

Appendix N Public Review Comment Letters

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F-1 FEDERAL AGENCIES

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Lisa Williams

Subject: FW: comment period end date for 241/91 connector project?**From:** LOWE, DEBBIE [<mailto:Lowe.Debbie@epa.gov>]**Sent:** Monday, November 21, 2016 1:33 PM**To:** D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>; Heydari, Bahar@DOT <bahar.heydari@dot.ca.gov>**Cc:** Dunlap, Kelly C@DOT <Kelly.DUNLAP@dot.ca.gov>**Subject:** comment period end date for 241/91 connector project?

Bahar,

Please note that the Toll Roads website (<https://www.thetollroads.com/about/projects/241-91-connector>) says that the comment period for the 241/91 connector project ends on January 9, 2017. And the Caltrans website (<http://www.dot.ca.gov/d12/DEA/241-91/OK9700/>) states that the comment period ends on January 5, 2017.

Can you correct the discrepancy? Please note that the federal register notice lists the end of the comment period as January 9, 2017. Thank you.

Debbie Lowe Liang
Environmental Review Section
US EPA, 75 Hawthorne St (ENF-4-2)
San Francisco, CA 94105
lowe.debbie@epa.gov
415-947-4155

F-1A-1

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F-1B

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

January 5, 2017

Smita Deshpande, Generalist Branch Chief
Division of Environmental Analysis
Department of Transportation, District 12
1750 East Fourth Street, Suite 100
Santa Ana, California, 92705

Subject: Draft Supplemental Environmental Impact Statement, State Route 241/State Route 91 Tolled Express Lanes Connector Project, Orange and Riverside Counties, California [CEQ# 20160262]

Dear Ms. Deshpande:

The U.S. Environmental Protection Agency (EPA) has reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) for the State Route 241/State Route 91 Tolled Express Lanes Connector Project. Our review and comments are pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The proposed project is to build a tolled median-to-median direct connector linking the northbound 241 Toll Road to the eastbound 91 Express Lanes and the westbound 91 Express Lanes to the southbound 241 Toll Road.

Based on our review of the SDEIS, we have rated both the action alternative and the document as *Lack of Objections (LO)* (See attached "Summary of EPA Rating Definitions").

F-1B-1

We appreciate the opportunities for early coordination on this project. When the Final Supplemental EIS and Record of Decision are released for public review, please send one electronic copy to the address above (Mail Code: ENF 4-2) or via email to lowe.debbie@epa.gov. Should you have any questions, please contact me at (415) 947-3554, or contact Debbie Lowe Liang, the lead reviewer for the project at (415) 947-4155 or lowe.debbie@epa.gov.

F-1B-2

Sincerely,

Carolyn Mulvihill, Acting Transportation Team Supervisor
Environmental Review Section

Enclosure: Summary of EPA Rating Definitions

Cc (via email): Brenda Powell-Jones, Caltrans Headquarters
Kelly Dunlap, Caltrans District 12 Environmental Coordinator

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

"Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
333 Bush Street, Suite 515
San Francisco, CA 94104

IN REPLY REFER TO:
(ER 16/0651)

Filed Electronically

January 25, 2017

Smita Deshpande
California Department of Transportation
1120 N Street
MS 49
Sacramento, CA 95814

Subject: Supplemental Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation
State Route 241 and 91 (SR241/SR-91) Tolled Express Lanes Connector, Orange
County, CA

Dear Ms. Deshpande,

The Department of the Interior has received and reviewed the subject document and has the following comments to offer.

The U.S. Fish and Wildlife Service (FWS) and the National Park Service (NPS) have reviewed the above referenced Draft Environmental Impact Statement (EIS), dated October 2016. Our primary concern and mandate is the protection of public fish and wildlife resources and their habitats and the potential harmful impacts on the Irvine Ranch National Natural Landmark (NNL). We have legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The Service is a Participating Agency for this project.

F-2-1

The project as proposed will result in the construction of a tolled median-to-median connector between State Route 241 (SR-241) and the tolled lanes in the median of State Route 91 (SR-91). The project is located in the cities of Anaheim, Yorba Linda, and Corona and the counties of Orange and Riverside, California.

General Comments from Fish and Wildlife

New Impact Area

The DEIS states, “The entire footprint of the ETC Corridor was assumed “take” through its construction, and per the NCCP/HCP documents, all development activities and uses addressed by the NCCP/HCP by participating landowners within the NCCP/HCP Plan Areas are considered fully mitigated by the NCCP/HCP. No additional mitigation is required for impacts to identified species and their habitat or for species residing in covered habitats” (page 3.15-1). The DEIS should document that the current proposed project extends farther to the east along SR-91 than was previously proposed. Impacts to sensitive species and habitats that were not previously analyzed and offset through the 1994 Biological Opinion and NCCP/HCP will need to be quantified and should be offset. The FEIS should include in the project figures the mapped eastern limit of the previously analyzed project. Table 3.15.2 should be revised to include separate columns for the project area previously analyzed under the 1994 Biological Opinion and NCCP/HCP, and the new eastern portion of the project that has not been analyzed and offset.

F-2-2

Gypsum Canyon Nature Preserve

The project will result in permanent impacts to 5 acres of land located within the Gypsum Canyon Nature Preserve that is protected by a Conservation Easement held by The Nature Conservancy. The project proposes to use the area for construction staging (page S-11), for the construction of a maintenance access road (page S-10), and for slope grading to accommodate the realigned eastbound SR-91 lanes (page 2-18). The DEIS proposes a de minimis finding for these impacts to the Gypsum Canyon Nature Preserve under section 4(f) of the Department of Transportation Act of 1966 (page 3.1-56). The de minimis finding is not appropriate. Under section 4(f) these lands may only be affected for a transportation use if there is no prudent and feasible alternative and the project includes all possible planning to minimize harm to the site.

F-2-3

To minimize harm to the site, the proposed construction staging should be relocated to existing developed / disturbed areas, such as the junction of SR-241 and SR-91 in the existing Caltrans right-of-way, to avoid impacts to sensitive habitats and species. The need for a maintenance access road at this location is not clearly explained in the DEIS, and the road appears to impact adjacent habitat unnecessarily (Figure 2.1, Sheet 4). The project should be redesigned to remove or relocate the maintenance access road. If it is not feasible to relocate the maintenance access road, the FEIS should provide a clear description of the need for the road. The proposed slope grading should be minimized through the use of a retaining wall.

F-2-4

The DEIS states that the proposed impacts to the Gypsum Canyon Nature Preserve did not warrant the proposed activity approval process within the grant deed of the Conservation Easement (page 5-19 to 5-20). The FEIS should provide the relevant language from the Conservation Easement that was used to reach the decision that the proposed activity approval process is not warranted for this project. Regardless of the language in the Conservation Easement, we recommend that the project be designed to avoid and minimize impacts to this conserved area.

F-2-5

Wildlife Crossings

The DEIS states that the construction activities and project improvements would be entirely within the Caltrans right-of-way, in the median, and along existing paved roads, in the vicinity of

F-2-6

Gypsum Canyon, Coal Canyon and B Canyon and, therefore, would not impact the use or operation of the undercrossings as wildlife crossings (pages 3-45 and 3.15-55). All wildlife undercrossings are located within the right-of-way of the roads under which they are located. In the FEIS, this analysis needs to be revised to examine more critically the function of wildlife crossings in the project footprint and how the proposed use of wildlife crossings for construction access and staging will impact their functioning as wildlife crossings. Specifically, the analysis should address any potential impacts from changes in noise and lighting, bridge or culvert widening, changes to vegetation cover adjacent to culvert or bridge openings, changes to substrate within or at either end of the crossing (e.g., placement or rip-rap at either end of a bridge or culvert would inhibit wildlife dispersal), and reduction in visibility (e.g., vertical or horizontal bends would impede the ability of wildlife to look through the crossing to habitat on the other side of the road). The project should incorporate wildlife connectivity benefits to offset any unavoidable impacts to wildlife crossings.

F-2-6

The DEIS refers to advance signage in the vicinity of the Windy Ridge Wildlife Crossing and Coal Canyon Undercrossing (page S-9). The FEIS should provide detail on how the project will avoid light spill from signage lighting into areas of adjacent habitat, including wildlife crossing areas. Lit signs, and in particular changeable message signs and signs with blinking lights, should be located away from wildlife crossing areas. Lighting, including signage lighting, should be directed toward the freeway and shielded and directed away from adjacent habitat areas.

F-2-7

The DEIS refers to restoring all disturbed habitat adjacent to the Windy Ridge Wildlife Undercrossing with native vegetation (pages S-40 to S-41 and 3.15-62) but does not mention restoration of native habitats at the other wildlife crossings within the project area. While the Coal Canyon undercrossing had previously been unvegetated and disturbed, in 2013 it was planted with native vegetation to encourage increased use of the undercrossing by wildlife. Impacts to native vegetation within all wildlife crossing areas should be avoided to the greatest extent feasible. Avoidance of native habitats, and restoration of habitats where avoidance is not feasible, should apply to all of the wildlife crossings in the project area. The DEIS states that “Enhanced plantings shall occur adjacent to wildlife crossings” (page S-21). The FEIS should provide more detail regarding the proposed plantings at wildlife crossings. Plantings at undercrossings should consist of native species that will not obscure the opening of the crossing and will encourage wildlife movement.

F-2-8

The DEIS refers to avoiding night work at the Windy Ridge and Coal Canyon wildlife undercrossings and the states, “If work must be done at night, noise and direct lighting will be directed away from Windy Ridge Wildlife Undercrossing and Coal Canyon Undercrossing” (page S-41). It is not clear how noise and light could be directed away from the undercrossings in the event that night work is conducted within the undercrossings. The FEIS should specify that no night work will occur in or adjacent to these sensitive wildlife crossing areas. The DEIS also refers to use of noise barriers during vibratory pile driving at the Coal Canyon Undercrossing (Page 3.15-62). It is not clear why vibratory pile driving would need to occur in or adjacent to the Coal Canyon Undercrossing, which is mapped in the DEIS as an advanced signage area. It is also not clear whether vibratory pile driving is proposed at the Windy Ridge Wildlife Undercrossing, and if so, whether noise attenuation measures are proposed for this sensitive wildlife movement area. The project should avoid impacts, or incorporate noise attenuation

F-2-9

measures at all affected wildlife crossing areas.

The DEIS states that the Coal Canyon undercrossing ramps will be regraded so the area can be used as a construction turnaround and to access the median (page 2-25). This area has been planted with native habitats to encourage increased use of the undercrossing by wildlife. We are engaged in on-going coordination efforts aimed at closing the Coal Canyon off-ramps to encourage increased use of the undercrossing by wildlife. Regrading the ramps to allow for access by construction vehicles is counter to our ongoing habitat restoration and access control efforts in this area and would have a negative effect on wildlife use of the undercrossing. The project should be redesigned to use the median for construction access and turnaround and to avoid all impacts to the Coal Canyon undercrossing.

F-2-9

Specific Comments from FWS

Page S-17. Emergency Services – It is our understanding that the freeway median in the vicinity of Coal Canyon is now being used as a turn-around by emergency vehicles, reducing vehicle use of the Coal Canyon undercrossing, which benefits both wildlife connectivity and human safety by providing a more accessible and rapid turn-around location that is outside of the wildlife undercrossing. The FEIS should address how the project will maintain the median turn-around and associated human safety and wildlife connectivity benefits.

F-2-10

Page S-25. Groundwater Dewatering – The DEIS does not provide detail to ensure that proposed dewatering will not affect riparian and riverine habitats along the Santa Ana River corridor. If necessary, the project should be modified to ensure that these sensitive riparian habitats are not affected by dewatering.

F-2-11

Pages S-29 and S-30. Hazardous Materials – The DEIS does not include specific measures that will be used to contain and dispose of materials contaminated with asbestos and lead within sensitive habitat areas, including Gypsum Canyon. The project should be modified to incorporate specific measures to contain and dispose of contaminated waste.

F-2-12

Page S-36 and S-37 and Pages 3.15-58 to 59. Natural Communities, Coastal California Gnatcatchers – The DEIS states that, “...to the maximum extent practicable, no grading of CSS habitat that is occupied by nesting [coastal California gnatcatchers, *Poliophtila californica californica*] CAGN will occur during the breeding season (February 15 through July 15)... subject to public health and safety considerations.” The DEIS also states that in the event of such considerations, project proponents, “will provide USFWS/CDFW with the maximum practicable notice (or such notice as is specified in the NCCP/HCP) to allow for capture of CAGN”. The FEIS should specify that all vegetation removal activities for the proposed project will occur outside of the bird breeding season. Although the NCCP/HCP includes language regarding the capture of coastal California gnatcatchers, we do not recommend capture and relocation of gnatcatchers as a project avoidance measure, and all references to capture of coastal California gnatcatchers should be removed from the project minimization measures. As appropriate, passive relocation through flushing will be addressed in the section 7 consultation for the project.

F-2-13

Page S-38. Natural Communities, Coastal Sage Scrub – The DEIS states that, “Waste dirt or

F-2-14

rubble will not be deposited on adjacent CSS identified in the NCCP/HCP for protection.” The document later states that dust control measures will be implemented for CSS identified in the NCCP/HCP for protection. The project should be modified to ensure that project construction impacts will be limited to the defined project footprint, and dust control measures will be implemented for adjacent native plant communities, regardless of whether the adjacent habitats are identified in the NCCP/HCP for protection.

F-2-14

Figure 3.15.2, sheet 8. – The DEIS does not explain the need for the expansive temporary impact area south of SR-91 between the Gypsum Canyon Nature Preserve and Coal Canyon. The project should be redesigned to minimize impacts in this area to avoid sensitive habitats, including coastal sage scrub and Coulter’s Matilija poppies. If this impact consists of a graded slope it should be mapped as a permanent impact area, and the impact should be minimized through the use of a retaining wall.

F-2-15

We appreciate the opportunity to comment on the Draft EIS and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of the Carlsbad Fish and Wildlife Office at 760-431-9440, extension 278.

F-2-16

General Comments from NPS

Please be advised that this proposed project potentially impacts the Irvine Ranch National Natural Landmark (NNL). The NNL contains a diverse landscape dominated by chaparral and coastal sage scrub associations. These Mediterranean-type shrublands are a core element of concern for the South Pacific Border Biophysiographic Province. Both associations are represented by extensive stands with high biological diversity. The range of community composition present in the coastal sage scrub associations makes Irvine Ranch NNL one of the larger remaining areas of this threatened ecosystem. Other associations present on the Irvine Ranch considered as associated communities include live oak woodlands, riparian woodlands, Tecate cypress woodlands and grasslands. Woodlands and grasslands communities cover smaller areas of favorable habitat within the matrix of chaparral and coastal sage scrub. These habitats contribute to the biodiversity of the Irvine Ranch and are spatially and ecologically integrated into the chaparral and coastal sage scrub communities.

F-2-17

Irvine Ranch NNL also contains a remarkably complete stratigraphic succession ranging in age from late Cretaceous to the present (last ~80 million years). This succession records the transition through several plate tectonic frameworks that are key to understanding the evolution of the South Pacific Border Biophysiographic Province. It also captures the sedimentologic and paleoenvironmental responses to evolving plate tectonic settings. A diverse spectrum of rock types and fossils beautifully illustrates the pageant of changing landscapes, seascapes and paleogeographies at the junction of the Peninsular Ranges and Transverse Ranges geological provinces. The site presents a coastline to rugged mountain spectrum of landscapes shaped by tectonic uplift and erosional sculpting during the past 4 million years.

F-2-18

Irvine Ranch NNL possesses significant biological resources of Mediterranean shrublands, including extensive areas of chaparral and coastal sage scrub associations. These chaparral resources are equal to those of other significant areas within the South Pacific Border

F-2-19

Biophysiographic Province (such as the Santa Monica Mountains National Recreation Area), and the coastal sage scrub areas present one of the largest extant areas of this association remaining in California. It is the presence of these large and relative undisturbed ecosystems and their biological diversity that provides the uniqueness of this area. Important rare and endangered plants and animals are present in these habitats. Additionally, the NNL contains significant resources of live oak woodlands, riparian woodlands, and rare Tecate cypress woodlands, with their associated biota. Beyond their conservation significance, these biological resources have great value for research and education.

F-2-19

A remarkably unique, long time-range stratigraphic succession in the Irvine Ranch shows the linkage between tectonic framework, provenances, sedimentology, paleoenvironments, paleontology, paleoclimate, landscape evolution and geologic history. In this regard it is not only outstanding, but represents one of the most critical time intervals and locations in the evolution of the South Pacific Border Biophysiographic Province. A diverse spectrum of fossil faunas and floras, including invertebrates, vertebrates, and plants, add an important significance component to the stratigraphy of the Irvine Ranch from the perspectives of evolutionary events and important biostratigraphic reference sections. The tectonic geomorphology is particularly well-displayed and illustrates young mountain building processes through a combination of uplift and sea-level changes that have left their signature landforms well expressed throughout the site. This NNL is the best of a rare set of places within the South Pacific Border Biophysiographic Province where a long time-range, intact and structurally uncompromised stratigraphic section that records important earth history events are preserved.

F-2-20

The NNL protected area includes approximately 36,398 acres, and is depicted on the attached map (see below) of the project area (the green shading is Irvine Ranch NNL). For additional information or assistance with addressing this matter in preparing the Final EIS, please contact Ms. Laurie Lee Jenkins, National Natural Landmarks Coordinator, Pacific West Region, National Park Service, 810 State Route 20, Sedro Woolley, Washington, 98284, telephone (360) 854-7206.

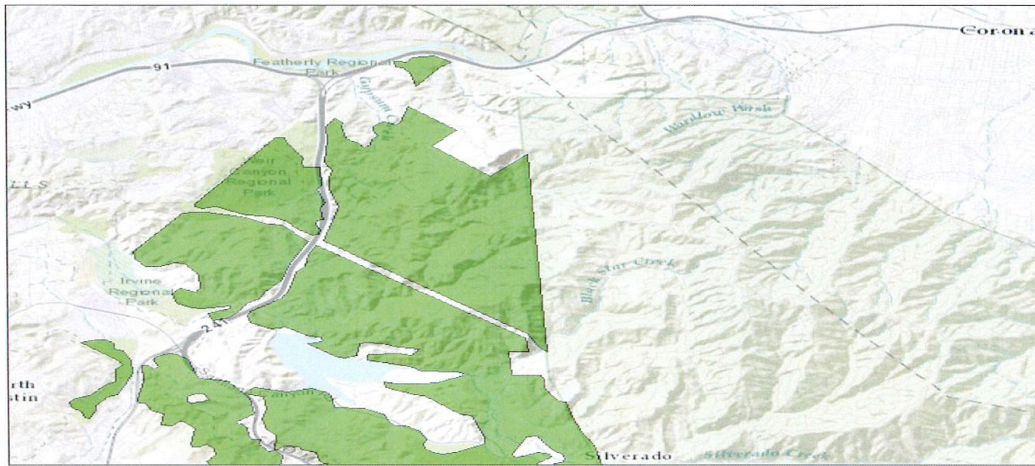
F-2-21

Thank you for the opportunity to review this project.
Sincerely,



Patricia Sanderson Port
Regional Environmental Officer

cc: OEPC-Staff Contact: carol_braegelmann@ios.doi.gov, 202-208-6661

NNL Boundaries-Laurie MAIN

Earthstar Geographics, CNES/Airbus DS | County of Los Angeles, County of Riverside, Bureau of Land Management, Esri, HERE, DeLorme, Intermap, USGS, NGA, EPA, USDA, NPS

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L-1 LOCAL AGENCIES

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Lisa Williams

Subject: FW: 241-91 DSEIR/EIS Comment Period

From: Lindsay Anderson
Sent: Wednesday, November 16, 2016 2:21 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241-91 DSEIR/EIS Comment Period

Please see the attached comment letter for the 241-91 Supplemental EIR/EIS.

Lindsay Anderson

Legislative Analyst
Orange County Business Council

2 Park Plaza, Suite 100 | Irvine, CA 92614
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November 16, 2016

Smita Desphande
Generalist Branch Chief
Caltrans District 12
ATTN: 241-91 DSEIR/EIS Comment Period
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

RE: 241-91 DSEIR/EIS COMMENT PERIOD

Dear Ms. Desphande,

Orange County Business Council (OCBC) supports the Build Alternative (Preferred Alternative) for the State Route 241 (SR-241)/State Route 91 (SR-91) Express Lanes Connector Project. The Build Alternative would achieve the project goals of:

- Implementing the build out of the ETC, as approved in 1994;
- Attaining compatibility with the SR-91 mainline and SR-91 Express Lanes;
- Improving traffic flow and operations by reducing weaving across multiple general purpose lanes between the SR-91 Express Lanes and the SR-241 general purpose lane connectors; and
- Enhancing the efficiency of the tolled system, thereby reducing congestion on the non-tolled system on SR-91.

L-1-1

The SR-91 is continuing to experience increased congestion as a result of population growth in the Inland Empire and the increase in jobs in the County of Orange. As a result of population growth, the numbers of vehicles on SR-91 are expected to increase by approximately 50 percent by 2035, which would result in continuing congestion and delays on SR-91.

L-1-2

As analyzed in the Supplemental EIR/EIS, implementation of the Build Alternative would decrease (or maintain the same) travel times along SR-91 despite population growth anticipated by 2040. **Therefore, OCBC supports implementation of the Build Alternative as opposed to the No Build Alternative.**

L-1-3

Sincerely,

Bryan Starr
Senior Vice President Government Affairs



December 27, 2016

Attn: 241-92 DSEIR/EIS Comment Period
Smita Deshpande
Caltrans-District 12
1750 East South Street, Suite 100
Santa Ana, CA 92705

Subject: Draft Supplemental Environmental Impact Report/Environmental Impact Statement for SR-241/SR91 Tolled Express Lanes Connector Project

Dear Smita Deshpande:

The City of Irvine Community Development staff reviewed the Draft Supplemental EIR for the SR-241/SR-91 Tolled Express Lanes Connector in Anaheim, Yorba Linda, Corona and other areas within Orange and Riverside county. The project is intended to improve access between SR-241 and SR-91, and to provide a tolled facility that is approximately 8.7 miles long.

Staff has no comments at this time. If you have any questions regarding this approval, please contact Justin Equina, Associate Planner, at 949-724-6364 or by email at jequina@cityofirvine.org

Sincerely,

JUSTIN EQUINA
Associate Planner

cc: Bill Jacobs, Principal Planner

L-2-1

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Community Development Department

January 3, 2017

Ms. Smita Deshpande
 Generalist Branch Chief
 Caltrans – District 12
 Attn: 241-91 DSEIR/EIS Comment Period
 1750 East Fourth Street, Suite 100
 Santa Ana, CA 92705



SUBJECT: REVIEW OF DRAFT SEIR/EIS FOR THE CALTRANS SR-241/SR-91 TOLLED EXPRESS LANES CONNECTOR PROJECT

Dear Ms. Deshpande:

Thank you for the opportunity to provide comments on the Draft Supplemental Environmental Impact Report and Environmental Impact Statement (DSEIR/EIS) for the Caltrans SR-241/SR-91 Tolted Express Lanes Connector Project in the cities of Anaheim, Yorba Linda, and Corona and the counties of Orange and Riverside. The project proposes to construct a median to median connector between the SR-241 and the tolled lanes in the median of the SR-91.

The City of Tustin offers the following comment at this time:

According to the Table 3.5.4 of the DSEIR/EIS, the proposed new connector would increase traffic volumes to and from the SR-241 by approximately 10% by year 2040. These trips would otherwise use SR-91 to and from the west. The traffic study area does not extend beyond the immediate vicinity of the SR-241/SR-91 confluence and therefore does not show the ramifications of the potential increased traffic volume to local roadways such as Jamboree Road in Tustin, which provides a fee-free alternative to toll road SR-261 (a southwesterly connection from SR-241). The DSEIR/EIS should be revised to include an analysis of potential impacts to Jamboree Road and other local roadways that may be impacted, or data should be provided to demonstrate that no impacts are anticipated.

L-3-1

The City of Tustin appreciates the opportunity to provide comments on this project and the Draft SEIR/EIS. I would appreciate receiving a copy of the Final SEIR/EIS when it becomes available. If you have any questions regarding the City's comments, please call Scott Reekstin, Principal Planner, at (714) 573-3016 or Krys Saldivar, Public Works Manager, at (714) 573-3172.

L-3-2

Sincerely,

Elizabeth A. Binsack
 Community Development Director

cc: Jeffrey C. Parker, City Manager
 Douglas S. Stack, Public Works Director
 Ken Nishikawa, Deputy Director of Public Works/Engineering
 Krys Saldivar, Public Works Manager – Traffic/Transportation
 Justina Willkom, Assistant Director – Planning
 Scott Reekstin, Principal Planner

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January 4, 2017

NCL-16-042

Smita Deshpande, Generalist Branch Chief
 Caltrans District 12, "Attn: 241-91 DSEIR/EIS Comment Period
 California Department of Transportation, District 12
 1750 East Fourth Street Suite 100
 Santa Ana, CA 92705

Subject: 241-91 DSEIR/EIS Comments Notice of Availability of Draft Environmental Impact Report/Environmental Impact Statement for the SR-241/SR-91 Tolloed Express Lanes Connector

Dear Smita Deshpande:

Thank you for the opportunity to comment on the subject project that is to construct a median-to-median connector between SR-241 and the tolled lanes in the median of SR-91. The County of Orange would like to offer the following comments for your consideration:

OC Public Works Infrastructure Programs/Flood Program Support

The Santa Ana River (E01) is the Orange County Flood Control District (OCFCD) facility in the vicinity of the project. E01 may potentially be affected by the proposed subject project.

1. Any work related to the proposed project within OCFCD right-of-way will require an encroachment permit from the County's Public Property Permits Section. In addition, all work within OCFCD right-of-way should be performed in a manner that will not adversely impact functionality, operability, access, or maintenance of OCFCD facilities. Information regarding permit application is available on our website – <http://www.ocplanning.net/>.
2. E01 was constructed as part of a federal project; any proposed modifications to E01 will require a Section 408 permit from the Army Corps of Engineers.
3. Any work related to the proposed project should implement all necessary measures to protect the existing Santa Ana River Interceptor (SARI) line, a major wastewater pipeline that is located under the southern levee of the Santa Ana River. Measures may include, but not be limited to, installation of extensometers and inclinometers to monitor underground soil movements that may impact the SARI line.
4. Chapter 3.8.2.2 titled Local Hydrology, page 3.8-7 of the SR-241/SR-91 Tolloed Express Lanes Connector Project Supplemental EIR/EIS states: "The Orange County Environmental Management Agency's Orange County Hydrology Manual (1986) recommends a value of 90 percent impervious for the entire area within the State right-of-way." Please delete the agency name "Environmental Management Agency" and replace with the Orange County Public Works.

L-4-1

L-4-2

L-4-3

L-4-4

OC Public Works Project Development/Trails

- | | |
|--|--------|
| 1. The subject project may impact two planned County riding and hiking (dirt) trails and an existing length of a Class I (paved) Bikeway | L-4-5 |
| 2. Project map also affect the use of Santa Ana Canyon Road, a popular bicycle route for on-road cyclists. | L-4-6 |
| 3. The Santa Ana River Class I (paved, off-road) Bikeway is located on the south side of the Santa Ana River and the north side of the SR-91 Freeway from Gypsum Canyon Road east to the Orange County border. The bikeway provides regional commuter and recreational cycling along the entire length of the river (in Orange County) and between Orange County, Riverside and San Bernardino counties. The bikeway must remain open at all times to insure those using the route will always have access to this important, non-motorized, facility. | L-4-7 |
| 4. Planned parallel to the existing Santa Ana River Class I Bikeway is a future length of the Gypsum-Coal Canyon Riding and Hiking (dirt) Trail. The trail will adjoin the bikeway between the SR-91 and the Santa Ana River from Gypsum Canyon Road east to near Coal Canyon. The project must not preclude the development of this trail. | L-4-8 |
| 5. A second length of the Gypsum-Coal Canyon Regional Riding and Hiking (dirt) Trail is also planned to pass through Canyon RV Park (also known as County's Featherly Regional Park) to then undercross the SR-91 into Gypsum Canyon before undercrossing the SR-241 into County's Weir Canyon Regional Park. The project must not preclude the future extension of this trail. | L-4-9 |
| 6. Santa Ana Canyon Road is a popular bicycle route for riders traveling between Orange, Riverside and San Bernardino counties. The project should not limit existing cycle use along this roadway or preclude the development of a Class II Bike Lane along the east and west-bound sides of its highway. | L-4-10 |
| 7. The Weir Canyon Regional Riding and Hiking (dirt) Trail is planned along the south side of Santa Ana Canyon Road beginning 0.60 mile east of Weir Canyon Road. This regional trail is to continue east to Gypsum Canyon Road and the future Gypsum Canyon Regional Riding and Hiking (dirt) Trail. The project must not preclude the future development of this important trail. | L-4-11 |

If you have any questions regarding these comments, please contact Robert McLean at (714) 647-3951 or Anna Brzezicki at (714) 647-3989 of OC Public Works Infrastructure Programs, Jeff Dickman at (714) 647-3937 of OC Public Works/Project Development/Trails or Linda Smith at (714) 667-8848 of OC Public Works/Development Services.

Sincerely,



for Laree Alonso, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Laree.alonso@ocpw.ocgov.com

cc: Robert McLean, OC Infrastructure Programs
Anna Brzezicki, OC Infrastructure Programs
Jeff Dickman, Project Development/Trails



City of Anaheim
PLANNING AND BUILDING DEPARTMENT

January 5, 2017

by email to: D12.SR241-91ELC@dot.ca.gov

Smita Deshpande, Generalist Branch Chief
Caltrans District 12 Office
Attn: 241-91 DSEIR/EIS Comment Period
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

Subject: Draft Supplemental Environmental Impact Report/Statement for the State
Route-241/State Route-91 Tolloed Express Lanes Connector Project

Dear Ms. Deshpande:

Thank you for the opportunity to review and comment on the above-referenced document. City of Anaheim staff has the following comments:

Land Use and Planning

Please contact Susan Kim, Principal Planner, at skim@anaheim.net or 714-765-4958 with any questions pertaining to this section.

L-5-1

1. Figure 1.2, Project Location, should show the City/County Boundaries in the project area.
2. The City of Anaheim adopted the Mountain Park Specific Plan No. 90-4¹ (Mountain Park) in 2005, which allowed for the development of up to 2,500 residential units, public facilities, infrastructure, trails, schools, and parks on 830 acres, with an additional 2,163 acres reserved for open space. The project site generally was located south of the SR-91 and on either side of the SR-241, which is within the Study Area for the Proposed Project. Prior to any development taking place, in 2014, the landowner (The Irvine Company) dedicated the entire project site to the County of Orange as permanent open space. As such, the Mountain Park Specific Plan development will not occur.
3. The City has reviewed the project description for the proposed project and verified that it reflects the current status of Mountain Park and the City's most recent growth projections. However, the status of Mountain Park is not accurately described in subsequent sections of the document. For example, on page 3.1-9, the document states that Mountain Park has been partially developed on the west side of the SR-241, which is incorrect. Residential development west of the SR-241 reflects the build-out of the Sycamore Canyon Specific Plan No. 88-1 and the Summit of Anaheim Hills Specific Plan No. 88-2.

L-5-2

L-5-3

¹ <http://anaheim.net/1040/Mountain-Park>

4. The City requests that all references to Mountain Park in the document, including Tables, Figures, and Exhibits, i.e Figure 3.1.1, be updated to reflect the current status of Mountain Park as permanent open space. L-5-4
5. The City and the County of Orange plan to build out the proposed riding and hiking trails and Class II Bike Lanes within the Proposed Project's Study Area, specifically on Santa Ana Canyon Road and Gypsum Canyon Road. Several of these routes were identified in the Mountain Park Specific Plan, in addition to the City's Circulation Element², Bicycle Master Plan³, and General Plan, and the County of Orange Master Plan of Regional Riding and Hiking Trails, Recreation Element, and General Plan. The project description should properly reflect all existing and proposed pedestrian and bicycle facilities in the Study Area, which are itemized below in Item #6. L-5-5
6. On page 3.5-32, the document concludes that the Build Alternative would not modify or otherwise affect the Santa Ana River Trail/Bike Lane or the existing fire trails in the Study Area. However, there are several riding and hiking trails and bikeways that are either existing or proposed in the plans listed in Item #5, above, and not reflected in the document, i.e. in Figure 3.1.4 and related discussion. The Proposed Project should properly identify and not preclude the implementation of riding and hiking trails and/or bike lanes, including but not limited to:
 - a. Existing Class II Bike Lane on Santa Ana Canyon Road from Weir Canyon Road to Gypsum Canyon Road. This route is identified in the City's Circulation Element and Bicycle Master Plan, and is an important regional connector from Anaheim Hills to the Santa Ana River Trail and points east. This bikeway is not currently signed and striped to MUTCD standards, however, the shoulder functions as a bikeway and would be improved to Caltrans standards at such time that Santa Ana Canyon Road is built to its ultimate Right-of-Way. L-5-6
 - b. Proposed Class II Bike Lane on Gypsum Canyon Road from Santa Ana Canyon Road to the Yorba Linda City limits, which is just south of the SR-91.
 - c. Proposed Gypsum-Coal Canyon Riding and Hiking Trail, which would parallel Gypsum Canyon Road to connect the Santa Ana River Trail to the north with the Santiago Creek Trail to the south and continue into Santiago Oaks and Irvine Regional Parks.
 - d. Proposed Weir Canyon Regional Riding and Hiking Trail on the south side of Santa Ana Canyon Road from its current terminus 0.6 miles east of Weir Canyon Road easterly to Gypsum Canyon Road to link with the proposed Gypsum-Coal Canyon Riding and Hiking Trail.
7. The County of Orange has identified a need for a regional staging area and trail head in the vicinity of Santa Ana Canyon Road and Gypsum Canyon Road. The Mountain Park Specific Plan identified Development Area 6 (APNs 514-011-01 and 514-011-04, owned by the County of Orange) as the preferred location for the regional staging area and trail L-5-7

² <http://anaheim.net/DocumentCenter/View/9520> Figure C-5 Page C-33

³ <http://anaheim.net/DocumentCenter/Home/View/2027> Map 5, Page 20

head. The Proposed Project should not preclude the implementation of this proposed use, should the County pursue it in the future.

L-5-10

Traffic and Transportation

Please contact David Kennedy, Associate Transportation Planner, at dkennedy@anaheim.net or 714-765-4920 with any questions pertaining to this section.

1. The Transportation Management Plan identified in Measure TR-1 on page 3.5-39 should be coordinated with the City of Anaheim Public Works Department and all other local jurisdictions in the Study Area, as well as the Orange County Transportation Authority, Riverside County Transportation Commission, and Metrolink, and any other affected agencies and/or property owners.
2. The Proposed Project should account for non-motorized travel impacts in the Study Area, specifically on Santa Ana Canyon Road and Gypsum Canyon Road, during project construction (Section 3.5.3.1 Temporary Impacts/Build Alternative – Page 3.5-5) and operation (Section 3.5.3.2 Permanent Impacts/Build Alternative – Page 3.5-32).
3. On Page 2-19 and 2-42, the document discusses Ramp Realignment of the SR-91/Gypsum Canyon Road eastbound on and off ramps. No further detail of the ramp realignment is provided in the document. Please add further detail, including figures, that depict the proposed ramp realignments, including accommodation for bikeways and riding and hiking trails previously mentioned.
4. Chapter 2, Project Alternatives, references Figure 2.1 and various sheets within this figure, multiple times throughout the chapter. However, this figure does not appear in the document, nor on the project's website. This figure, and any others referenced in the document, should be easily accessible and included in the document.
5. The ramp realignment mentions a possible roundabout configuration at this location. When the eastbound SR-91 mainline is congestion, queuing from the eastbound on-ramp will spill into the roundabout, causing it to fail. A signalized intersection at this interchange can better regulate the flow of traffic onto the SR-91 from Gypsum Canyon Road without significantly impacting through traffic on Gypsum Canyon Road.
6. Santa Ana Canyon Road and Gypsum Canyon Road are both currently two-lane undivided roadways, and are classified as four lane Secondary Arterials in both the City of Anaheim General Plan Circulation Element and the OCTA Master Plan of Arterial Highways. The Proposed Project shall allow for both streets to be widened to their ultimate widths, including Class II Bike Lanes and riding and hiking trails, as previously discussed. The design shall account for the column placements of the existing connector bridges from the SR-91 to the SR-241 in order to avoid dangerous curves due to the constrained right-of-way available in this area.
7. The City requests that design and engineering of the overhead structures and the placement of the bridge footings be coordinated with the Public Works Department.

L-5-11

L-5-12

L-5-13

L-5-14

L-5-15

L-5-16

L-5-17

Utilities – Water

Please contact Aladdin Shaikh, Principal Civil Engineer, at ashaikh@anaheim.net or 714-765-5268 with any questions pertaining to this section.

In the City's April 15, 2015 comment letter on the NOP/NOI for the Proposed Project, the Public Utilities Department: Water Engineering requested that the DSEIR/EIS address Utilities – Water Service, specifically whether the Proposed Project requires temporary or permanent water service, and if so, from which agency/provider. In review of Section 3.4 Utilities/Emergency Services, and Section 3.8, Physical Environment-Water Quality, there does not appear to be a discussion that addresses this comment. Please advise if this discussion appears in another section of the document, or if not, please add this discussion in its appropriate section.

L-5-18

Please continue to include the City of Anaheim as a participating agency in the ongoing environmental review of this project. Please forward any subsequent public notices regarding this project to my attention at the address listed at the bottom of the first page of this letter. If you have any questions regarding this response, please do not hesitate to contact Christine Saunders at (714) 765-5238 or csaunders@anaheim.net or me at (714) 765-4958 or skim@anaheim.net.

Sincerely,



Susan Kim, AICP, LEED AP ND
Principal Planner

Cc: Christine Saunders, Planning and Building Department
David Kennedy, Public Works Department
Aladdin Shaikh, Public Utilities Department
Pamela Galera, Community Services Department
Jeff Dickman, OC Public Works, Project Development



AFFILIATED AGENCIES

Orange County
Transit District

Local Transportation
Authority

Service Authority for
Freeway Emergencies

Consolidated Transportation
Service Agency

Congestion Management
Agency

Service Authority for
Abandoned Vehicles

January 9, 2017

Ms. Smita Deshpande
Generalist Branch Chief
Caltrans-District 12, "Attn: 241-91 DSEIR/EIS Comment Period"
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

Subject: Draft Supplemental Environmental Impact Report/Environmental Impact Statement (SCH. 1989010410) for the State Route 241/State Route 91 Tolloed Express Lanes Connector Project (Project No. 1200020097)

Dear Ms. Deshpande: *Smita*

Thank you for providing the Orange County Transportation Authority (OCTA) with the Draft Supplemental Environmental Impact Report/Environmental Impact Statement (DSEIR/S) for the State Route 241/State Route 91 Tolloed Express Lanes Connector Project (Project). The following comments are provided for your consideration:

- On page 2-23, Section 2.2.1.2 'Permanent Project Features,' subsection 'TSM/TDM' the proposed Project is stated "to have dynamic traffic technology (toll pricing based on express lanes demand)." The analysis in the DSEIR/S did not address tolling and potential economic implications. OCTA recommends further analysis on tolling under applicable environmental factors analysis. L-6-1
- On Page 5-3, Table 5.1 'Comments Received During Scoping,' states "Toll operations are being coordinated between F/ETCA, OCTA, and RCTC and are evaluated in a separate Concept of Operations report." OCTA recommends including this throughout the DSEIR/S, as applicable. L-6-2
- The opening year analysis should be redone to reflect the actual opening year of 2020 rather than 2017. While Section 3.5.3.2 provides an explanation that the differences in traffic operations are nominal between 2017 and 2020, given the SR-91 Corridor Improvement Project (CIP) is scheduled to open in 2017, a thorough 2020 analysis would be appropriate. L-6-3

- Given the complex nature of having multiple tolled facilities operated by different agencies, OCTA suggests that the analysis in the environmental document be updated to include traffic volume data anticipated to be available in Spring 2017 with the opening of the CIP. This would help refine the existing, opening year, and 2040 conditions analysis (throughput, speeds, and travel time). L-6-4
- It appears that the environmental document had not analyzed weaving impacts along the SR-91 at the confluence of the SR-241 Express Connector merge/diverge, the OCTA 91 Express Lanes, and the RCTC 91 Express Lanes. Therefore, a more detailed weaving analysis would be appropriate. L-6-5
- It appears that the complex nature of the multiple tolling options (including dynamic pricing) for the SR-241, the SR-241 Express Connector, the OCTA 91 Express Lanes, and the RCTC 91 Express Lanes are not adequately discussed with respect to the traffic impacts. These should be explored in detail. L-6-6
- OCTA understands that there are complementary concept of operations studies (con-ops) underway. Some of the appropriate results from the con-ops studies should be integrated into this environmental document. L-6-7
- It appears there needs to be a more thorough analysis of the construction impacts on the OCTA 91 Express Lanes, including traffic impacts, toll and revenue implications. L-6-8

Thank you for providing OCTA the opportunity to review this item. Throughout the development of this proposed project, we encourage continued communication with OCTA on the matters discussed herein. If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,



Dan Phu
Environmental Programs Manager

c: Valarie McFall, TCA

IP-1 INTERESTED PARTIES

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California Native Plant Society

ORANGE COUNTY CHAPTER

I-1

P.O. Box 54891

Irvine, CA 92619-4891

occnps.org

January 5, 2017

The California Native Plant Society is a statewide non-profit organization. Its membership is open to all.

CNPS' mission is to conserve California native plants and their natural habitats, and increase understanding, appreciation, and horticultural use of native plants.

The Orange County Chapter of CNPS focuses that mission on the native plants and natural vegetation of Orange County and adjacent Southern California.

Smita Deshpande, Generalist Branch Chief
Division of Environmental Analysis
Department of Transportation, District 12
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

RE: SR-241/SR-91 Tolled Express Lanes Connector Project

Dear Ms. Deshpande:

The Orange County Chapter of the California Native Plant Society has long had a strong interest in maintaining the integrity of Orange County's natural reserve areas. Thus we oppose in principle the permanent acquisition of 5 acres of the Gypsum Canyon Nature Preserve by CalTrans for use in the subject project. We do understand the practical-management aspects of such a transfer of ownership.

The discussion of Section 4(f) in Appendix B details the reasons for approving the permanent acquisition. Those reasons are repeated in Chapter 3.1. Section 3.1.3.1 points out that the Park Preservation Act requires that compensation be made in such acquisitions. But what that compensation might consist of is not stated. We would like to see clarification of what that compensation might be.

Comments on maps in the document:

1. A base map containing uniform information should be used throughout. At a minimum, each map should show ALL the reserved lands in the vicinity of the project, similarly to Fig. 3.3.2. However, that map is incomplete, it does not show:
 - The Coal Canyon and Tecate Cypress Ecological Reserves, which lie between the Gypsum Canyon Nature Reserve and the Cleveland National Forest.
 - The county lines.
 - The Windy Ridge and Coal Canyon wildlife crossings; these are mentioned often in the text, so should be indicated on the base map.
2. The base map, on its first appearance in the document, should also clearly indicate which reserve areas are "NCCP Plan Areas," which are "NCCP Reserves," and which are "National Natural Landmarks," and these distinctions should be more clearly explained in the text than they currently are. Land ownership, easements, and management change; the current land managers (Irvine Ranch Conservancy and OC Parks) should be consulted for the corrected map and description. Later uses of

I-1-1

I-1-2

I-1-3

this map could show the reserve areas as a light uniform tint underlying the other information.	↑ I-1-3
3. In general, the impression is that many of the maps throughout the current document were made for the original 1991 ETC Draft EIR/EIS and have not been updated. This results in incorrect information in the current document. For example: • Fig 1.2, and all figures that repeat it (Fig 1.6 <i>et seq.</i>) give the impression that the area labeled “Unincorporated Orange County” is just open land. In fact the area encompasses a mosaic of reserve lands under varied land ownership, as is shown on other maps in other parts of the document. It is confusing that these first maps convey a misleadingly simplistic view. • Fig. 3.1.1 shows areas labeled as “Undeveloped” and Fig. 3.1.2. shows the same areas as “Residential.” Both maps were devised in 2012. Since then, the “Undeveloped/Residential” areas have been set aside as reserve areas, under OC Parks. These maps should be updated. • Figs. 3.1.1, 3.1.2, and 3.1.3 show the outline of a study area that covers more territory than does the 1/2-mile radius of the project area shown on subsequent maps in this and later Chapters. It would be helpful if the two outlines could be overlain for comparison of what they bound. • The 5 acres to be permanently acquired should be indicated on Sheets 7 and 8 of Fig. 3.15.1.	I-1-4 I-1-5 I-1-6 I-1-7
Section 3.17.2.2 describes Coulter’s Matilija poppy (<i>Romneya coulteri</i>) as having “... large paper mâché-like flowers ...” The petals would be better described as crepe-paper-like: thin but crisp in substance and wrinkly/pleated in texture. <i>Papier-mâché</i> is usually stiff, thicker than crepe paper, and painted and/or coated with lacquer or similar preservative.	I-1-8
We note that patches of cactus (possible Cactus wren habitat) and matilija poppy and are found within the 5 acres that are to be acquired by CalTrans. We request that propagules be taken from these plants and used in the restoration to be done around the Windy Ridge Wildlife Crossing and elsewhere in the project area, as possible.	I-1-9
We are pleased that Mitigation Measure V-4, Landscaping, specifies “.... Drought-tolerant native species shall be used adjacent to areas of native habitat. Enhanced plantings shall occur adjacent to wildlife crossings....” The native species used in landscaping should be species that naturally grow in the native habitat, and should be used for landscaping throughout the project.	I-1-10

Thank you for the opportunity to comment on this project.

Respectfully,

Celia Kutcher
Conservation Chair

P-1 PUBLIC COMMENTS

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-----Original Message-----

From: Alex Park

Sent: Tuesday, November 29, 2016 9:04 AM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: Strong support for 241/91 connector

Hello,

Just want to personally address my proponent and strong support for the 241/91 connector (241 North to 91 East) - direct toll connection.

As a daily carpool commuter from Eastvale to Irvine... many of my friends and neighbors have expressed the need for the direct connector (even with additional toll fee). This was discussed many years ago amongst ourselves and anxious to hear the progression is taking place.

I have been commuting via 241 to 91 since 2009. Initially, the commute via 241/91 was bearable and even acceptable. However, with the population growth and economic recovery, the commuter volume has exponentially grown. Last few years have been the worst. It was unheard of to sit and wait on the northbound 241 for over 25 minutes to just merge onto the 91 eastbound freeway. My commute increased from 50 minutes to over hour and 20minutes. That's half hour increase for the same commute!

P-1-1

Not to mentioned, the congestion has increased the commuters incidents/motivation to 'cut' into narrow gaps or even stopping middle of the lanes to merge, all while going downhill at high rate of speed. I have witnessed few accidents and dangerous close calls many times.

The proposed 241/91 connector is well over due to relieve the congestion and dangerous stand stills (on downhill grade). I, along with many of my counterparts, are willing to pay additional toll fees to have the option to directly connect to the 91 eastbound from the North 241 to save time and ensure better safety.

Final thought... would it be possible to extend the 241/91 to three lanes instead of the two lanes currently in place? The N241 to WestBound 91 traffic is very light and don't see the need to have 2 dedicated lanes for this merge.

P-1-2

Rather, might be more efficient to allow 3 of the 4 lanes on N241 to be used for Eastbound 91 merge to help relieve some of the congestion until the 241/91 connector is finished. Hoping this may prevent some dangerous standstills. Also, a recommendation is to install temporary dividers between the dedicated lanes so it prevents commuters from cutting toward end of the merge.

P-1-3

Thank you for your time and efforts.

Alexander Park

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Subject: FW: 241/91 connector

-----Original Message-----

From: andreagladson

Sent: Tuesday, November 08, 2016 6:14 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: 241/91 connector

Yes! Please continue to improve traffic flow along the 91. This connector should have been built in the original constructions of the express lanes. please complete it.
Andrea Gladson

P-2-1

This page intentionally left blank

Lisa Williams

Subject: FW: 241/91 connector questions comments

From: Becky Johnson
Sent: Wednesday, November 30, 2016 5:05 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 connector questions comments

Hello,

I was unfortunately unable to make the open house last night.

I do not find that the online information helps me get answers to several of my questions and concerns.

- Will there be another public meeting?

For the Westbound AM commute, I am wondering if most of the traffic that needs to move across the westbound 91 freeway is more traffic from the 71 and also from Green River Road. The only way to get into the FastTrack lanes is to maneuver through the lanes and the proposed connector does not solve that problem. With the soon to be completed Foothill Parkway/Green River Road project, even more cars will me merging onto the freeway at Green River Road. Those cars from the 71 or Green River Road that will travel to the 241, do not need an connector as it is safer to stay in the right hand lanes and use the present exit ramp.

When traveling the PM commute on the Fast Tract/Express Lanes from OC to Riverside County esp. during peak times, the traffic is most often very slow from the 55 Freeway to Wier Canyon area. It makes one wonder why are we paying a pricey toll while the traffic in the regular lanes zips by???? Yet, there is often relief of the congestion at about Weir Canyon area.

- If the relief from sitting in the congested Fast Tract/Express Lanes does not happen till the Weir Canyon area, how will adding cars to the east bound Express Lanes from the proposed 241 connector improve flow on the east bound 91 Fast Track/Express Lanes???
- And if the temporary flow that is experienced on the eastbound 91 bottles up because of the addition of cars from the connector, for how long will that relieve the 241 jam? (--20 seconds as per your chart?—see below)

The renderings seem to show that it is proposed to widen the freeway so as to accommodate another Express Lane to accommodate the merging traffic to the 91 Express Lanes.

- If so, to what point will the added lane transition to the current existing two lanes?--The Riverside County line?

I also often drive the 241 northbound and sit in the congested traffic waiting to merge onto the 91 Freeway.

- In the rendering, it appears there will be added an additional lane to the Express lane to accommodate the connector?
- Again, for what distance with that lane last?

I hope the follow through does not stop at the Riverside County line—even with the addition of the Express Lanes through Corona. I wonder if the backup will just be pushed a short distance up the rode because cars will continue to exit and maneuver to Green River/Foothill and then for the 71 freeway.

Without adding additional lanes to the Express Lanes for long enough distances to accommodate the traffic from the northbound 241—*without reducing the number of regular lanes which are already insufficient in number*— to comfortably and safely absorb the increased traffic and lane change issues, nothing will change. I do not see how the traffic on the 241 which is often backed up to the Windy Ridge toll booth will improve!

I’m not sure if I am interpreting the data below from one of your charts correctly.

- Is it saying that when 91 Express Lanes through Corona are built that time saved on the 241 will be 38 seconds?



- And when the connector project is completed and beyond an additional 20 second 241 commute time will be saved????
- How is it that you project the number of vehicle throughput within the project limits?
 - o Average 2000 cars compared to the 40000 that currently travel the route is a only 5 %.

Please explain this data and project your results beyond the project limits to the overall traffic problem.

Traffic Transportation Summary

<u>Measure</u>	<u>Year</u>	<u>Results</u>
Increase in vehicle throughput within project limits.		
Build Alternative will:		
• Help overall traffic flow for region	2017	2,586 vehicles (+7%)
• Draw vehicles from I-5, SR-55 and other major streets during peak hours	2040	1,239 vehicles (+3%)
• Enhance travel and relieve traffic congestion between Orange/Riverside Counties.		
Travel speed enhanced by		
	2017	+1.9 MPH (+6%)
	2040	+2.7 MPH (+7%)
Travel time decreased by		
	2017	-38 seconds/vehicle (-12%)
	2040	-48 seconds/vehicle (-17%)

Based on seven hours of results for combined AM peak (three hours) and PM peak (four hours)

Even though Express lanes are being constructed through Corona, I fail to see PROOF that there will be an improvement in traffic flow especially since more people/cars are being projected to travel through an area that is heavily congested most weeks at all seven days. Not to forget that homes and apartments in Corona, Eastvale, Riverside...are continuing to be built which adds a significant traffic burden.

I have long hoped for a connector ramp to be built from the 91/71 into the car pool, or now express lanes similar the 55/5 and the 55/405.

- Is there any conversation about SIMULTANEOUSLY building connector ramps at the 91/71 junction?
- Do your studies show if a large number of travelers in the 91 Express Lanes and the 241 Northbound lanes also make multiple lane changes to be able to connect to the 71 freeway?
- Have you addressed the traffic issues at Green River Road—esp. with the soon to open Foothill Parkway project?

I look forward to your reply,
Becky Johnson
Corona, CA

Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; McFall, Valarie
Subject: RE: 241/91 connector questions comments

From: Becky Johnson
Sent: Monday, February 06, 2017 7:21 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: RE: 241/91 connector questions comments

I would like to add to my email below, the idea of putting in a *tolled connector ramp/s* for morning traffic from northbound Green River Road to the westbound 91 and for evening traffic from the east bound 91 up on to southbound Green River Road.

I wonder if the flow of traffic could be managed on a single ramp that allows for the change of traffic direction primarily based on the time of day (i.e. the ramp being used for one direction only.)

Thank you again,
 Becky Johnson

From: Becky Johnson
Sent: Wednesday, November 30, 2016 5:05 PM
To: D12.SR241-91ELC@dot.ca.gov
Subject: 241/91 connector questions comments

Hello,

I was unfortunately unable to make the open house last night.

I do not find that the online information helps me get answers to several of my questions and concerns.

- Will there be another public meeting?

For the Westbound AM commute, I am wondering if most of the traffic that needs to move across the westbound 91 freeway is more traffic from the 71 and also from Green River Road. The only way to get into the FastTrack lanes is to maneuver through the lanes and the proposed connector does not solve that problem. With the soon to be completed Foothill Parkway/Green River Road project, even more cars will be merging onto the freeway at Green River Road. Those cars from the 71 or Green River Road that will travel to the 241, do not need an connector as it is safer to stay in the right hand lanes and use the present exit ramp.

When traveling the PM commute on the Fast Tract/Express Lanes from OC to Riverside County esp. during peak times, the traffic is most often very slow from the 55 Freeway to Wier Canyon area. It makes one wonder why are we paying a pricey toll while the traffic in the regular lanes zips by???? Yet, there is often relief of the congestion at about Weir Canyon area.

- If the relief from sitting in the congested Fast Tract/Express Lanes does not happen till the Weir Canyon area, how will adding cars to the east bound Express Lanes from the proposed 241 connector improve flow on the east bound 91 Fast Track/Express Lanes???
- And if the temporary flow that is experienced on the eastbound 91 bottles up because of the addition of cars from the connector, for how long will that relieve the 241 jam? (--20 seconds as per your chart?—see below)

The renderings seem to show that it is proposed to widen the freeway so as to accommodate another Express Lane to accommodate the merging traffic to the 91 Express Lanes.

- If so, to what point will the added lane transition to the current existing two lanes?--The Riverside County line?

I also often drive the 241 northbound and sit in the congested traffic waiting to merge onto the 91 Freeway.

- In the rendering, it appears there will be added an additional lane to the Express lane to accommodate the connector?
- Again, for what distance with that lane last?

I hope the follow through does not stop at the Riverside County line—even with the addition of the Express Lanes through Corona. I wonder if the backup will just be pushed a short distance up the road because cars will continue to exit and maneuver to Green River/Foothill and then for the 71 freeway.

Without adding additional lanes to the Express Lanes for long enough distances to accommodate the traffic from the northbound 241—*without reducing the number of regular lanes which are already insufficient in number*—to comfortably and safely absorb the increased traffic and lane change issues, nothing will change. I do not see how the traffic on the 241 which is often backed up to the Windy Ridge toll booth will improve!

I'm not sure if I am interpreting the data below from one of your charts correctly.

- Is it saying that when 91 Express Lanes through Corona are built that time saved on the 241 will be 38 seconds?
- And when the connector project is completed and beyond an additional 20 second 241 commute time will be saved????
- How is it that you project the number of vehicle throughput within the project limits?
 - Average 2000 cars compared to the 40000 that currently travel the route is a only 5 %.

Please explain this data and project your results beyond the project limits to the overall traffic problem.

Traffic Transportation Summary

<u>Measure</u>	<u>Year</u>	<u>Results</u>
Increase in vehicle throughput within project limits.		
Build Alternative will:		
• Help overall traffic flow for region	2017	2,586 vehicles (+7%)
• Draw vehicles from I-5, SR-55 and other major streets during peak hours	2040	1,239 vehicles (+3%)
• Enhance travel and relieve traffic congestion between Orange/Riverside Counties.		
Travel speed enhanced by		
	2017	+1.9 MPH (+6%)
	2040	+2.7 MPH (+7%)
Travel time decreased by		
	2017	-38 seconds/vehicle (-12%)
	2040	-48 seconds/vehicle (-17%)

Based on seven hours of results for combined AM peak (three hours) and PM peak (four hours)

Even though Express lanes are being constructed through Corona, I fail to see PROOF that there will be an improvement in traffic flow especially since more people/cars are being projected to travel through an area that is heavily congested most weeks at all seven days. Not to forget that homes and apartments in Corona, Eastvale, Riverside...are continuing to be built which adds a significant traffic burden.

I have long hoped for a connector ramp to be built from the 91/71 into the car pool, or now express lanes similar the 55/5 and the 55/405.

- Is there any conversation about SIMULTANEOUSLY building connector ramps at the 91/71 junction?
- Do your studies show if a large number of travelers in the 91 Express Lanes and the 241 Northbound lanes also make multiple lane changes to be able to connect to the 71 freeway?
- Have you addressed the traffic issues at Green River Road—esp. with the soon to open Foothill Parkway project?

I look forward to your reply,

Becky Johnson
Corona, CA

Lisa Williams

Subject: FW: COMMENTS - 241/91 Express Connector Project

Importance: High

From: Bob Lampley

Sent: Wednesday, November 09, 2016 12:00 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: COMMENTS - 241/91 Express Connector Project

Importance: High

I do not wish to suffer any increased “TOLL-ROAD” costs as a result of this project.

Provided all funding can be resolved through other means, I have no objection.

P-4A-1

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: 241/91 TOLL ROAD COMMENTS

From: Bob Lampley
Sent: Monday, January 09, 2017 8:31 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 TOLL ROAD COMMENTS
Importance: High

During “Peak times” (mornings/afternoons) there is considerable congestion on both the 91 and 241 freeways due to the lengthy and ongoing construction on the 91 freeway. In as much, with regards to this proposed addition, consider the following;

1. Wait for **”all construction”** to end on the 91 freeway, in all directions.
2. Monitor the traffic speeds for these concerns over a **“one (1) year”** period of time to better determine a proper course of correction.
3. Consider during this period whether there is a need to only resolve heavy traffic transition from two directions.
 - a. Specifically the W/B 91 to the S/B 241 (AM traffic), and the N/B 241 to the E/B 91 (PM traffic).
4. **Ensure that no “current” Toll Road users will be impacted financially for this endeavor.**

P-4B-1

Thank you,
Bob Lampley

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Lisa Williams

Subject: FW: Fact Sheet

From:

Sent: Monday, October 31, 2016 4:19 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: Fact Sheet

The graph on the fact sheet shows construction from mid-2018 to the end of 2020. However, the Quick Facts below the graph state that construction could begin in late 2020 while according to the graph construction should be completed then.

P-5-1

Dave Alford

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Lisa Williams

Subject: FW: Toll Connector from 241 to 91 Express Lanes

From: David Wright
Sent: Monday, November 28, 2016 9:10 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Toll Connector from 241 to 91 Express Lanes

Good Morning!

I think this would be a very good addition to that interchange. Eliminating the need for people to try to push left across 5 lanes of bumper to bumper traffic will not only help alleviate the congestion created by these lane changes, but could literally save lives.

P-6-1

The 241 to 91 Express is one of two spots where drivers will be trying to cross all lanes, undoubtedly causing extreme traffic issues. The 91 Express East to Green River is the another spot where I anticipate many, many accidents as people attempt to exit the Express Lanes and get off on Green River to bypass Corona to the south, via the soon-to-open Foothill Extension. There really should be a Green River center-exit from the Express Lanes - not sure how the current project was ever approved without that!

P-6-2

Good luck and hope to see this approved,
 Thank you,

P-6-3

David Wright

Corona, CA 92882

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Lisa Williams

Subject: FW: I am for this connection

From:
Sent: Tuesday, November 29, 2016 6:48 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: I am for this connection

I could not make the meeting, but I am all for the 241/91 connector. It is horrible coming from Orange county on the 241 and then coming to a dead stop and standing in line for 30 minutes or more to get onto the 91 Fwy. And of course there are always those idiots who drive in lane #3 all the way to the end so they can cut in and not wait like the rest of us.

P-7-1

P-7-2

I do not feel that right now I am getting my money's worth for the tolls I am paying for this road, and also the 91 Fwy. Sometimes when I first get on the 91 fwy. From orange county, the regular freeway is going faster than our two toll lanes. It is annoying to see we are not getting our money's worth on that freeway too.

P-7-3

So I will be glad when the connector from the 91 to the 15 fwy is done next year, and I am looking forward to seeing the 91/241 eventually done too. I don't mind paying as long as it delivers what it promises.....a faster commute home.

P-7-4

Thank you
Dianne Chavarria



Dianne Chavarria

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE:

The eastbound 91 express lanes are currently congested during the entire afternoon/evening commute times. A connector from the northbound 241 to the eastbound 91 express lanes will add to the current congestion and create road rage especially for those "express" lane customers who pay up to a \$10.45 toll for travel between the 55 freeway and the Riverside county line.

P-8-1

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Lisa Williams

Subject: FW: 241/91 commuter (living in Corona)

From: Ed Arriola
Sent: Sunday, November 13, 2016 7:47 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 commuter (living in Corona)

I live in Corona, near the Cajalco off ramp of 15 fwy. Eagle Glen HOA.
Work in Aliso Viejo, Orange County.

Currently in the am I take the Corona streets to Green River to enter the 91 west to get to the 241 South. I haven't used the 91 in 2 years!!

Afternoons. BAD,BAD, & WORSE. I get to the 241 North/91 East curve about 4:10. Every day for 2-3 years the 241 NOth is backed up. Road rage is obvious. CHP doesn't make much of an effort.

Currently I get off 91 east and Green River to get home. Takes 24 minutes now off the freeway. Foothill west extension will help.

I'd rather stay on the 91 east express toll to the 15 and get off Cajalco.

.....Future housing developments ie: Arantine Hills project off Cajalco will make it bad again.

P-9-1

P-9-2

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Lisa Williams

Subject: FW: SR241 91 connector

From: Ed Gray
Sent: Thursday, November 10, 2016 4:02 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: SR241 91 connector

Please add an extension lane from the east 91 to 241 toll road entry. During large volume of traffic, entering the 91 east from the Weir Canyon on ramp, there is a back-up of vehicles trying to enter the 241. The right lane on the 91 east does not continue to get on the 241. You have to merge onto to the 91 and then exit to the 241.

Ed Gray

P-10-1

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Lisa Williams

Subject: FW: comments on connector**From:** Hryze**Sent:** Monday, October 31, 2016 12:45 PM**To:** D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>**Subject:** comments on connector

This should have been done when originally built. Now when traffic is unbearable you decide to build and of course charge extra to use it. I have been a tollroads user from the beginning and still have'nt figured out why this was not done when it was built.

P-11-1

Hryze

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Lisa Williams

Subject: FW: Request for 91/241 input

From:
Sent: Thursday, November 10, 2016 4:42 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Request for 91/241 input

I don't use the 91/241 connector. I want to tell you though, your request for input for the proposed change impresses me. This is the first time, and I've been around for a long time, I've had anyone ask me for input about an impending project.

Thank you for keeping me informed about the 91 freeway project. I do us that information. I leave for work, from Corona, at 3:15 AM. I need to go east on the 91 to north on the 15. Your emails help me decide what route I'll need to negotiate.

You are doing a good job. I just wanted to take this chance to thank you.

jd

Sent from [Mail](#) for Windows 10

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Lisa Williams

Subject: FW: Please build connector

From: Jason Zinkin**Sent:** Sunday, November 27, 2016 9:56 AM**To:** D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>**Subject:** Please build connector

At rush hour, traffic backs up for a good 20 minutes on the transition. This negates almost any incentive to take the 241. Might as well just take the 55 to the 91. Jason in Irvine

P-13-1

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Lisa Williams

Subject: FW: 241-91 Express Connector Project

From: John Fox **Sent:** Wednesday, November 30, 2016 5:28 PM**To:** D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>**Subject:** 241-91 Express Connector Project

My concern is the effect the project will have on lane changes at the toll lane access just west of Green River. Seems like a dedicated toll lane on and off ramps should be a high priority either at or somewhere near Green River to mitigate what is sure to become another bottleneck due to increased lane changes due to increased demand for the toll lanes as a result of the 241-91 Express Connector project. P-14-1

The 241-91 Express Connectors will affect the 91 ten or more miles beyond the project's borders. There will be a 7% increase in toll lane use according to your figures. You've also stated that one of the goals of the project is to cut down on lane changes. But won't this increase in toll traffic also increase lane changes at the county line as many of that 7% attempt to enter WB and exit EB at Green River? Let's face it, the 91 is still going to jam through Corona, including the toll lanes – EB especially, due to continuing and increasing bottlenecks at La Sierra and El Cerrito. And now that Green River is six lanes, it'll be even more of a favorite alternate, leading to an increase in lane changes – up to six lanes in less than a mile to access and egress the toll lanes west of Green River. P-14-2

John Fox
General Manager, Rez Radio 91.3

Pala Rez Radio
91.3 FM

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Lisa Williams

Subject: FW: 241 to 91

From: Phileoca
Sent: Monday, November 21, 2016 1:57 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241 to 91

Greetings,

I am an Anaheim Hills Resident who works in Irvine.
 I take the 241 daily and have valuable insight into your projects

The 241 North is 4 lines wide when you are at windy ridge. The 2 left lanes go Westbound on the 91 and the 2 right lanes go East Bound on the 91. Attached is an image noting the typical traffic which is 100% EASTBOUND 91 commuters. What happens on the 241 is selfish commuters want to skip the line so they block the left 2 lines waiting for an opportunity to cut in front of someone. Not only is it selfish, but it is also very dangerous. Many of these vehicle have to stop completely in the number 2 lane while they bully their way into the number 2 lane.

My suggestion is putting a DIVIDER between the number 2 and number 3 lanes.
 This divider will start at WINDY RIDGE.
 Left 2 lanes will be designated for WESTBOUND 91.
 Right 2 lanes will be designated for EASTBOUNT 91.

Windy Ridge toll booths should be removed
 New signage approaching Windy Ridge will notify drivers that all EASTBOUND drivers MUST go on the right side of the divider approaching windy ridge.

This will solve the problem of dangerous drivers and road rage among drivers who are cut off by these selfish drivers. It will also alleviate congestion for the drivers who are destined to go westbound on the 91 as they only make up roughly 1-5% of the total 241 north bound traffic.
 In fact, the westbound destined drivers only need 1 lane to travel, but that would not solve the problem the eastbound drivers face since there are only 2 lanes that merge onto the 91.

Lanes

1	2	3	4
W	W	E	E

Figure 1

P-15A-1

P-15A-2





↑
P-15A-2

Now regarding a 91 express lane to the 241. That will only be beneficial for 91 Westbound drivers. Anyone who is on the 91 eastbound in the toll lanes will not be interested in going south on the 241. If they are near the 55 and 91, they will just take the 55 to the 5 south. Going westbound it would be very beneficial especially after the 91 tollroads in riverside are complete.

P-15A-3

Any questions, feel free to contact me.
Kyle Tate
BS Information System Management
MS Information Technology

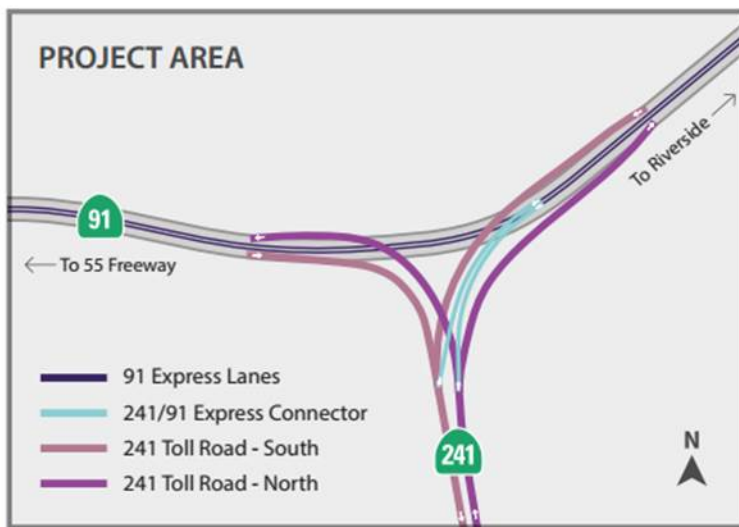
Lisa Williams**Subject:** FW: 241 flyover

From: Kyle Tate
Sent: Monday, November 21, 2016 2:07 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241 flyover

Greetings,

I looked at the project area and it seems like a good idea. However, that depends WHERE the flyover is. If the 241 flyover to the 91 express lanes is on the right side of the 241 north, then it will be fine. However, if you put the flyover on the left side, that means that in the event of the 91 being stopped for an accident (every day), the ENTIRE 241 north will be blocked even for commuters who are going to Anaheim hills/Yorba Linda area. The Corona commuters already block all of the lanes on the 241 as they try to weasel their way to the front of the line. If the flyover is on the left side, all of the lanes will be blocked. This will lead to ALL yorba linda/Anaheim commuters to get off the tollroads and take Chapman to Santiago Canyon to Cannon.

This flyover MUST be on the right side, not the left!

**Kyle Tate**
IT Manager

Like us on Facebook!

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Lisa Williams

Subject:

FW: Official Comment on the 241/91 Express Connector

-----Original Message-----

From: LEIF GRANE

Sent: Tuesday, November 29, 2016 12:50 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>; 241-91ExpressConnector@TheTollRoads.com

Subject: Official Comment on the 241/91 Express Connector

Hello, I would like to be sure that my concern is address prior to the official approval of the final design for the 241/91 Express Connector.

*** On both the east-bound and west bound 91 as it approaches the 241, there are five (5) regular lanes (outside of the 91 Express Lanes).

*** As the 91 passes the 241, the fifth lane is lost as an off ramp to the 241 Toll Road on both the east-bound and west-bound 91, reducing the number of lanes to four (4) and creating a huge bottleneck for traffic.

*** I officially request that the 5th lane be extended on the east-bound and west-bound lanes, passing the 241 as part of this project - if this is not done, the 241/91 Express Connector should not be approved.

I would appreciate immediate confirmation that my concerns are being addressed. I am hopeful that this is already included in the plan - but I felt the need to make it official, just in case.

Thanks for your attention,

Leif Grane
Corona, CA

P-16A-1

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Official Comment on the 241/91 Express Connector

-----Original Message-----

From: LEIF GRANE
 Sent: Monday, December 12, 2016 11:33 AM
 To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>; 241-91ExpressConnector@TheTollRoads.com;
 LEIF GRANE
 Subject: Re: Official Comment on the 241/91 Express Connector

Hello, I have not yet gotten a response to my comment. Please respond as soon as possible. Until I have confirmation the 5th lanes will be connected, this will not be closed.

P-16B-1

Please respond officially to my comment below - I need something to submit to all local newspapers.

Leif Grane
 Corona, CA

 On Tue, 11/29/16, LEIF GRANE

wrote:

Subject: Official Comment on the 241/91 Express Connector
 To: D12.SR241-91ELC@dot.ca.gov, 241-91ExpressConnector@TheTollRoads.com
 Date: Tuesday, November 29, 2016, 12:50 PM

Hello, I would like to be sure that my concern is addressed prior to the official approval of the final design for the 241/91 Express Connector.

*** On both the east-bound and west bound 91 as it approaches the 241, there are five (5) regular lanes (outside of the 91 Express Lanes).

*** As the 91 passes the 241, the fifth lane is lost as an off ramp to the 241 Toll Road on both the east-bound and west-bound 91, reducing the number of lanes to four (4) and creating a huge bottleneck for traffic.

*** I officially request that the 5th lane be extended on the east-bound and west-bound lanes, passing the 241 as part of this project - if this is not done, the 241/91 Express Connector should not be approved.

I would appreciate immediate confirmation that my concerns are being addressed. I am hopeful that this is already included in the plan - but I felt the need to make it official, just in case.

Thanks for your attention,

Leif Grane
Corona, CA

Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Comments 241-91

From:
Sent: Monday, January 09, 2017 3:34 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comments 241-91

In addition to the previous comments I made back in November, I have additional comments. I did not notice anything in the environmental study about the huge increase in emissions that will be the result of only having 4 Lanes passing the 241 toll roads on the 91 freeway... They need to change the plan to make it 5 lanes. This shortsightedness not only will increase traffic congestion dramatically it will also have an incredibly negative impact on the greenhouse gases as a result of cars idling through there. This absolutely must be addressed to not do so would be a travesty, California is a green state, or so at least pretends to be... This needs to be addressed on the environmental impact study please correct...

P-16C-1

If necessary,, I may consider legal action...

Leif G Grane
Corona, CA

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To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: 241 91 comments resubmission from 11/29/2016

From: LEIF GRANE
Sent: Monday, January 09, 2017 3:56 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241 91 comments resubmission from 11/29/2016

Since I never received a previous confirmation. on my comments from November 29th 2016, I am resubmitting them again today... I sent an additional comment today and did receive a confirmation today so I am extremely worried that my first comment was ignored or not received here is my original comment:

Please be sure to confirm receipt this time!!!!

(The below comments were originally sent 11/29/2016)

Hello, I would like to be sure that my concern is address prior to the official approval of the final design for the 241/91 Express Connector.

*** On both the east-bound and west bound 91 as it approaches the 241, there are five (5) regular lanes (outside of the 91 Express Lanes).

*** As the 91 passes the 241, the fifth lane is lost as an off ramp to the 241 Toll Road on both the east-bound and west-bound 91, reducing the number of lanes to four (4) and creating a huge bottleneck for traffic.

*** I officially request that the 5th lane be extended on the east-bound and west-bound lanes, passing the 241 as part of this project - if this is not done, the 241/91 Express Connector should not be approved.

I would appreciate immediate confirmation that my concerns are being addressed. I am hopeful that this is already included in the plan - but I felt the need to make it official, just in case.

Thanks for your attention,

Leif Grane
Corona, CA

P-16D-1

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I wish to raise two concerns about lighting and light pollution resulting from the proposed project.

The project as presented at the public meeting of 29 November included new bridges at a significant height above grade.

These present two separate lighting concerns.

P-17A-1

First, a new tolling gantry is proposed atop one of the bridges. The constant strobe flashes from the camera systems located this high above grade will be highly visible and annoying to residents and commuters alike. Residents of both Yorba Linda and Anaheim Hills will have their nighttime sky constantly disturbed by these “lightning flashes”.

In addition, based on driving the existing toll roads after dark, the strobe flashes at both Windy Ridge and especially at Irvine Ranch are very bright and temporarily obscure driver vision.

P-17A-2

Fortunately, both of these existing locations are straight roadways with no urgent need to maneuver or deal with merging traffic.

However, the proposed new gantry location appears to be on or very near a curve on the bridge, requiring positive driver vision and control.

P-17A-3

I suggest the gantry be relocated to be coincident with the existing Windy Ridge toll station, or at another grade level or below grade level location where the flashes are not visible from homes.

Second, there will be a need for roadway lighting on the proposed new, high elevation bridges.

Standard freeway light poles place downward directed light sources high over the roadway, but when placed on a high bridge, these are very visible and disturbing light sources in the night sky as viewed from Yorba Linda and Anaheim Hills.

P-17A-4

I suggest alternative lighting be explored, such as strip lighting placed within guard rail structures on both sides of the bridge roadway, located just above the roadway surface and directed downward across the roadway surface.

Lindon Baker
Business Owner
Tustin, CA

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: Public Comment 241-91 Express Connector

I believe that the plan as presented at the public meeting on November 29 is deficient and fails to adequately address traffic concerns of Orange County citizens who need to travel the toll roads within Orange County.

P-17B-1

Specifically, the plan fails to include an explicit remediation for the unsafe traffic mess occurring nightly at the transition 241 north to 91 east and 91 west.

I recommend that the plan be expanded to include reconfiguration of the 241 lanes northbound from the Windy Ridge toll plaza into 3 physically separated extended length transition ramps.

The rightmost two lanes should go only to the eastbound 91, the center lane should go only to the proposed new connector to the eastbound 91 Express toll lanes, and the far left lane should go exclusively to the 91 westbound. It is necessary to increase the length of the physically divided transition ramps to enable each transition ramp to accommodate and contain all vehicles choosing that path.

P-17B-2

By ensuring that all vehicles are contained within a dedicated queue, the motivation for lane jumping, weaving, cutting in, etc, will be entirely eliminated.

Each queue must be large enough to ensure that the queue does not overflow into general traffic lanes of the 241.

Lindon Baker
 Business Owner
 Tustin, CA

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Public Comment on 241-91 Express Connector Project

From: Lindon Baker
Sent: Friday, December 09, 2016 5:31 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Public Comment on 241-91 Express Connector Project

I believe it is customary in Environmental review documents to consider and compare alternatives to the proposed project.

The only options I found in the documents were build, or no build.

I would like to propose an alternate project design that would, when completed, deliver greater traffic congestion relief, and during construction, be less disruptive to traffic flow and to the neighborhoods near the 241-91 interchange.

I propose construction of 3 million square feet of Class A hi-tech office and office/R&D space at a site to be acquired in the Inland Empire.

This space would be offered for lease to qualified firms at 25% of the prevailing lease rate in OC, or around 50 cents a square foot, triple net.

In order to qualify for a long term lease at the reduced rate firms would have to demonstrate that greater than 50% of the workers at the location presently commute on the 91-241 corridor, and would no longer need to commute on that route.

This project would potentially remove between 10,000 and 15,000 daily commuters from the 91 freeway, measured at the Riverside / Orange county line.

The project would be funded by the same bond issues proposed for the 241-91 connector project, and bonds would be repaid by lease income from the new office space.

Because no construction would occur at the 241-91 interchange there would be no traffic disruption, and there would be no disruption to nearby neighborhoods.

P-17C-1

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Lisa Williams

Subject: FW: 241 Connector

From: Lynda Jenkins
Sent: Monday, October 31, 2016 2:40 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241 Connector

This is a great idea to mitigate more congestion. However additional tolls for this should not come into play. The tolls on the 241 are substantial.

P-18-1

Thank you.

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Lisa Williams

Subject: FW: "ATTN: 241-91 DSEIR/EIS Comment Period"

From:

Sent: Tuesday, November 08, 2016 5:46 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: "ATTN: 241-91 DSEIR/EIS Comment Period"

I find it a **huge lack of foresight** that when the 241 Toll road was built that there was no direct connection to the 91 Express lanes. AS this should have been part of the original build, fixing this problem now as soon as possible would only benefit all motorists. I also feel there should NOT be an extra toll to utilize this fix .

P-19-1

P-19-2

A new 241/91 Express Connector would offer an alternative to the existing **incomplete** connector

Thank you, toll road users Mark & Kimberly Zimmermann

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Subject: FW: 241/91 connector

From: Norma Barrientos
Sent: Monday, November 07, 2016 4:35 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 connector

This cannot happen soon enough, it it could be fast-tracked and incentives given to make this happen yesterday it could not be soon enough. | P-20-1

If there was a way to connect the 241 to Foothill Parkway even better. Some of us who have lived in Corona for almost two decades are increasingly held hostage by the lack of much needed alternatives. We live in Corona because its a great place to raise a family. Poor planning has made getting around nearly impossible if you have to leave your neighborhood. Since non tolled roads will never be improved to the extent needed, give the people willing to pay tolls theses options. | P-20-2
| P-20-3

Also much needed would be a way to hop on/off the toll road at weir canyon. Those of us who have to go just to weir or gypsum for sports, doctors, etc would really appreciate not sitting on a parking lot. Its all about convenience and being willing to pay for that convenience. | P-20-4

Norma

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Lisa Williams

Subject: FW: Comment on proposed 241/91 Express Connector Project

From: Randall B Black
Sent: Monday, October 31, 2016 2:32 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comment on proposed 241/91 Express Connector Project

Commuting from Irvine to UC Riverside in a vanpool, I can verify that currently a significant amount of lane changing is required to get into the diamond lane, when going East, and out of the diamond lane, when going West. Especially, when crossing several lanes going West to get out of the express lane and onto the 241, one encounters a large number of drivers accelerating past as 91 congestion eases. The proposed 241/91 Express Connector Project would make the drive safer.

P-21-1

Thank you for the opportunity to comment.

Randy

Randall Black

*Director of Research Development
Research and Economic Development
University of California, Riverside 92521*

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Lisa Williams

Subject: FW: Seriously

-----Original Message-----

From: Rick Cleveland

Sent: Wednesday, November 09, 2016 11:09 AM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: Seriously

You can't get to the express lanes now and why do you need to? Go 2 miles and enter like you do now and spend less money on roads!

Sent from my iPhone

P-22-1

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Lisa Williams

Subject: FW: Public Comments

From: Ruth Quinnan
Sent: Friday, November 18, 2016 1:23 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Public Comments

Caltrans Distrc 12 / "ATTN: 241-91 DSEIR/EIS Comment Period

Dear Smita Desphande,

I don't believe this is a necessary project. It's a way to "encourage" more people to use the toll lanes and increase revenue for the tollway. Millions of dollars will be spent to construct this, which will result in increased toll fees, and inflict great inconvenience on drivers during the construction project which the 91 hardly needs more of, all to solve a problem that doesn't actually exist.

Sincerely,

Ruth Quinnan
Director of Admissions and Academic Affairs
Graduate Division
University of California, Irvine

P-23-1

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Lisa Williams

Subject: FW: This is absolutely needed!

-----Original Message-----

From: Scott Cop

Sent: Tuesday, November 15, 2016 9:44 PM

To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>

Subject: This is absolutely needed!

Please help all of us that travel his route frequently, pay for express lane access, and have to go through general purpose lanes to utilize the services we are paying to participate in and maintain! This is a fair and logical fix. Please get started right away!

P-24-1

- Scott

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Lisa Williams

Subject: FW: ATTN: 241-91 DSEIR/ Comment Period

From: Simon Godot
Sent: Wednesday, November 30, 2016 6:20 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: ATTN: 241-91 DSEIR/ Comment Period

Dear Ms. Desphande

Regretfully, I was unable to attend the meeting in person as I was on the 91 Express Lanes on my way home to Corona as this meeting began.

I have traveled the 91, 91 Express Lanes and 241 in this area for the past 15 years.

I offer my perspective of the proposed project:

1. This project is piggybacking on the improvements built by the Riverside CIP program scheduled for completion Summer 2017. This projects stated improvements would not occur without the expanded capacity currently being built.

2. This project will increase eastbound congestion in the 91 eastbound express lanes between the 55 freeway and the proposed connector, creating more congestion on the 91 East Express Lanes and resulting in longer commute times for current express lane commuters. It would provide 241 eastbound commuters a few minutes improvement in their commute times.

3. There is no need for a westbound connector, freeway speeds during peak times will remain acceptable for years to come.

4. The proposed project benefits sound very good to anyone who hasn't driven this section of road on a regular basis. They are however, not based in fact. The stated weaving across lanes does not occur in the 2 miles between the 241 eastbound ramp and 91 express lanes entrance, it occurs in the .85 miles between the eastbound 91 express lanes exit and the Green River Road off ramp. Getting on the 91 Express Lanes is easy, getting off and across to Green River Road, not so much.

5. A better use of funds would be the connection of La Palma Avenue and Green River Road. A single artery between Anaheim and Corona is one of the reasons for the ridiculous congestion this area suffers. Furthermore, a better use of funds to increase safety would be to build direct on and off ramps from Green River Road to the 91 Express Lanes.

In short, this is an unnecessary project, with overstated benefits. Use the funds to connect an alternate to the 91 for residents of Orange and Riverside Counties.

Regards,

Tony Richardson

P-25-1

P-25-2

P-25-3

P-25-4

P-25-5

P-25-6

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Lisa Williams

Subject: FW: (no subject)

From:**Sent:** Friday, November 11, 2016 9:04 AM**To:** D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>**Subject:** (no subject)

It's about time!! I sincerely hope that construction goes faster than that of the 5 & 91, they are moving at snail pace!!

San Clemente resident,
Turi Daniels

PS

I have ALWAYS been in favor of the extension!!!!!!

P-26-1

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: 241/91 Express Connector

From: Don Paul
Sent: Thursday, December 08, 2016 4:55 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 Express Connector

Smita Deshpande
Generalist Branch Chief
Caltrans-District 12
ATTN:241-91 DSEIR/EIS Comment Period
1750 East Fourth Street, Suite 100
Santa Ana, CA 92705

Smita

I frequently drive from our home in Newport Beach to Corona & Riverside. The proposed "Express Connector" is a ***NO BRAINER*** which should have been a part of the 241 Toll Road when it was built !!!

This "Express Connector" would also:

1. decrease traffic congestion
2. enhance safety by reducing weaving across lanes
3. improve toll lane access in Orange and Riverside Counties
4. increase 241 Toll Road usage since people like me coming from South O.C. avoid the 241 since the current JAM at the 241 / 91 interchange negates most of our time savings using the 241 vs. using the 91 Express Lanes to avoid the 241 / 91 JAM

Thanks!

Don Paul
Broker Associate
Ashwill Associates
commercial real estate
sales, leasing & investments

P-27-1

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: Toll roads project

-----Original Message-----

From: Bob Hughes
Sent: Friday, December 09, 2016 7:34 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Toll roads project

Please keep the jobs building this new project to United States citizens only.
Hire U.S.

P-28-1

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: 214 NORTH CONNECTOR TO 91 FREEWAY

From: t b |
Sent: Sunday, December 11, 2016 6:01 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Cc: t b
Subject: 214 NORTH CONNECTOR TO 91 FREEWAY

Hello - after review part of the documents provided on the proposed project, please find my thoughts/comments/suggestions below:

- Reasons against the project:
 - the purpose of the current 91 expansion project is to alleviate traffic congestion; no need for an additional project that will cause more of a long-term inconvenience to current residents
 - Corona has recently been made attractive as a transplant city for Orange County residents; decreasing traffic would make the city even more attractive and ultimately cause more congestion than any proposed traffic-reducing project will resolve.
- if the connector project is approved, I propose there be an optional lane to continue on the non-tolled general purpose lanes (similar to the current 55 North to 91 West connector split) so anyone not wanting to use the new lanes will not be forced to pay an extra toll; an optional non-tolled lane would also serve as an alternate when there is a tie-up and/or accident in the Express Lanes
- have the new proposed connector lane be an HOV access lane only so everyone is not forced to pay an additional toll
- open a street exit route before Green River so traffic could migrate off and around the freeway
- Metrolink to create a non-stop express route from Tustin station to Corona to attract more riders; the current schedule has many stops from the Riverside to Orange County area and does not save time due to the frequent stops

Thank you.

TR Barnes

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; McFall, Valarie
Subject: RE: 241/91 Express Connector

From: Hatem Tadros
Sent: Tuesday, December 13, 2016 3:09 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 Express Connector

Smita,

As a resident of Yorba Linda east of Gypsum Canyon Rd, I thought it necessary to provide comment related to the proposed Express connector project.

Residents of my area of Yorba Linda will no doubt be subject to the greatest degree of inconvenience and delays during construction of this proposed project. Though this inconvenience by itself is not reason to support the "no build" option, I would expect to know in detail what steps are going to be taken to minimize closures and detours of Gypsum Canyon Rd in particular.

Just as importantly, as a current daily user of the 241 North to 91 West connector, I have observed every day first hand the congestion, delays, and frankly the dangerous conditions caused by disparity of traffic flow between the 241 North to 91 East vs. 91 west connectors.

Can you clarify how the project will address the following points:

1. Will there be a raised divider / permanent separator between the lanes leading to the existing 241 North to 91 East connector and the 241 North to 91 West connector? This separator is vital and needs to extend from the toll booth, spanning as far north as the 91 freeway to prevent the last minute weaving of stopped traffic into lanes of fast moving westbound 91 motorists. Allowing last minute merging between these lanes has caused severe slowing of 241 lanes leading to westbound 91.
2. Will the project decrease or hold constant the number of lanes for the current connectors? If the impact of the project will be to reduce the number of lanes available for non 91 express lane users, I along with broad groups of residents would vehemently oppose this project.
3. Will this project create any means of bypass of the 241-to-91 connectors to allow right of way directly to Gypsum Canyon Rd from the 241 road? At present, it is required that drivers use the 241 north / 91 west connector to exit Yorba Linda / Weir Canyon Rd., and then backtrack east to reach Gypsum Canyon Road. Will this project (and can this project) include a direct access link from the 241 to Gypsum Canyon Road to further alleviate traffic and allow additional access to eastern Yorba Linda?

The most critical question remains question 1. The lack of a permanent separator between the two sets of lanes on the 241 N remains a serious risk to motorists.

I look forward to your reply.

Hatem Tadros
 Yorba Linda Resident

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Comment on 241-91 Express Connector

From: Jeff Gros
Sent: Thursday, December 15, 2016 8:05 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comment on 241-91 Express Connector

Dear Sir or Madam,

At around 6 pm on 12/9 I spent over an hour going north on the 241 attempting to transition to the 91-West. Had I been going to the 91-East, this would be understandable. For going west spending this is completely unacceptable. I feel like I've been cheated.

When I finally inched my way to where I would transition to the 91-West, I saw the problem. People were selfishly trying to cut into the east bound traffic at the last minute with no regard to people behind them trying to go westbound.

P-31-1

This is not an uncommon problem and can make using the toll road to go west bound very difficult.

I don't think your express connector is going to be very effective in reducing Orange County traffic. You cannot fix traffic going east to Riverside. It's like scooping water out of a sinking boat with a thimble.

P-31-2

As an agency of Orange County, it is your responsibility to reduce traffic in Orange County. Riverside County traffic is not your charter.

P-31-3

I think the best solution is to isolate Riverside county traffic on the toll roads as much as possible. Put up a divider that runs the entire length of the 241 from where the 133 meets it. This simple fix would keep Orange County bound traffic flowing smoothly.

P-31-4

Sincerely,

Jeff Gros

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: Public Comment

From: Chaz Perrigoue
Sent: Friday, December 16, 2016 12:27 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Public Comment

Hello,

Thank you for the opportunity to comment on the proposed 91/241 direct connector. I am a resident of South Orange county (Ladera Ranch.) Additionally I am a frequent user of the current connector. For the reasons stated in your "meeting" video I strongly support the construction of the proposed connector. The reduction of traffic, creation of jobs, and improvement of our infrastructure are laudable goals which this project directly supports. Excellent work TCA!

P-32-1

Please feel free to contact me with any questions.

Best Regards,

Charles Perrigoue

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Comment On The 241/91 Express Connector

Sent: Wednesday, December 21, 2016 5:49 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comment On The 241/91 Express Connector

Comment On The 241/91 Express Connector To be Added ;;

The amount of traffic that would actually use this ; Added Connector would be to minimal as to construct.

Regards
Gary Hickenbottom

Sent from my iPhone

P-33-1

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: why make it worse

From: Adrian K
Sent: Thursday, December 22, 2016 10:18 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: why make it worse

Smita Desphande, Generalist Branch Chief
Caltrans District 12
Attn: 241-91 DSEIR/EIS Comment Period

I am writing to ask why would state and private entities mask to reduce traffic when you are actually creating more traffic by adding toll lanes. You want to take "freeway" lanes and make them toll roads. It only eases traffic for those that can afford them and not for many of the public who does have to travel through this miserable highway. I am not a law maker, nor an engineer, but I can see that this is all about money masked as a solution to heavy traffic. All of you should be ashamed of yourselves.

P-34-1

Adrian Koval
Fed up concerned citizen

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: 241/91 Express Connector Project

Sent: Monday, December 26, 2016 1:50 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 Express Connector Project

We support this proposal.

We were once stuck on the 241 northbound to the 91 eastbound for 90 minutes. We literally crawled that last mile.

We currently live in Highland and will be moving to San Clemente next year. We will be traveling the 241 to the 91 at least once a week for business and to be active grandparents for our granddaughter living in Norco. We have been lamenting the drive. So happy to read about this proposal!

Thank you!
Norm & Linda Williams

P-35-1

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: Connect 241 to 91 Express Lanes

-----Original Message-----

From: Norman Williams
Sent: Monday, December 26, 2016 4:19 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Connect 241 to 91 Express Lanes

This is an idea that is long over due. Such a transition would relieve a major part of the bottle neck as you travel east on the 91 into Corona. | P-36-1

Rev. Dr. Norman L. Williams
PSWR Disaster Recovery Ministry

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Toll Road Expansion

From: McDowell, Jonathan H.
Sent: Sunday, January 08, 2017 11:25 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Toll Road Expansion

Hello,

I would like to go on record saying that I believe the 241/91 express connector would be a great project.

I use the 241 to get to the 91 quite often. There are countless times that the current connector is backed up. I would love to be able to get right into the 91 express lane heading east and shorten my commute time.

P-37-1

Thanks,

Jonathan H. McDowell QEI NAESA
Operations Manager, New Installation
ET-AMS/FLD

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Comment

From: Roy Center
Sent: Monday, January 09, 2017 9:28 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comment

I am in full support of the connector but you should also consider a direct connector from the Greenriver overpass to and from the west bound 91 fast track lanes, Thank you, Roy Center

P-38-1

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Carmen Lo

To: D12 SR241-91ELC@DOT
Subject: RE: 241/91 Express Connector Project

From: Diana Hearn
Sent: Monday, January 09, 2017 9:19 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 Express Connector Project

We wholeheartedly support this project. It would greatly enhance travel between southeastern Orange County and the 91 freeway.
Edwin and Diana Hearn
Carlsbad

P-39-1

From DDH iPad

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: 241/91 Toll Road Comments

From: On Behalf Of Sean Bryant
Sent: Monday, January 09, 2017 8:57 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: 241/91 Toll Road Comments

My wife and I travel to Orange County weekly for work. We absolutely approve of this expansion. We think it's vital to reducing traffic to and from Orange County and improving the area we live in (Corona) in general.

We wish the timeline was sooner/faster as it's such a small bridge that needs to be created. My only concern is making sure the money is properly budgeted and scheduling isn't abnormally buffered.

--

Gorilion Web Design & Development
Wordpress, Drupal, Squarespace, Vinespring and more!

P-40-1

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: SR 241 to 91

From: William Lopez
Sent: Monday, January 09, 2017 8:25 AM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: SR 241 to 91

Will the existing ramps be left alone?
I would suggest that they should be left there.

The challenge that I see is that the existing Fastrack lanes will already have a steady flow of traffic. Now add two more lanes from the 241 and you will get congestion.
Even if flow from green river towards riverside is clear, adding two lanes to the existing two will slow things down.

P-41-1

Also.....

Have you considered putting barriers further up the 241 to prevent last minute mergers from fast lanes onto the eastbound flowing lanes.
Thank you,
William Lopez

P-41-2

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To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Reverting to the public

From: Xico Salazar
Sent: Monday, January 09, 2017 2:41 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Reverting to the public

Was not there the provision for the toll roads revert to free after 30 years?

P-42-1

After TCA bought out the operators of the toll portion of the 91 freeway fees shot up to punishing heights never charged before and now fluctuate hourly reaching sometimes one dollar per mile.

Will there be additional fees after the connector?
Will they be as brutal?
How long will the tolls be collected?

P-42-2

Xico Salazar
Corona, CA

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To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: Comment

From: Melinda Alvarez
Sent: Monday, January 09, 2017 2:51 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: Comment

Hello,

I think this project is a great idea, however a permanent barrier needs to be established at the top of the hill at the 241 dividing the on ramps to the 91 east and 91 west. We are paying good money to use the 241, so people who take the 91 west should not sit in traffic because of the 91 east traffic. Signs can be placed as drivers are going up the hill, and the toll booth should be split and a permanent structure (cement island, etc.) should be put in place to direct traffic in both directions on the 91 freeway well before the fork.

P-43-1

P-43-2

Thank you for your time and consideration.

Melinda Alvarez

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Carmen Lo

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: No build

From: patrick dreis
Sent: Monday, January 09, 2017 8:06 PM
To: D12 SR241-91ELC@DOT <D12.SR241-91ELC@dot.ca.gov>
Subject: No build

This proposal to build connectors to the 91 express from and to the 241 is a bad idea. The 91 is already at capacity. Add lanes to the 91 first, before you increase connections.

P-44-1

Thank you.

Sent from my iPad

This page intentionally left blank

To: D12 SR241-91ELC@DOT; Lisa Williams
Cc: Deshpande, Smita R@DOT; Valarie McFall
Subject: RE: 241-91 Connectors

From: John Boyd
Sent: Saturday, November 26, 2016 9:59 AM
To: D12 SR241-91ELC@DOT
Subject: 241-91 Connectors

All, please accept this email as a supporter of this process. This should have been considered and rights of way obtained as necessary prior to the completion of the 241 Toll Road. Transportation officials need to treat highway development the same way that private development is treated, i.e. contribution at the time of the development for existing and future infrastructure. Transportation officials need to project a ride-sharing and toll road systems that is seamless as possible and this has been a glaring example far too long of lack of coordination. Agency jurisdiction should never block or hinder cooperation and compromise.

P-45-1

With all that said some suggestions:

1. 91 West/South to the 241 should be the easiest to construct but the congestion is more in the other direction. Priority should be for the 241Northbound-91 East/North.
2. The transition 241Northbound-91 East/North should come from the 241 Northbound-91 West/South overpass already in existence to save costs and time of construction since the overpass is in place already. Your plan online doesn't provide details or scale.
3. I assume the overpass necessary from the 91 Express Westbound will be shared for the 241 Northbound Connector, if not it should.

P-45-2

P-45-3

P-45-4

Get it done.

Thanks.

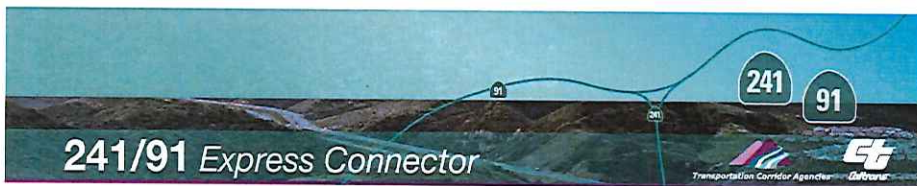
John

John A. Boyd, Esq. | Partner
THOMPSON & COLEGATE LLP
ATTORNEYS AT LAW - ESTABLISHED 1915

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PHC-1 PUBLIC HEARING COMMENTS

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COMMENT CARD

PHC-1

Public Hearing Meeting on November 29, 2016

Name: Marty DeSollar
Email: mzdesollar@gmail.com Yorba
Address: 27830 Mount Whitney Way Linda
CA
Phone: 714 299 1236 Affiliation: Resident 92887

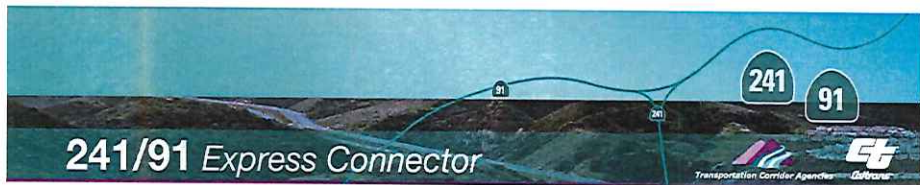
Comments:

- ① Thank you for the open house but would ask that you have ^{more} outreach to Yorba Linda residents.
- ② I would also suggest that your information sheets have a more detail schematic of the project.
- Thanks!

Submit comments by returning this postcard tonight. You may also mail the postcard or send an email to D12.SR241-91ELC@dot.ca.gov by Jan. 9, 2017.

☒ Please add me to the project notification list.

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COMMENT CARD

PHC-2

Public Hearing Meeting on November 29, 2016

Name: Matt Olsen

Email: prismafx@gmail.com

Address: 1501 San Alameda Rd. Corona, CA

Phone: 714-264-3409 Affiliation: _____

Comments:

I encourage TCA and other agencies to add travel time signage (travel with and without toll facility usage) at all ingress points.

Also, please thoroughly communicate that connector users are locked in until I-15

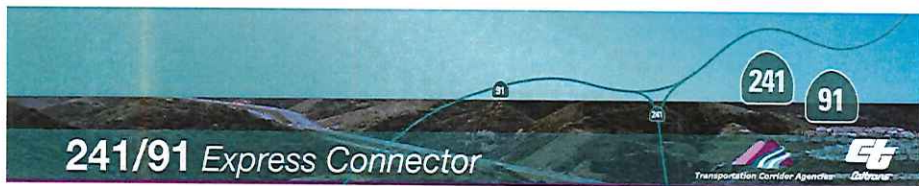
PHC-2-1

Submit comments by returning this postcard tonight. You may also mail the postcard or send an email to D12.SR241-91ELC@dot.ca.gov by Jan. 9, 2017.



Please add me to the project notification list.

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COMMENT CARD

PHC-3

Public Hearing Meeting on November 29, 2016

Name: RICH GOMEZ

Email: rgomez@swcarpenters.org

Address: 18558 SAN FELIPE ST. FOUNTAIN VALLEY, CA 92708

Phone: 714-448-6392 Affiliation: CARPENTERS UNION

Comments:

THIS CONNECTOR SHOULD HAVE BEEN DESIGNED AND IMPLEMENTED WITH 241 WHEN IT WAS FIRST DESIGNED. IT IS LONG OVER DUE.

AS A UNION CARPENTER WHO WORKED ON THE DRAUGHT 241/261 TOLL ROADS. FROM START TO THE END

WE WOULD LOVE TO BE PART OF THIS CONNECTOR. IT WOULD EMPLOY A LOT OF LOCAL CARPENTERS WHO LIVE & SPEND OUR MONEY IN OUR LOCAL COMMUNITIES.

PHC-3-1

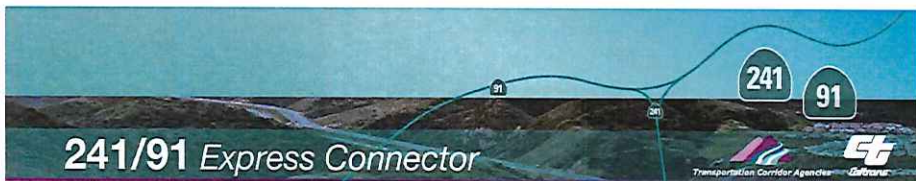
PHC-3-2

Submit comments by returning this postcard tonight. You may also mail the postcard or send an email to D12.SR241-91ELC@dot.ca.gov by Jan. 9, 2017.



Please add me to the project notification list.

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COMMENT CARD

PHC-4

Public Hearing Meeting on November 29, 2016

Name: Sally Wurtenberg
 Email: Sally7Lee@aol.com
 Address: Resident in area
 Phone: _____ Affiliation: _____

Comments:

I live off of Weir Canyon and I am not able to access the 91 Express Lanes at my on-ramp - Is there a way to help us that live in the area to also the ramp to get on 91 Express lane. PHC-4-1

The 241 from Weir Canyon is blocked by 91 Freeway traffic so we are often backed up with that traffic and can't easily get on the 241. PHC-4-2

Submit comments by returning this postcard tonight. You may also mail the postcard or send an email to D12.SR241-91ELC@dot.ca.gov by Jan. 9, 2017.

☐ Please add me to the project notification list.

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COMMENT CARD

PHC-5

Public Hearing Meeting on November 29, 2016

Name: Solomon Shapiro
Email: Solomon@LivingBetter101.com
Address: 2888 Camellia Ct. Corona 92882
Phone: 9099103417 Affiliation: Corona Community Volunteer

Comments:

I am highly in favor of this project and am satisfied with the info. presented tonight. Please proceed full-speed ahead!

PHC-5-1

Submit comments by returning this postcard tonight. You may also mail the postcard or send an email to D12.SR241-91ELC@dot.ca.gov by Jan. 9, 2017.

☒ Please add me to the project notification list.

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