hired the same toll operator for the 91 Project that OCTA uses for their facility in Orange County. Tolls will be consistent with what drivers pay to use the 91 Express Lanes now. The length of the express lanes is being extended and there will be tolls on the new portion of the system. Tolls are assessed on a per-mile and congestion basis and you are charged only for what you use. The length of the new tolled lanes is approximately equivalent to the length of the lanes in Orange County, so tolls will be similar. RCTC will use variable pricing as OCTA does to manage the flow of traffic in the lanes and ensure that drivers who choose to pay the tolls receive the benefit they are paying for. There will be an entrance/ exit point just West of Green River, as there is now.



91

15

FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Question: Why is there no mid-city access point for the new tolled facility?

Response: Measure A provides for only one new lane on the 91 in each direction. That will not meet demand, so RCTC looked to an express lanes option to provide additional relief in the corridor. While the corridor will still be congested, the express lanes option will give people a choice when it is right for them. During the environmental phase, the public and City of Corona officials made it clear to RCTC that the goal should be to get 91 mainline traffic through Corona without using City streets. A mid-city entrance to the tolled facility, in addition to adding millions of dollars to the cost, would also require a larger footprint (resulting in a greater number of right of way purchases) and would negatively impact the financial position of the express lanes as well as deteriorate traffic flow on the 91 and City streets.

Question: How do you handle traffic on our city streets? Who is responsible for detours and back-ups on City streets? How does the traffic meeting work?

Response: RCTC, the AWJV team, the City, law enforcement, and Caltrans meet weekly to discuss traffic handling plans for current and future work. There is also a second weekly meeting to cover public complaints, suggestions and requests. Signal timing is handled by the City on city streets, and by Caltrans on freeway on-ramps. Signage for detours is handled by the Contractor with approval from RCTC based on Caltrans design standards and the contract documents. Oversight is provided by RCTC corridor-wide and from the City on city streets, and Caltrans on the ramps and the freeway. Issues are flagged by team members at the weekly meetings, and action items are developed and tracked for resolution. The project team also has outreach team members who drive the corridor actively looking for any signage that may be confusing or misplaced. If the public spots something that they believe is not right, they are encouraged to call the project helpline at 877-770-9191.

Question: Can we include a discussion of the entrance/exit near Ontario on the 15 at our next Task Force meeting? There could be traffic impacts as local traffic is pushed that way.

Response: RCTC added this topic to our list of comments for review at our weekly meeting. We will add this as a discussion topic at our next 91 CCTF meeting.

Question: At the Main Street on-ramp to the 91 Westbound there are now three ramp lanes but there is only one lane for entrance onto the freeway, which creates a funnel. Is there a way to have two lanes merging onto the 91 at this point?

Response: The 91 Project will implement Caltrans current design standards for three lane merges onto a freeway which includes adding an auxiliary lane at this location.

Question: I sometimes see work taking place prior to when a closure has been announced. For example, the construction alert says freeway is supposed to be closed starting at 9pm, but I see lanes closed before then. What is going on?

Response: The contractor is preparing to perform the work during the closure. The contract allows AWJV to begin to close down lanes prior to a full closure so that they maximize the work window a closure provides. We understand this can be confusing, and appreciate the feedback from the Task Force to let us know we have some adjustments to make in our communications to make this clear to the public.

Comment: Signage for notifying travelers that businesses located in the construction area is not adequate. It can be confusing for people when closures start early as the last comment referenced. Need to be clear to the public about what the impacts are in terms of a partial versus full closure, there is little difference in their minds and the confusion impacts business planning. (For example a business may opt to close earlier.) Sometimes closures start early or end late, this has consequences, and the project should "manage to expectations."

Response: We hear you loud and clear. The contractor makes every effort to start and end enclosures on time. We have hundreds of closures in a month, and fewer than ten have either started too early or ended past the deadline in the past month. Nevertheless, this is an important commitment that we make to the traveling public, residents and businesses, and we take that commitment seriously. We will come back to the Task Force next month with our outreach plan for your input.

Question: Explain why the WB Grand Ramp must be closed now.

Response: The existing WB Grand onramp occupies the final "plug" between Main Street and Lincoln Avenue. The Contractor needs to access this area to construct a retaining wall and complete the freeway widening in this area. Based on the sequence of construction, this needs to be constructed now so that the new WB Main Street onramp and mainline traffic can be switched onto this pavement so that the existing Main Street bridge can be replaced. This will allow the project to be completed on schedule.

Comment: On Pomona Road stop signs are creating congestion with the detours. My commute went from 10 minutes to 40 minutes. Is it possible to use temporary lights?

Response: RCTC reviewed this route at the December 11 traffic meeting. It is not feasible to add temporary signals, but staff is reviewing signing and striping in the area to see if improvements can be made.

Comment: The group expressed consensus that the main concern is not with the traffic on the freeway, it is the traffic on City streets to get to the freeway.

Response: That is the reason that RCTC has convened this task force. The Project Team wants to minimize impacts to residents and businesses. Planned conditions do not always match reality, so having input from community members facing the situation daily is very helpful to resolving unanticipated issues and better communicating impacts to the public. We may not always be able to fix an issue, but we want to provide accurate and helpful information about why impacts exist and what we are doing to address the public's concerns.



FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Question: Will a copy of the presentation be available?

Response: A copy of the presentation will be posted to the www.sr91project.info website along with these meeting notes.

Jan Bohn with the AWJV design-builder gave an overview of upcoming work throughout the corridor.

Captain Rodriguez with Corona PD (CPD) gave a presentation to highlight the jurisdictions and roles of the law enforcement agencies involved in the project. Corona has a traffic enforcement arm that is responsible for City streets in the 40 square miles of the City, and also has oversight for school safety. CHP has enforcement for violations on the 91 freeway such as the one shown in the photo that was sent by a 91CCTF member earlier in the day. Commercial enforcement for things like trucks in the number one or two lanes are CHP responsibility and they have recently implemented three "strike force" teams to address this issue. Capt. Rodriguez stated that CPD responds to citizen complaints, and if it is outside of their jurisdiction they pass along the information to the appropriate agency. For instance, Coronita is handled by the Riverside County Sheriff's department and he routinely gets complaints from that area that he then forwards. He used the example of the photo provided by the 91CCTF member that he forwarded to CHP.

David Thomas asked the 91CCTF members to visit and test out the IE511.org website which RCTC has developed and will be launching soon.

Marnie asked the group for future topics of concern. Suggestions included:

- Signage and detour plans
- Ridesharing, transit and active transportation options in the corridor
- Artist renderings of what the project will look like

Due to time limitations the agenda item regarding public outreach will be postponed to a future meeting, and will be put on the agenda for January.

Additionally the group wanted to be able to interact more with speakers, and requested that presentations be limited to allow for ample dialog.

A closed facebook page was suggested.

The meeting date was fixed at second Thursday of the month from 7-9p.m.

Next meeting will be January 14' 2016.

Note: *Items in italics were raised by the 91CCTF and subsequently discussed at the December 11 MOT meeting for response back to the 91CCTF.*