

Engagement Type	Text
Email	<p>[PERSONAL INFORMATION REDACTED]</p> <p>Message: I have emailed a letter regarding my concerns on the flooding issues in the Desert Hot Springs and Palm Springs area</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Email	<p>Dear RCTC,</p> <p>Thank you for your work to meet the transportation needs of Riverside County. I reviewed the transportation plan and had a question and a request.</p> <p>My question regards the proposed addition of an express lane on I-10 between Hwy 60 and Hwy 111. I hope that means that additional concrete lanes will be added so that there will remain 4 lanes open to normal traffic and new lanes built to accommodate the express lanes.</p> <p>My request is that the RCTC include San Timoteo Canyon and/ or Lamb Canyon/Gilman Springs Road as a possible route for pedestrians and bicyclists. This would give residents of the San Gorgonio Pass, an underserved community, an active transportation alternative to moving around the Inland Empire.</p> <p>Thank you for this opportunity to provide input. Sincerely,</p> <p>[PERSONAL INFORMATION REDACTED]</p> <p>Banning resident</p>

Email	<p>Hi,</p> <p>I saw an article on the news about Aaron Hake and his idea of smart sensing to help alleviate traffic congestion through the Temecula area. As someone who drives that area I would like to share my perspective.</p> <p>1. I would try to get the CHP and Cal trans to support a 3-6 month pilot program with the following suggestions.</p> <p>A. Allow semi's to drive 65 for about 2 miles starting before and after the 3 northern and southern exits to Temecula as well as the 215\15 split.</p> <p>B. Ask the CHP to ignore drivers speeding faster than 70 but less than 85 mph unless they are weaving in an out of traffic.</p> <p>C. Ask the CHP to focus on drivers who are impeding the flow of traffic in left lanes. Although I don't know if they can ticket someone driving the posted speed limit but impeding those who want to drive a few miles over the posted speed limit,they could at least pull them over, and ask for ID, proof of registration and insurance and ask them if they are aware that the left lanes are for passing not driving like they own it, when the slower lanes are clear up ahead. There is a good chance they will also find drugs on these people.</p> <p>D. The other issue I see is people who know the area, driving in the faster lane trying to get ahead of a few cars in the slower lane, then slowing down the lane they are in, to get in the right lane for their exit rather than getting in the right lane earlier and just being a little more patient.</p> <p>E. Some people also don't seem to understand that going south out of Temecula, one has to give their car more gas and or change their gear ratio to maintain 70 mph. These people also need to be pulled over and ask for ID, proof of registration and insurance and ask them if they are aware that the left lanes are for passing not driving like they own it when the slower lanes are clear up ahead. There is a good chance they will also find drugs on these people.</p> <p>F. Cite people merging on to the freeway at 45 and 50 mph as opposed to freeway speed if it is safe to merge at freeway speed.</p> <p>[PERSONAL INFORMATION REDACTED] Resident of Menifee</p>
Email	[City of Norco City Engineer memorandum]
Email	[RailPAC Comment Letter]

Email	<p>Hello Aaron Hake, I saw your strides in helping our traffic run more smoothly on our freeways. I'd also like to see all of our carpool lanes include express lanes. Here are what I see the benefits of having express lanes with our carpool lanes.</p> <p>It's a new source of income to help fund our streets and freeways.</p> <p>It allows people who want to get around more quickly to simply pay for the access.</p> <p>It allows people who may be late to work or other such events to pay on that day.</p> <p>It could reduce accidents as people may be less likely to speed around cars if they are running late if they can simply jump in the express lane.</p> <p>It just doesn't make any sense to leave an entire lane open only for carpoolers. I don't see any evidence that it helps move traffic along and who can really carpool to work. Please consider trying this, Plus we could use the additional monies for our state.</p> <p>Thank you for considering my request.</p> <p>Thanks so much,</p> <p>[PERSONAL INFORMATION REDACTED]</p>
-------	--



Email	<p>Hello, not sure if this is the space to give feedback about the traffic relief plan but I would like to express a concern about an area that has been looked over in the coachella valley. One major roadway that is literally falling apart and is an artery to Palm Springs is Vista chino. On the plan you note that gene autry, indian canyon and Dillon rd are closed regularly. That is true however dillon rd should not be a priority over vista chino if indian and gene autry will be fixed. Indian and gene autry getting repaired would alleviate traffic coming from the west from the freeway to get into Palm Springs but would not alleviate any traffic coming from the east end of the valley trying to get into Palm Springs. Currently vista chino closes when the wind blows, when it rains here and when it rains elsewhere as it is centered in the wash that also crosses gene autry and indian. When vista chino closes there is no close way other than Ramon rd to get to Palm Springs for all the day workers, laborers and customer service providers who live in cathedral city and beyond that have to commute on the north side of cathedral city to get into Palm Springs to work and drop off children at school on time. The far South end of cathedral city to Palm Springs (hwy 111) would be the other other route and it is over 10 miles out of the way and 20 minutes extra (on a good day) all around the other end which would not be a feasible or timely route. My regular commute takes 15 minutes when Vista chino is open, and when it is shut (which is happening more and more frequently) it takes me 2 hours. The road condition is also deteriorating and has deep potholes, steep drops off the edge where the water has eroded the sand away and chunks missing off the pavement on the sides of the road. This space needs a bridge or some sort of drainage to prevent the flooding and mud from crossing the road with a sand barrier of trees or something to prevent the sand from creating visibility issues. The city has not responded to the many requests about this and have actually been saying for over 20 years that a bridge is coming, it's already budgeted partially and the engineering plans are in the works yet nothing has been done in 2 decades . I have also provided some maps to show the traffic back ups on the roads that are open when vista chino closures occur. I have a dash cam to show the extent of the traffic, the lines of cars stuck for hours and the chaos that ensues when everyone is on the same road trying to get anywhere on time in a hurry. The spaces marked with an x are the road closures, the squiggly red lines are the routes to take to get into Palm Springs when Vista chino is closed. Those roads are backed up from beginning to end. Date Palm is backed up from vista chino to ramon, Landau Blvd is backed up from vista chino to ramon, every side street in between is bumper to bumper, ramon is backed up from date palm past gene autry. Please do not overlook Vista Chino. [Image]</p>
-------	---

Email	<p>To Whom It May Concern:</p> <p>I am writing this to you as a very concerned resident of Riverside County where I have lived for the past 40 plus years. I have been a resident of both Palm Springs and now Desert Hot Springs for the last 20 years. My family has lived in the area for around the same time. I watched my local news and heard about all the plans without any specifics as to what is being done to solve the immediate issues.</p> <p>For the last 20 years I have traveled on Indian Avenue for work in Palm Springs and also via Varner Road to Rancho Mirage where I currently work. I have seen our communities grow, however, nothing has been done to make our roads better, especially driving on Indian Canyon with all the flooding and dust blowing. Before the start of the building of the bridge I had communicated with the City of Palm Springs regarding the blowing sand and flooding which was always a temporary fix. Does anyone realize that when there is flooding or wind the road closes and the inconvenience and expense that the residents of these areas are faced with. The only way around is to go through Whitewater or Gene Autry and Palm Drive and even those roads close, so the next alternative is to use Varner Road which is a mess with all the pot holes creating issues with vehicles.</p> <p>You have started to build a bridge on Indian Canyon, however starting from a side that did not have flooding issues. Try driving down Indian Canyon with all the muddy water only to have your vehicle splashed by someone driving a huge truck and being inconsiderate. Don't you think that trying to divert that water that comes through (which has been going on for years) like how they have built the water catchment areas around I 10 close to Bob Hope Drive or even creating large culverts to have the water flow under the road would at least solve some of the water issues. How about spraying the green stuff to prevent the blowing sand?</p> <p>My question to you is:</p> <p>What is being done to solve the flooding issues on Indian Canyon, Gene Autry and E. Vista Chino? The bridge is down the road, at least to divert all this water into water catchment areas.</p> <p>When can we see a new carpet being laid on Varner Road to cover the areas that have major pot holes?</p> <p>I look forward to a response.</p> <p>Thank you [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	Increase pay for riverside transportation road departments. Son just got a raise to 22 and everyone else starting out at 27 with zero experience that he has to train no wonder everyone is leaving
Feedback Form	I approve and support RCTC's 2024 Draft Traffic Relief Plan.
Feedback Form	need to repair a lot of potholes.

Feedback Form	<p>In addition to focusing on adding routes for public transportation, establishing and maintaining a reasonable span of service is absolutely critical - in particular, trains (and buses) must run later in the evening. Adding service to enable 30 minute rail service during peak hours is a great start, but service cannot then stop running entirely in the early evening and cannot entirely be geared to 9am-5pm commuters who are traveling into Los Angeles during the day and then returning to Riverside County in the evening. Reverse commuters do exist, and I am one of them - I commute to work in Riverside from Los Angeles using public transportation. On Metrolink, this trip is quite reasonable at 90 minutes - but the last direct train to Los Angeles leaves Riverside prior to 4pm. Because of this, when I leave Riverside on the last westbound Route 200 bus to Anaheim at 8:30pm (which is also an extremely early end time), my commute to Los Angeles is at best approximately three hours long, since Metrolink has long since stopped running to Los Angeles. I personally know a large number of people who would take public transportation in the region if it ran during the hours that they needed.</p>
Feedback Form	<p>I commute to Riverside multiple days per week from Los Angeles via public transportations. Additional train/bus service in the evenings is desperately needed. I leave Riverside for Los Angeles at 8:30pm and am not able to arrive home before midnight most nights due to lack of public transportation options.</p>
Feedback Form	<p>For sure, Public Transportation is the future! The systematic under-investment into mass transit is a key issue, forcing most people to drive - which, in turn, creates road congestion and air pollution. We need a lot (!) more Metrolink commuter-rail service to/from Riverside, and additional train service going further east, to the Coachella Valley. We also need more bus service. Additionally, pedestrian infrastructure and pedestrian-oriented streetscape design should take place, as currently the walkability is almost non-existent. Sidewalks need to be upgraded - and pavers should be installed (as opposed to naked concrete & cement), along with parklands, water fountain, and other urban pedestrian-related elements. Thank you.</p>
Feedback Form	<p>There needs to be longer term goal in transition highway traffic to cross county public transportation.</p> <p><u>Adding one more lane only address the temporary problem. I hope the county find ways to distribute more funding for public transportation.</u></p>
Feedback Form	<p>My new suggestion is to extend the Metrolink Commuter Rail System by adding the proposed Sun City/Menifee Station, the proposed Murrieta/Temecula Station and all the way to the Escondido Transit Center in conjunction with the Interstate 15 Freeway Corridor for its regional connection. (In that way, it could add with the second Arrow Hybrid Train.)</p>
Feedback Form	<p>I would like to request a proposed extension of the Metrolink 91/Perris Valley Line to go further south from South Perris to Sun City/Menifee, Murrieta/Temecula and the Escondido Transit Center in conjunction with the Interstate 15 Freeway as later than usual whenever is available.</p>

Feedback Form	<p>We need to add a proposed extension on the 91/Perris Valley Line (in conjunction with the Interstate 15 Freeway Corridor) along with the Metrolink/Arrow route from the Riverside Downtown Metrolink Station to the Escondido Transit Center (via Hunter Park/UC Riverside Station, Moreno Valley/March Field Station, Perris - Downtown, South Perris, the proposed location of Sun City/Menifee [26938 Cherry Hills Blvd.], the proposed location of the Murrieta/Temecula Transportation Center, and the proposed location of Pechanga Resort). As of right now, we don't have any connection that serves those other bus routes between South Perris, The Temecula Promenade Mall, the Pechanga Resort in Temecula and the Escondido Transit Center (in connections with MTS Rapid Line 235 towards Santa Fe Depot in Downtown San Diego and the North County Transit District [NCTD] Sprinter Route towards the Vista Transit Center and the Oceanside Transit Center).</p>
Feedback Form	<p>Speaking of adding two new Metrolink Stations for Hemet and San Jacinto, what about the other proposed Metrolink Stations for Sun City/Menifee, Murrieta/Temecula, and the Escondido Transit Center? I'm still really concerned about getting public transportation connections with the newly proposed extension with the Metrolink Trains in front of the Interstate 15 Freeway Corridor. Do you think it's possible if you can add another daily commuter link route between Downtown Perris, South Perris, Sun City/Menifee, the Temecula Promenade Mall Bus Station, the Pechanga Resort Bus Station, and of the course the Escondido Transit Center to help connect with the San Diego MTS Rapid Line 235 (between Escondido and the Santa Fe Depot in San Diego) and the NCTD (North County Transit District) Sprinter Hybrid-Rail Line(between Escondido and Oceanside)?</p>
Feedback Form	<p>Freeways would follow better if traffic entered the highways on the right and exit on the left. Traffic would always be moving to the left instead of the all traffic merging and exiting on the right.</p>
Feedback Form	<p>I would like to see the Southbound 71 expansion pulled up. This corridor will continue to grow, increasing traffic even more so over the next 5-10 years. Additionally, an extra westbound lane on the 91 from 71 to after Green River to prevent merging. I would like to see using freeways for high speed rail. The 91 could be an excellent freeway for rail as a tunnel under the freeway or elevated above.</p>
Feedback Form	<p>I like the emphasis on transit and active transportation. It seems to me that traffic hasn't gotten any better over the years by expanded highways.</p>
Feedback Form	<p>Instead of sales or gas taxes, California needs to move to a user tax. With more and more motorists using electric vehicles, a gas tax becomes more and more ineffective. A sales tax punishes those who may use public transportation instead of driving. A user tax would be based on the number of miles a driver uses when renewing their registration.</p>
Feedback Form	<p>I don't understand why we can't enforce the vehicle code on combination vehicles. (Big rigs)</p> <p>Our lane laws are largely ignored by big rig drivers in Riverside county. Why can't we get basic enforcement? It's infuriating.</p> <p>This one action costs nothing, when compared with huge infrastructure projects.</p> <p>I'm tired of big rigs ignoring the lane laws on freeways and surface streets. The truck routes on surface streets in my community are also ignored, big rigs instead drive wherever they want.</p>

Feedback Form	<p>Dear RCTC,</p> <p>Kudos to all your efforts! Thanks for the opportunity to comment on the Draft 2024 Traffic Relief Plan. My "Introduction to Public Administration" class professor, a retired California Highway Patrol Officer repeatedly commented that there is at least a half dozen solutions to every problem, so hope this half-dozen helps the residents of Riverside County in some way.</p> <p>[1] Add a voluntary program to the Traffic Relief Plan that would allow for the cities, county of Riverside, special districts, March AFB and dis-advantaged communities to identify a specific geographically defined area where the goal would be to achieve the commonly referenced "15-minute city" type goals. This goal effort to include city council or board of supervisor approved specific mode choice goals for the defined area with a 20-25 year horizon in 5 year increments, for example, approving a mode choice goal with land use plan that achieves the goal where 75% of all daily person trips and 85% of all weekend trips will be completed by walking\biking\bus transit\rail transit\car sharing\carpooling. The county transportation commission to fund and\or underwrite the creation of a specialized reimbursed revolving trust fund to support mode choice goals achieve via: (a) job development programs\projects, (b)the relocation of jobs to create job densities, (c) housing construction that facilitates walking\biking\bus transit for all types of our daily trips. The Traffic Relief Plan would require the quantitative and qualitative demonstration of the ability of the funded job and or housing project to advance positive progress in the achievement of approved mode choice goals and concomitant land use plans. In addition to funding the walk\bike\bus transit\rail transit projects identified in the Draft Traffic Relief Plan include provisions for additional projects to achieve the defined mode choice goals such as on call demand services, car sharing, car free zones, congestion pricing, vehicle mile traveled fee, including new ideas concepts that may be identified.</p> <p>[2] Add to the Traffic Relief Plan that the county transportation commission will seek state and federal legislation to authorize the Riverside County Transportation Commission, the cities in Riverside County and the county of Riverside the option to do the following: (a) design, plan and build housing to support voluntarily adopted mode choice goals; (b) to fund job development and the relocation of jobs to support mode choice goals; and (c) create one or more specialized reimbursed revolving trust funds to support job development, relocation of jobs, housing construction in order to meet mode choice goals -with emphasis on funding projects that have a component that replenishes the specialized reimbursed revolving trust fund.</p> <p>[3] Add direct bus connectors from highways and express lanes.</p> <p>[4] Add a public health component to the draft plan. Show reductions in air pollution per implementation of various transportation and mode choice scenarios. Show health benefits for a plan that prioritizes health benefits of walking and biking trips.Show reductions in heart disease and obesity due to implementation of the Traffic Relief Plan.</p> <p>[5] Add how much the various modal travel times will change from various point A to point B locations such as Downtown Riverside to Old Town Temecula; Moreno Valley city hall to Corona city hall; downtown Palm Springs to downtown Coachella and Riverside to Palm Desert and include intra-city point A and point B locations.</p> <p>[6] Add single city or multi-adjacent city level specific transportation mode choice goal percentages for walking\biking\bus transit\rail transit modes achieved via incentivized funding from RCTC for job\housing type projects that contribute towards the achievement of approved mode choice goals.</p> <p>Thanks.</p>
Feedback Form	<p>No where in the highway part of the plan is the constant I-15 gridlock, North and South related to the 60 and I-10 fwy interchanges. Especially N bound the continuous loss of lanes at the 60 is bad. In addition us locals dealt with the widening project on the 15 which resulted in multiple toll lanes. No benefit unless the driver wants to pay the ever changing fee based on time of use. Also, N bound the toll lanes end at the 60 so that adds to the congestion. Why do you continue to add toll lanes when it helps only the wealthy? You are doing the same thing to the 10. Where are toll lanes on the 5 and 405 in LA County? There aren't any. Why are we discriminated against in the IE?</p>

Feedback Form	What is being done in Van Buren for traffic congestion. It is almost impossible to get across from JV into riverside via Van Buren. Some days it is backed up all the way to bellgrave. Can take up to 30 min to get across bridge. With more new housing, shopping and building it is only going to get worse. I also am concerned with time it will take for emergency personnel to get through after 2pm to 6pm. At one time there was talk about adding another bridge I believe it was Bain to Arlington to relieve some traffic. Is that maybe still in the works. Let's face it when prior to becoming JV who would have thought it would grow to what it is now and plan on becoming. The streets were not designed for this much traffic.
Feedback Form	Would like to see if going to make huge changes - put trucks on their own roads - meaning only trucks on those lanes - pass law that they have to stay on that road or those lanes but cars have to stay out of their way also
Feedback Form	I would suggest to open a 2 to 4 lane road connecting La Palma and Green river leading North to Euclid and other 71 Hwy exit. Similarly, connect Santa Ana canyon to Green river along the eastbound 91.
Feedback Form	La implementación de transponder lines a venido a congestionar mas las autopistas al usar líneas carpool Para ese proposito es injusto que se usen fondos publicos Para su creacion y aun tener que pagar Para su so. Tambien la Mala planificacion de renovacion en la Salida y Entrada de freeways en vez de agregar líneas que ayuden a agilizar el trafico las hacen aun mas pequeñas al poner rocks y diseños que de nada ayudan en el descongestionamiento de las autopistas un Claro ejemplo esta en la Salida del 60 fwy en Hamner y Milliken tienen años haciendo arreglos gastando el dinero de los contribuyentes solo Para lograr congestion mas la Salida al poner rocas an ambos lados de la Salida en vez de crear una Línea exclusiva Para girar a la derecha. en
Feedback Form	Mas autobuses seguidos pienso que llegan cada media hora más personas los usarían si fueran cada 15 minutos
Feedback Form	Freeway safety should be the number one priority.
Feedback Form	Public transit and active transportation are the most important transportation methods for everyone, and are the key to providing safe streets, regional mobility, and environmental stewardship. One piece of active transportation infrastructure that is particularly important is the protected intersection (http://www.protectedintersection.com/) as it eliminates dangerous interactions between large motor vehicles and vulnerable road users at the intersection. Without the prioritization of public transit and active transportation, the public will continue to overspend on dangerous road and highway infrastructure, have less urban space that can be freed up from gigantic highway interchanges and parking lots, and will continue to suffer from health problems and traffic fatalities.
Feedback Form	We need more public transportation. Maybe electric trains to get people where they need to in a timely manner. If it takes 10 minutes to get somewhere on car, it should not take 30 in a bus.
Feedback Form	Need the commuter route RTA # 202 back from Murrieta to Oceanside Ca PS is a nightmare to go to Dr appointments or to commute to the Metrolink, Coaster for those that have no car or on fixed income (disabled) 
Feedback Form	Bring back the RTA # 202 commuter link Murrieta to Oceanside, Coaster to Metrolink, is badly needed 

Feedback Form	<p>The thing that I have noticed considering I'm originally not from here and I have seen massive problems involving traffic. Let's get started with how people act on side roads, stop light and signs mean absolutely nothing to anyone, that is a massive safety problem no matter where it's at, the way people use turn signs in non-existent, and it all leads to the DMV, who teaches people how to drive, this is why coming here car insurance has increased so much is because of the amount of accidents. Second in the free ways, depending on a construction zone the minimum speed limit is 55 people so not know the laws because law enforcement are not enforcing anything. In normal speed of 65 on free ways people don't even do that you get speeds all over, ranging from 45-90 mph, and in the state 90 can get you a charge, that's where accidents come from you get people who want to go fast not use turn signals and boom something happens, it just comes down to bottom line of how 95% of any community here does not know how to drive and when someone needs to switch lanes the others speed up so no one can get in front. Then you have the lights for the on ramp, the just switch from red to green with no spacing, the timer of them need to be spaced but then there's the problem that people don't even thinking stopping when it's red is a problem. All these issues need to be discussed fixed and enforced to make road ways safe for everyone I could keep going on but those are the 3 main issues to have tragic the way it is and leading to accidents</p>
Feedback Form	<p>While each category upholds importance, there need to be additional allocation of funds for the expansion and new construction of highway, passenger rail system connecting areas to improvements throughout California our need to meet population growth.</p>
Feedback Form	<p>The biggest issues with highways, to me, is that they keep expanding freeways/highways even though it has already been proven that bigger/wider freeways does NOTHING for congestion. We need railways/metros of some sort and more land allocated to housing. There is no reason why California can't start the public transportation revolution for the country.</p>

Feedback Form	<p>During heavy traffic flow times, I-10 is dominated by big rigs, work trucks, and other slow-moving vehicles. This traffic impedes commuter traffic by causing exiting commuter traffic to squeeze into lane 1 because the trucks take up lanes 2 and 3. When commuter vehicles have to exit, they stab their brakes (when in lane 1), slow to big rig speeds in lane 2, and further swerve between the big rigs to make the upcoming exit. And the exits.... the exits on Jefferson Street and especially Cook Street are near right turn exits and not an exit lane, causing many problems leading up to the exit and when exiting.</p> <p>Express lanes are not needed, a big rig LA to AZ bypass is needed. Seriously. Taking the through traffic off 10 would eliminate a close majority of the traffic and especially the slow big rig traffic from LA to the southwest... and it's not like these trucks are stopping; they are passing through (slowly), causing congestion for us locals.</p> <p>The Jefferson Street and the I-10 bridge north and westbound traffic patterns are severely bottlenecked at Jefferson and Indio blvd, where 3 lanes merge to 2 lanes and eventually one lane for traffic trying to go westbound on 10. There are effectively 3 steps of bottle-necking happening causing traffic to dart and squeeze into one lane. All 3 lanes of Indio Blvd and Jefferson Street must squeeze into 2 lanes to cross the train tracks and then all westbound traffic (a majority of the traffic) on Jefferson must squeeze down to 1 westbound lane/onramp entering the 10 and 2 (lightly used) eastbound lanes/onramp. Almost like they had their eastbound and westbound traffic data mixed up. The eastbound lanes of Jefferson to Indio Blvd and onto 10 East are built to handle more traffic than the westbound lanes of which 80% of the traffic is going. So the busy routes bottleneck into one lane and the lesser traveled routes have 2 lanes.</p> <p>These areas are severely clogged at busy times now, right after the bridge redesign was done with today's traffic. Wait for another 5 years of development and traffic will be stopped all the way to 111 trying to get from Jefferson onto to 10 west.</p> <p>The I-10 to Jefferson South intersection is another whiff. Why stop all that traffic exiting 10 to Jefferson St while making them take a hard right turn when the offramp could have been designed to flow directly onto Jefferson instead of through a controlled light with a sharp right turn. This causes a backup onto the I-10 bridge and is further impeded when big rigs have to make that hard right swinging into both lanes to make the turn.</p> <p>Thank you for your time and consideration of my observation and suggestion of an LA/AZ bypass and someone relooking at the design mistakes at Jefferson, 10, and Indio Blvd. I am happy that if anyone wants to listen - [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	LA to/from INDIO passenger train must be made a reality soon if we really want the valley to grow and prosper and relieve the I-10 freeway traffic
Feedback Form	Please please add either Monroe or Jackson Street I-10 overpass to your highest priority list. Traffic over both bridges backs up past local traffic lights in both north and south directions for most of daylight hours. This is not acceptable.
Feedback Form	<p>There needs to be a connector road along Interstate I-10 eastbound and westbound from Banning to Indio. There is no outlet for a freeway closure to divert traffic to other roads. Nothing exists, even emergency vehicles are stuck in traffic gridlock. Improvements are needed on Varner Road eastbound in Palm Desert/ Thousand Palms along I-10, due to Acrisure Arena. The traffic is horrible whenever there is an event held at the arena- only an outdated two-lane road exists. Avenue 38th could be used to help with traffic flow in the arena area, it also could use major improvements, such as widening, paving flood control and lighting. Potola Ave in Palm Desert needs a freeway exit/on-off ramp on I-10 to help with better traffic flow within the area. The Coachella Valley needs a transportation center for rail and bus to connect to the Inland Empire, Los Angeles, Orange, and San Diego. The whole Coachella Valley has and is growing. and updated traffic plan is needed for the desert.</p>

Feedback Form	<p>Rail service between Coachella Valley and the IE and beyond, especially priority commuter links would help ease freeway congestion and improve air quality. The train tracks already exist RCTC would just need to focus on passenger service and negotiating rights of way with the current freight users.</p> <p>Given this is a long term project, more immediate improvement to freeway throughput and more rapid completion of highway projects should be considered to reduce the existing and growing highway congestion.</p> <p>Probably an impossibility, but something worth mentioning, is considering time-of-use rules for the exorbitant number of tractor-trailers that use the I10 corridor. Their presence on the freeway 24/7 both slows traffic flow and increases the risks of driving on the freeway.</p>
Feedback Form	Nothing
Feedback Form	<p>Seems like paving of roads in the Coachella Valley is needed especially those in Cathedral City. It always a notice the road changes when in the city, you know it's Cathedral City. Gerald Ford to Date Palm and Dinah Shore to Vista Chino and others for example.</p> <p>Secondly Palm Canyon from General Autry to Farrell, both ways need a repave, bumpy and patched up potholes.</p>
Feedback Form	Lots of traffic on highway for no reason
Feedback Form	<p>Do NOT do as was done on Magnesia Falls Dr in Palm Desert where dedicated bicycle lanes were added to a wonderfully easy-to-maneuver road accessing a college, pool, park and library, that is now highly dangerous...the roadway for cars was narrowed significantly and bordered by a 8-10 inch high solid barrier too easy to hit with a vehicle. In all my daily commutes back and forth on this road, I have YET to see ONE bicycle or e-vehicle traveling in the dedicated lanes. An absolute waste of monies making a roadway slower and more hazardous to access. COUNT actual bicycle riders on REGULAR days--not for bicycle races or rallies--on roads BEFORE taking valuable road space for this purpose in your future plans! Transparency regarding the numbers of bicyclists for whom you are designing bike lanes! Do NOT change the flow of Fred Waring Drive and Washington Street which already efficiently move traffic across the valley. No bike lanes taking valuable road space! Move bicyclists on less busy streets. Thanks for listenng.</p>
Feedback Form	Moved from Riverside to Palm Desert 2 years ago and a lack of alternative routes from eastern Riverside county to the western part of the county needs to be addressed especially thru the Banning pass.
Feedback Form	Highway traffic flows would improve greatly if a strict keep right except to pass rule were enforced.
Feedback Form	The plan short changes the Coachella Valley. The CV generates billions of dollars in tourism revenue and yet we are all but forgotten when it comes to capital projects.
Feedback Form	We want to grow and advance in a responsible and life enhancing manner
Feedback Form	<p>Traffic is extremely heavy on Highland Springs and cause traffic congestion that prevents all emergency vehicles the police, fire, and ambulances from getting to and from the north and the south. Very limited crossings of the I-10 and the railway.</p> <p>Every day we have backed up traffic. What used to take 6 minutes to get to the freeway now it takes at least 20 minutes.</p>
Feedback Form	With all the developments planned in the area between Highland Springs and Sunset we need to put on and off ramps at Highland Home along with ext of Sun Lakes Blvd and and I 10 bypass to Cabazon With grade separation at Hargrave. All this should have been done 15 years ago

Feedback Form	Traffic congestion. Air quality. First responders can't get to their destination fast enough. Too many accidents due to frustrated drivers. It's criminal to allow all the warehouses close to residential areas, with so many trucks and big rigs.
Feedback Form	We need more on and off ramps in the Banning/Beaumont area. The population has grown and the congestion on Highland Springs is dangerous.
Feedback Form	Heavy repair work needed on Ramona expressway between 79 and Warren rd. And Warren rd. Between Ramona expressway and 74
Feedback Form	First potholes/safety in accident prone areas. Second - fix Indian Canyon/Vista Chino/Gene Autry to avoid frequent need to close due to sand or water, often days/weeks at a time and at local expense both to fix & clear but also the impacts to local businesses trying to survive. Everything else comes after.
Feedback Form	amending my previous to add: No More Warehouse Roads through residential neighborhoods. Banning is trying to do that and it must be stopped. The quality of life, the health and safety of our residential communities must be put to top priority in Riverside County.
Feedback Form	Changing the lights @ intersections to one's that have a left turn yellow, once the cycle of red/ green is completed. Other states implement this technology for a smoother flow of traffic and not a perpetual line of vehicles waiting for nothing.
Feedback Form	<ul style="list-style-type: none"> * Light rail, light rail, light rail !! * Light rail connector thru SAN GORGONIO PASS, to connect to COACHELLA VALLEY !! * RIVCO rail connection to LA Metro or Redlands EDGE?
Feedback Form	We live in a 55+ community and also a city, that is growing by leaps but the infrastructure cannot handle the amount of vehicles and people. If there was a disaster such as a major earthquake, fire, it would be close to impossible to get to a hospital or clinic on our own.
Feedback Form	Banning and Beaumont are growing. I believe if there was a metro or train from here to other cities it would help the freeways traffic. I am sure we lots of new homeowners and work out of these areas.
Feedback Form	Adding atleast one additional lane on each to I-10 freeway from live oak to junction of 60 freeway
Feedback Form	This might be a bit off topic, but the biggest problem with our highways is there is not enough law enforcement to catch what seems to be an epidemic of unsafe drivers, and so these people drive reckless with no fear of accountability. I started driving at 16 in Glendale CA. I am now fearful to drive our highways due to encounters with hostile and unsafe driver. I worked for AAA roadside assistance for 10 years and changed hundreds of tires on the shoulder of the 134, the 5, the 210 and 2 freeways. So the fact that I am fearful to drive our highways is a sad commentary on our times. Law Enforcement ! Make people accountable for their actions again ! Please !
Feedback Form	We need a grocery store ...a Target...a 99 cents store..restaurants ... there are no nice restaurants in Beaumont...
Feedback Form	<ul style="list-style-type: none"> *Need to immediately force Calimesa to reopen Roberts Road through to Singleton. There is no alternate escape route for the Summerwind School. Traffic congestion at Tukwet Canyon/Cherry Valley Blvd is unbearable at peak traffic and during I10 back up issues when traffic is diverted to side streets. No relief road is available since Calimesa forced its closure. * Need to create both north and southbound off ramps at Singleton Road in Calimesa, currently only westbound offramp and east bound on ramps are available on I10. * Need to create on and off ramps on I10 at Brookside Avenue. Again, no street alternates when the I10 traffic is jammed, which is often. * Need 4 lanes east and west I10 from Yucaipa to SR60. As the Inland Empire grows, the traffic is only getting more unbearable without improvements to the local Freeways.
Feedback Form	More exits and entrance exit eastbound and westbound in between the 60 beamount fwy and 10 interchange

Feedback Form	<p>The recently completed "improvements" to the Cherry Valley/Tukwet exits suffered from the wrong priorities. Yes it was a "privately funded" project (i.e. paid for by the warehouse companies) but it had to be approved by the city planners. The project was solely for the benefit of the warehouse and virtually ignored the thousands of residents living in the already huge (and rapidly growing) neighborhoods on the SW side. No attention whatsoever was paid for alleviating the crushing traffic problems on Tukwet Canyon Pkwy for those residents trying to exit the neighborhoods (as well as the shoppers in the Marketplace complex); the attention was only on what would make it easier for semi trucks to get in and out of the warehouse. These are the realities that still exist and how the "project" did nothing to address them:</p> <ol style="list-style-type: none"> 1. Tukwet Canyon is the only viable access to I-10 and cars can only get to it via a single lane road -- the warehouse side built a dedicated turn lane onto the I-10 on ramp yet the side with the overwhelming majority of traffic remained a single lane road (even though there is plentiful space in which to build it). 2. Tukwet Canyon has enough width to have 3 LANES of traffic on both sides (once you get past the offramp/onramp bottleneck) yet nearly 50% of the space is just empty space and none of that changed with the "improvement project" 3. Roberts Road was closed because of the now stalled construction project on the other side of Tukwet Canyon from Marketplace. It was an alternate outlet for those wanting to exit or enter the subdivision. It has been torn up with no discernable plan to reopen. 4. For some inexplicable reason, the "improvement project" highly prioritized the building of what is called the "sidewalk to nowhere" on both sides of the I-10. This is a crossing area with accessible ramps to a short sidewalk that ends after 20-30 feet. I understand there are likely Federal and State laws that apply yet this sidewalk that serves nobody (who crosses the bridge on foot - are they coming from the warehouse and if they are at Marketplace where exactly are they walking to if they cross). Even with this meaningless "improvement" (for nobody) a dedicated turn lane to I-10E from Tukwet Canyon could've been built. If anyone cares, the residents have already started trying to go to the right side of those at the light to turn onto the I-10E entrance ramp but this is incredibly hazardous as a curb was built (part of the "sidewalk to nowhere"). 5. The building of the I-10E exit ramp does not split into two lanes until halfway up the exit ramp. This has done little to alleviate the highly dangerous stopping of traffic while still on the I-10. Frankly us residents who were already using the existing road to split into two lanes already solved the issue but that is now not possible because the initial part of the onramp was narrowed to not allow for that. <p>The dangerous nature of this false improvement was made clear a few months ago when there was an early morning crash involving a CalTrans truck on the I-10 which closed both sides of the freeway leading up to the exit. Anyone traveling I-10W had to get off at Oak Valley and try to navigate through the neighborhood to then try and get back on I-10E at Cherry Valley. This created a standstill situation where people could not enter nor exit the neighborhood easily at the Cherry Valley/Tukwet exit for nearly five hours. And the congestion ran deep within the neighborhood onto residential roads as well. It took people an hour and half or more to go two blocks to get out. Certainly this was a unique situation but the City was lucky that there wasn't a house fire or a situation needing an ambulance. People would've died because nobody could get in or out.</p> <p>On the other side (i.e. the warehouse side) the situation wasn't as dire; it still was highly congested but thank goodness we made sure that the warehouse trucks were able to get in and out. I shudder to think what is going to happen once the construction project opposite Marketplace starts going again and when that opens and we have LA level congestion without the actual number of people that would normally cause that.</p>
Feedback Form	Thank you for considering our thoughts ! Most of the roads towards the older side of Beaumont is mostly what needs work and Beaumont Ave next to the high school (:

Feedback Form	<p>Thank you. With the increasing density of the population in RivCo major improvements and renovations are sorely needed for our roadways and highways. I read that the (1)State 79 and Int 10 interchange in Beaumont, including the "lead-up" in both directions, is on the improvement list and much needed. The traffic back-up is exceptional and a safety hazard in this location.</p> <p>(2) The State 60 and I215 interchange in Moreno Valley needs redesign and reconstruction, even though one completed some years ago. That realignment did not assist anyone and only created additional congestion throughout the day.</p> <p>(3) the corridor between the 91/215 Interchange to the 60/215 interchange needs relief as noted</p> <p>(4) On and off-ramps in the Inland Empire are very congested and some due to poor design, almost as if the architects and designers never traveled the route for the said ramps and overpasses. As noted the Cherry Valley Blvd. Interchange in Calimesa is very poorly designed as is the Oak Valley Parkway interchange in Beaumont. The growing, and unhindered population and traffic growth as made them so.</p> <p>(5) The "bottleneck" on Eastbound 10 between Yucaipa Blvd and Live Oak Canyon Road needs to be resolved. There aren't enough lanes moving east in that location and the traffic bogs down every day.</p> <p>(6) The Highland Springs Ave. intersection/interchange at the 10 in Beaumont/Banning is another needing re-design for flow and safety.</p> <p>(7) On and off-ramps in both directions on Singleton Road connecting with Interstate 10 in Calimesa.</p> <p>As I mentioned earlier in these comments, it's almost like the architects and designers do not travel these corridors or interchanges and don't understand the needs. Please rectify this going forward.</p> <p>Thank you for the opportunity for input.</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	We need a Metrolink
Feedback Form	I am a resident in Beaumont and am concerned with traffic on the freeways because of all the new housing being built.
Feedback Form	<p>Building out the 79 into Beaumont, someone better have an idea of a bypass to the freeway other than dumping the traffic onto Beaumont ave, Pennsylvania and 1st street. Still waiting for a 60/10 interchange.</p> <p>Lived here all my life except my military time and seen how the congestion and lack of traffic management has affected the area. Being a network analyst, my job was to route highspeed data. Cars and roads are no different.</p>
Feedback Form	<p>For safety purposes, there needs to be a way for traffic to move north to south in Beaumont when the trains are blocking the main roads. When the train is stopped the train blocks Pennsylvania and Sunset and causes significant backups. The freeway overpasses and on and off ramps must be widened and updated in Beaumont to handle the area's traffic. Cal Trans, the City of Beaumont, and the City of Banning need to fix the Highland Springs intersections between Second Street and Ramsey, including the freeway on and off ramps, signals, and the limited number of lanes. Additional roads need to be expanded to ease traffic, for example, 1st Street between Highland Springs and Pennsylvania. (East to West) Portero Blvd. from the Porter Bridge to Highland Springs and Pennsylvania between Second and Portero Blvd.</p>
Feedback Form	Highland Springs I10 interchange
Feedback Form	For citizens of Beaumont who live south of the 10 freeway and east of the 60, there are limited ways of accessing the highway systems. More streets need to access these areas.
Feedback Form	Some solutions that are more effective would be to limit truck drivers to hours outside of peak hours in the morning. Also the state should promote 4 10 hour shifts to accommodate people who have to commute everyday.

Feedback Form	<p>Warehouses being build in residential areas bombarding us with trucks tearing up our streets and causing more traffic woes. Tool roads for the rich only! Who can afford them, Really? Do something about RED LIGHTS being run everyday without regard for live.</p> <p>May not be in your Draft, but who listens anyway?</p>
Feedback Form	<p>I am glad to see the reconstruction plans along the I-10 Corridor on interchanges at County Line Road and Cherry Valley Boulevard.</p> <p>The congestion at Cherry Valley Blvd. is hugely time-consuming and sometimes unsafe for drivers or pedestrians. While the recent installation of traffic lights has helped ease congestion, the lack of sync between the three lights heading northbound on Cherry Valley has rendered the updates and reconstruction nearly pointless.</p> <p>Lastly, although I don't have access to the same traffic data as RCTC, I believe the Oak Valley Parkway interchange should be prioritized over County Line Road's interchange. Oak Valley has become considerably more congested, and I can't remember a time in the last three years when County Line Road felt congested.</p>
Feedback Form	<p>There is a suggestion for express lanes between the 60 in Beaumont and 111. That area only experiences congestion on Fridays and Sundays due to weekend traffic. The 10 between Beaumonrt and Redlands is awful every week day morning and night. An express lane, carpool lane or even just an extra lane in this area is very much needed. I know a portion of that stretch is in San Bernardino County but maybe there could be some collaboration? Also State St in Hemet is in desperate need of repaving between Rsmona Expressway and Florida.</p>
Feedback Form	<p>Congested fwys are a huge problem. A priority to add freeway lanes and improve fwy vehicle travel in other ways should be the priority for riverside county and the state. Our leaders should be thinking 20 or 30 years from now for traffic planning.</p> <p>Second is easing up congestion on surface streets as well. Same thing, think 20/30 years from now.</p> <p>Easing up traffic congestion reduces stress on the drivers/passengers, improves productivity, and allows for 911 first responders to improve their response times.</p>
Feedback Form	<p>Please stop building warehouses in the Beaumont area. You already acknowledge that the upcoming growth will not sustain the traffic flow that is currently listed as one of the worst in the nation. That is a terrible statistic. Beaumont, Banning and Calimesa have allowed so many new homes, stores, warehouses, etc., without upgrading additional availability (for example: on and off ramps) to reach the freeway/and or other roads that can be help to access all that has been built. It is a dangerous situation and we cannot have it get any worse than it already is. Then once you finally get on the freeway, it's gridlock there too. Please change your current direction.</p> <p>Whoever is negotiating with all of the builders for the numerous new housing developments in the Pass area, they need to have the builder pay for the upgrades for what we need before they be allowed to build. There needs to be more wise planning and decision making. All of this terrible situation keeps happening while our taxes keep going up.</p> <p>Thank you for asking for input.</p>

Feedback Form	<p>Thank you for the opportunity.</p> <p>Mass transportation in RivCo to ease roadway traffic is a must.</p> <p>I live in Beaumont and many intersections need traffic control (79/Beaumont Blvd and 1st street as an example - turn control).</p> <p>I noticed that listed in the plan is an improvement for the I10/Beaumont Blvd interchange. Must have top priority for traffic flow, control, and safety. Also the new Cherry Valley Blvd /I10 intersection is ineffective for traffic flow...needs auto-controlled light system and bridge is still too narrow to handle traffic flow.</p> <p>Highland Springs from 6th St in Beaumont to 1st St is a mess and needs relief for access and traffic volume.</p> <p>The interchange at the 60/215 in Moreno Valley is a mess. A lot of money was spent for alleged traffic flow in each direction but the flow only worsened by the inept design of the interchange.</p> <p>The designers and builders of the interchanges and intersections must have experience using said travel lanes and I don't believe they do.</p>
Feedback Form	<p>Regarding the Cherry Valley Blvd/I10 traffic circumstances... When the completion of the privately funded 'interchange upgrade' was in the final stages I realized that it was not the end of the morning and afternoon traffic issues as I expected it to be. Rather a nice little tidy up and not the real traffic congestion fix that was promised by the warehouse developers. The northbound traffic from the residential side of the freeway continues to bog down due to the unresolved bottleneck of lanes funneling 3 lanes of traffic into a single lane (granted it does flow more smoothly with the signals however this is not the solution I hoped for}. There continues to be plenty of room for a dedicated right turn lane on to the the east bound freeway on-ramp yet the "brains" of the project ignored me as i stopped to suggest this to them. So here is what I suggest to relieve the east bound I10 traffic. Add an on-ramp for east bound interstate 10 traffic somewhere between Cherry valley blvd and the Brookside overpass where there is plenty of useless land between the freeway and Desert Lawn Dr. Land is already owned by the interstate system, the flow of traffic is minimal in the area, development is futile in the area.... Genius I know... you're welcome and thank you for your attention.</p>
Feedback Form	<p>While I appreciate most of this, Keeping traffic flowing by providing alternative ways to get around such as more bus and rail is definitely a great way to go and I love seeing you expanding on that, especially the potential rail in Beaumont/Banning!</p>
Feedback Form	<p>We live in the Fairway Canyon section of Beaumont. Our streets have not been maintained for about 15 years. As a result, the streets (Armour, Boros, Woods) have potholes, cracks, and could be compared to roads in a third world country. We have been trying to get the City of Beaumont to accept its responsibility for well over a year, with nothing being done to our streets, while neighboring streets in much better condition have been paved. We have received all kinds of excuses for why our streets are not being maintained, but have gotten nowhere. We understand the City has received numerous large grants for road improvement, but the funds are not being used for street improvement in our neighborhood. Please advise, as the situation is deteriorating on a daily basis. If necessary, we can provide chunks of the roadway that have broken off, creating a danger to pedestrians and vehicles alike. Thank you.</p>
Feedback Form	<p>There must be something dine about the trucks. They drive all over the freeway and there are soo many</p>
Feedback Form	<p>Please add bike lanes and sidewalks . I want to ride my bike to the grocery store or for exercise. However, it's too dangerous. For freeways, please add cameras that send tickets to vehicles traveling more than 5 or 10 mph over the speed limit or weaving in and out of traffic.</p>
Feedback Form	<p>My biggest concern is in the San Gorgonio pass area and what will occur in the event of a natural disaster and non natural disaster. Currently we are split by the 10 freeway and have limited ways of crossing north and south due to the Railways. We have had significant traffic issues due to the railways stopping in the middle of the roads. What could occur if a disaster happens and they are stopped in the middle of the road? We had the Rabbit Fire in July 2023 where almost all of the southside of Beaumont was under an evacuation warning. The 79 was closed due the fire. Had the evacuation warning because an actual evacuation order, it would of been a traffic disaster.</p>

Feedback Form	Highland Springs Interchange upgrade. Need to close Joshua Palmer WY. build west bound ramp near gas station and Dennys. close existing west bound ramp. that will relieve northbound Highland Springs traffic at interchange.....similar to Waterman Interchange in San Bernardino. Also build a flyover bridge between Pennsylvania/ Highland Springs
Feedback Form	It's a great start to an aging prob,'em, getting worse everyday
Feedback Form	We need more trains and passenger rail coming through the Beaumont/Banning/Calimesa areas. Would be easier to commute west. The highways can use some work and San Timoteo Canyon can be crowded depending on the time. If there is a plan where the train does not impact traffic on the canyon that would be nice. Not sure how feasible that would be but it would be nice if something was planned to mitigate traffic on San Timoteo
Feedback Form	Need a commuter rail from Beaumont, California to Los Angeles and San Diego.
Feedback Form	All the freeways need more lanes, not fast track.
Feedback Form	Improvements to San Timoteo Canyon and train crossings due to the railroad expansion into Calimesa/Beaumont/Banning. Canyon is a regional connection and increase trains passing will cause traffic and increase commuters to use the highways.
Feedback Form	The traffic congestion is insane, need wider roads and freeways
Feedback Form	I really do think that the streets in Blythe need to be fixed they are so bad. This city needs to really think about what they are doing to this town because it is really going down. Stop wasting money on smoke shops and weed shops and do something good for the city of Blythe.
Feedback Form	I am frustrated and tired of all the pot holes on our local roads and the highways. I don't have extra funds to repair my car or have the extra funds to fix a blown tire. Unless you guys plan on reimbursing everytime we have repairs resulting from the poor conditions of the roadways. Please get to work. Local roads in Blythe CA could use Jesus and a major overhaul. My car rattles all the time and I'm sure other people have the same complaints. I'm not rich nor do I have the extra funds to always pay for car repairs. The work here is being neglected. The stretch of freeway from Blythe to Wiley Wells road exit (about 12-18 miles) eastbound lanes needs Jesus. Many people have gotten flat tires on that stretch (including me, my sister, and a few friends who have brand new tires) and it seems like no one cares. If you guys don't want to do anything about it, then it's okay. It shows your true colors and your intentions. If you guys plan on doing something about it, I suggest you get to work. It's been way overdue.
Feedback Form	In our city, just about every single road you drive down has potholes so bad it is ruining our cars. It is a major safety issue because people are swerving around trying not to hit the potholes.
Feedback Form	Basically our whole town needs new roads, they patch up the potholes only for them to form again in 3 weeks. Waste of money.
Feedback Form	Wow, the streets in Blythe, third World.
Feedback Form	Please resurface the roads in Blythe CA. We have streets that need help. Plus big pot holes.
Feedback Form	Our city Street are filled with potholes some of them so big you could plan a tree, the streets in Riverside County Of Blythe California need major repair
Feedback Form	The streets in town all have at least ten potholes which are not filled. The traffic tries to avoid the holes but it is becoming impossible to not drive into a pothole which risks tire damage. The highway congestion at the inspection station is beyond unreal. Two truck lanes and two car lanes go into two driving lanes. All four vehicles leave the port at the same time so simple math tells you this will not work out well. My grandson has had three incidents there and one life threatening injury. When will another street lane be added to that mess? Or the folks who work actually let only one per lane go instead of waving both hands and 2 cars as well as 2 trucks all try to squeeze in two lanes. 4 into 2 does not compute well. Try it some time come from Arizona into Blythe CA inspection station and witness the madness of vehicles.
Feedback Form	Need to fix the congestion on the interstates and state routes that leave out of Riverside-San Bernardino area. Fix the potholes on the roads and streets.

Feedback Form	Potholes in the town of Blythe are so bad you could probably fish in them growing up as a kid every summer county chip sealed the roads all thru out the valley we are a farming community so all roads are used equally with exception of the roads to the dump which is also used by a mine also Lovekin Blvd, is the worst off it's ever been and needs replaced as a whole because it has been engorged in potholes for so long stop foolishly spending in California and get these roads taken care of create some jobs instead of making up one that don't exist because road harzards are real
Feedback Form	Need to help out Blythe CA
Feedback Form	Our main streets uptown and road to Riviera Drive, east of hobsonway to the river,and so many more need new pavement. Help us make Blythe roads better.
Feedback Form	Blythe is oftentimes forgotten, and I'm asking for your help in getting some of our city's roads in improved condition. So many of our city streets are filled with potholes and have been "chip sealed" so many times that driving in and around the hospital and post office is a nightmare, not to mention just our residential city streets. Hoping that filling out this form will allow for our city to receive additional funds to improve our roads in Blythe. Thank you so much for your attention to this matter!
Feedback Form	I hope that the County of Riverside Respentives really hear Blythe residents.
Feedback Form	We need that Cabazon connector/ I 10 bypass asap. These trains stopping and keeping us in our causing death and harm!!!!
Feedback Form	The highway needs to be fixed. The lines on the freeway can barely be seen in some areas. Especially in the rain.
Feedback Form	The train blocks all of the roads in and out of the south side of town constantly, it causes delays for hours and during g emergencies there's no way to access the other side. Also during rainy season the wash gets flooded and blocks resident come coming in and out. Is there a way to divert flood water or to catch it and recycle it for the use of the pass area? And can alert system be put in place to let residents know when it's flooded instead of getting stuck there and use resources that can be utilized elsewhere.
Feedback Form	Hi I am born a raised in banning California. I grew up and bought a house in cabazon where I raise my family. I have three suggestions with the area that would make it more safe and productive place to live. First off the railroads. We need an under pass or an over pass because often times the train blocked both entries into the the Southside of cabazon and that can be a major emergency issue seeing as there is no way in and out. Second is the consistency of the public bis. Sometimes the bus has a time schedule to follow but they do not show up.literally like they skipped a stop or something. This is an issue for people who use public transportation to commute back and forth from school and or work. We can't be punctual is the public bus isn't. Third and final is the over pass on on main Street. The is no room for people to walk over to the other side. People have died with no explanation because the cars did not stop after hitting them. My wife worked at burgerking and had to cross the bridge almost everyday. Definitely not safe. I thank God she made it to work everytime. These are concerns of many people who live in cabazon. Cabazon is developing and soon with be populated just like banning and beaumont. We should prepare as soon as possible before any more problems. Thank you for letting me put in my input. This is far over due and I aprieciate the opportunity to voice my concerns and well as the peoples concern. Thank you and have a great day today. :)
Feedback Form	Cabazon has no exit points when the trains are stopped over both crossings. There has been times the train has been stopped for hours leaving first responders unable to help.
Feedback Form	Entry and exit in Cabazon, California. NOWAY possible to get in or out when there are all the trains. Why cant a bridge be put in, why cant you go under the tracks or something ? We have people who reside here who need medical attention or have life saving emergencies and can not access the interstate because of the railway situation That to me would be a law suit on someone

Feedback Form	Here in Cabazon, the traffic is so bad when there's an accident on the highway or just on a regular Sunday. It gets to the point where the streets in Cabazon get flooded with cars because they are trying to skip traffic on the highway. On top of that it doesn't help that when the train gets stuck over here, the only two exits we have to get out sometimes we can't because those are the only two exits we have. Also to put a roundabout and cone was a bad idea because no one knows how to use it and when there's traffic, it takes a while to get out of the roundabout. There needs to be more exits when leaving Cabazon because the amount of people that come over here is ridiculous.
Feedback Form	I live in Cabazon California and there is no access Road out from where we live when the train is completely stopped and because of this I miss work that means I don't get paid for the day because there is a train, stopped and broken. So it would be nice if there was an overpass for us residence to get by.
Feedback Form	As a mother of 3 in the 92230 Cabazon area I have struggled to enter my way to town on the other side of railroad to drive to my son's school when school is over. I have been close to loosing my job over not being able to arrive on time when traffic is in complete stop for over 3 even 5 hours reason being train is in complete stop on both and the 2 only entry's and exits in Cabazon ca 92230.
Feedback Form	I'd love to have it presented at our Desert Valleys Builders Association!
Feedback Form	Bridges must be built at Indian Canyon, Gene Autry, and Vista Chino at Whitewater River. With climate change becoming a significant issue in the Coachella Valley, these streets are closed more frequently by blowing sand and flooding.
Feedback Form	Rail service and weather related road closures are the most important transportation issues in the CV.
Feedback Form	The closures of the washes from rain and blowing sand need to be addressed above all else.
Feedback Form	this county needs to concentrate on what the people need not the wants of a committee or commission ... people are being taxed out of the state and eventually this county. How about starting with the murdering county animal control? this is the worst county in the nation for animal care because you have none ... don't need more taxes or expenditures that aren't needed! Need a train ride? Call amtrak! Take control of what you have, not your greed!
Feedback Form	Separate bike lanes would be great. Adding a 2-3 foot bike lane on a 40mph+ road is not a good idea. Too many older drivers, or tourists not familiar with roads could cause injuries/fatalities too easily.
Feedback Form	We need Vista Chino Rd. In Cathedral City, CA fixed along with Gene Autry Trail and Indian Canyon in Palm Springs. All 3 roads are affected by the same runoff of water and cause HUGE traffic delays for many valley residents in several different cities. Please add Vista Chino Rd. to the list.
Feedback Form	We have been lacking public transportation for way too long, on purpose, just to cater to the auto-industry, auto-lobbyists & the big oil industry. This is NOT okay. It should be fast, easy, convenient, & FUN to take the bus & live without a car. Thank You.
Feedback Form	Here in the Palm Springs area, there are several main roadways that were built through washes, instead of building bridges over washes. The smallest amounts of rain makes these primary thoroughfares impassable, creating traffic chaos here in Coachella Valley. These roadways must be refitted with bridges over the washes ASAP.
Feedback Form	Given that global warming is affecting weather patterns at an alarming rate it is more important than ever to implement roadways that span the many washes in the CV.
Feedback Form	Rail service! We need Light Rail and High Speed Rail alternatives!
Feedback Form	So much to do and not enough money to pay for it (to say nothing about the fact that Riverside County has no clout). This is an unusual suggestion but it is worth a try. RCTC should call a joint meeting of Riverside's local leaders, State representatives and Congressional representatives (see if you can get a US Senator) and tell them to work together and get this County appropriations.
Feedback Form	Frequent rail service to/from Coachella Valley is needed.
Feedback Form	Vista Chino needs lights, reflectors, a bridge at the wash AND potholes to be fixed. Make it an elevated ramp to freeway to connect and raise Gene Autry from wind/sand.
Feedback Form	Traffic continues to increase as more and more homes are being built, especially in the Inland Empire area. No good way to go to Riverside or LA, no dependable mass transport to get to coastal areas, etc. Whdn you add seasonal people (snowbirds) the roads and traffic just continue to get worse.

Feedback Form	The eleventh circle of hell is driving through the 15/215 area on weekday mornings and then back again on weekday afternoons. I know that RivCo and the local city governments are already working on traffic improvement projects along that stretch of highway. But boy oh boy this better work. With more folks from San Diego County relocating to live in the I.E. (including myself), this traffic has gotten significantly worse over the past several years.
Feedback Form	3 bridges are urgently needed due to flooding and sand closing them frequently. Vista chino (not mentioned in your main page but very important), Gene Autry and Indian canyon. It creates severe backed up traffic in the entire area especially Ramon road it is also causing significant accidents
Feedback Form	This is a much needed plan for an area that has been seemingly neglected for many years. The infrastructure has not kept up with demand of seasonal population and tourism.
Feedback Form	I am not familiar enough with the regional plan, nor with how it applies specifically to my Coachella Valley, to comment in detail. The idea that "money raised locally stays local" sounds like a political catch phrase that makes me wary. The funding situation is bound to be complicated - and catchy slogans inevitably conceal a degree of BS. So I must trust the County to do it's best. It is more than obvious that we need more public transportation. I am an elder who will soon depend on public transport but my health limitations do not allow for long wait times.
Feedback Form	Just providing rail service between Palm Springs and Los Angeles would greatly help with highway congestion .
Feedback Form	The parkway from the 215 to San Jacinto is very important. Repaving the 215 from moreno valley to perris. Access to the 10 freeway from hemet/San Jacinto via the 79.
Feedback Form	When the 10 freeway goes from 4 lanes to 3 lanes it's always a traffic jam. Why can the freeway just be 4 lanes all the way from Yucaipa to Beaumont and then the 10 West between Beaumont and Yucaipa? This would cause less traffic buildup and better emissions.
Feedback Form	It's not reasonable that there is no light rail option to get from the Palm Springs area to the major connections in San Bernardino, which in turn connect all the way to Los Angeles. An expansion of Metro Link to connect to the systems in San Bernardino would represent a significant upgrade to transportation options for residents of the Coachella Valley.
Feedback Form	The Vista Chino Whitewater Wash bridge project has dragged on for years. Vista Chino has become a I-10 bypass road with no traffic control.
Feedback Form	More assistance with local streets is needed. If we only add new infrastructure and don't fund maintenance for existing and new infrastructure then we set up cities for financial failure. And fund the rail! Go all in on rail to implement new travel options to and from Coachella Valley.
Feedback Form	I support CV Rail and stronger nexus between housing and transportation. Also, addressing flooding and blowsand is critical to the public health and safety of residents and visitors in the Coachella Valley.
Feedback Form	As a cyclist I find that there are not really any safe roads for us. Bike lanes need to be totally separate from the roads. Look to other countries to get safe examples of this.

Feedback Form	How does it continue to be acceptable to you people that Indian Canyon Blvd and Gene Autry Trail are ALWAYS closed whenever even just a little bit of rain falls or wind blows??? It's NOT just a massive inconvenience at this point. where is the equity and fairness for the working poor of DHS who staff the hotels and restaurants that turn the economy of the Coachella valley who have to constantly deal with the extra costs just to get to their low paying jobs to begin with not to mention literal the life and death situations that arise when hospitals are cut off. Racking my brain thinking where else in the damn county two main roads are closed this often and can't think of any so why isn't this a bigger issue for you people???
Feedback Form	Over 40,000 people live in the Desert Hot Springs area are often denied access to Palm Springs and therefore. medical care.
Feedback Form	Improvement of Gene Autry, Indian Canyon Vista Chino also would like to have access to more bus lines so I can actually take it to work instead of driving my vehicle find creasing earlier, bus, service and later as well
Feedback Form	<p>Varner Road is in desperate need of repair, especially from the dump road to the Mountain View intersection and from that intersection half way to Palm Drive.</p> <p>Most important is the flooding and visibility issues on the roads across the wash between Palm Springs and I-10. The constant closures are not well managed and after 50 years needs immediate action. The bridges would relief congestion on connecting roadways and help improve air quality.</p> <p>Sequencing traffic lights would also improve air quality. When traffic lights are set to blinking red, police officers need to be positioned to direct traffic to prevent miles long congestion because of the need for every vehicle to stop.</p> <p>Common sense seems to be lacking as well as consideration for people to get to work or appointments on time.</p>
Feedback Form	I know we have a beautiful desert with soft sand and we choose to live here but please help us with making DHS to palm springs accessible during the storms and sand storms, while preserving the homes of the animals that were here before us.
Feedback Form	There are large potholes on Vista Chino east of Gene Autry at the wash. These are an extreme hazard and need to be repaired as soon as possible!
Feedback Form	In my area Varner road from Mountain View Eastward needs major repairs. It is a very busy street with lots of rust and potholes.
Feedback Form	Need more lanes on I10 frwy and emergency exit from congested frwy. Fix Indian Cyn and Gene Autry trail with bridges so people in Desert Hot Springs have safe travels into Palm Springs in case of emergency.
Feedback Form	<p>Address safe cycling lanes and pedestrian safety.</p> <p>It seems that we keep building bigger roads with more and more lanes. And the problem just gets worse.</p>

Feedback Form	I live in the Coachella Valley, in the unincorporated Desert Hot Springs area near Route 62 and Indian Canyon Drive. We have been struggling with sand and flood-related damages from Hurricane Hilary, with roads that are still shut down today, that impact thousands of commuters and tourists. Additionally, I wish we can address the consistent road closures on Gene Autry Trail and Indian Canyon Drive, near I-10, going in/out of Palm Springs, as well as Vista Chino Dr in Palm Springs/Cathedral City. These constant road closures due to sand drifting and water flooding are a huge imposition of people that live/visit the western Coachella Valley and have been issues for decades. It's unacceptable that our infrastructure is so primitive in the year 2024.
Feedback Form	Every time it rains the roads are flooded and they close the roads going into Palm Springs making it hard for people to get to and from work.
Feedback Form	Putting MetroLink to the Coachella Valley, they have the rails and a station
Feedback Form	Thank you , you should consider heavily traffic consuming areas.
Feedback Form	Please do repairs on Varner. The road is a disaster.
Feedback Form	Varner Road between Mountain View and Date Palm Drive is a daily disaster. Average wait times to transit Mountain View to Date Palm Drive in the morning can exceed 20 minutes to travel less than 4 miles. In the evening, between 3:30 to 6:00 the same problem occurs in the opposite direction. Thousands of drivers are trapped in this nightmare from Monday to Friday. Varner is currently a very poorly maintained two lane road which is also the only access that the Burgess trucks have to Edom Hill. I know the reason that this is still a problem is because it is mostly in unincorporated Riverside County, with a portion also being controlled by Cathedral City. The main link to Varner, Mountain View Road, is also in unincorporated territory. Both of these roads need to be four lanes and both of these roads need more maintenance.
Feedback Form	Regarding Palm Springs streets that frequently close due to rain, sand, and visibility issues (Gene Autry, Indian Canyon, Vista Chino) why not cover the affected sections of these roads so that they are essentially above-ground tunnels? That would address the visibility issue as well as the rain and sand issues, whereas building bridges wouldn't help with the visibility problem. Also, I heard that it would take 6-7 years to fix Varner Rd. That's ridiculous! There shouldn't be any environmental studies needed, because the road is already there. Nobody is asking for a new road to be built. It just needs the potholes filled and new blacktop and striping, especially west of Edom Hill. The road has been in need of repair for as long as I've lived here--14 years!

Feedback Form	Something MUST be done about the constant road closures of Indian Canyon and Gene Autry in Palm Springs for residents/employees coming from the north. When those roads are closed, we only have TWO options to get into Palm Springs....Date Palm Drive or Tipton. It happens ALL THE TIME now, and when traffic is rerouted, it impacts OTHER communities like Cathedral City, as well; and causes MAJOR traffic issues and over-long commutes. There needs to be much more cooperation between municipalities as well, so when there ARE road closures, perhaps construction is halted in those areas that we have to commute through, which also causes major issues just trying to get into Palm Springs. What about a traffic light at Varner and Mountain View, rather than a 3-way stop to move traffic along more quickly? There needs to be a multi-point approach to solving the traffic congestion and issues. ACTION MUST BE TAKEN; it is getting ridiculous. The other day it took me one hour to go 8 miles. That is unacceptable. And it happens almost weekly now.
Feedback Form	Please consider expanding Varner Road to 4 Lanes ,this would help elevate some of the congestion on I 10
Feedback Form	We desperately need your help with Varner rd east of Mountain view it's in very bad shape destroying our vehicles driving through the everyday please help

Feedback Form	<p>Since Tropical Storm Hilary road closures have adversely impacted navigation from north of Interstate 10 to three freeway interchanges and access routes from Desert Hot Springs area south to Palm Springs and Cathedral City. From the High Desert to Desert Hot Springs and Sky Valley, business owners and employees, parents transporting school children, access to events or appointments, and regional hospitals, doctors and procedures have been obstructed for more than six months - consuming up to 1.5 hours to travel one-way (15 miles) from Desert Edge to Palm Springs. I have witnessed drivers dangerously making U-turns on Mountain View Road south of Dillon Road to back track to Thousand Palms Road and Ramon, or illegally passing south on Mountain View at up to 100 mph. Frustration has exceeded reason, it is not sustainable.</p> <p>During the same time that Gene Autry/Palm Drive and Indian Avenue were closed, major arteries in Desert Hot Springs and Vista Chino in Palm Springs were also closed, only Date Palm was available for accessing the freeway and it was reduced to one lane south of the freeway for nearly a month. Lack of coordination of road closures became a long-term obstacle course to a large portion of the Valley's population, many whom lack the resources to sustain the battle to travel south of the freeway. It is likely many service workers lost income, were fired or forced to quit jobs and school due to lack of access - businesses that survived the pandemic may not have survived Western Coachella Valley's road closures.</p> <p>Navigation south of the freeway required every day checking map apps all day, for instance, Google Maps for updates, which were not accurate. After storm Hillary passed, we only had local news broadcast from six hours prior, i.e. KESQ 6 a.m. recorded broadcast, for road updates – at noon it was reported Interstate 10 was closed. This had the potential to cost everyone in the valley, their life, job or vehicle. Notably, CalTrans did not provide an interactive map that could be updated with current road closures, such as offramps inaccessible due to flooding, specifically Rio del Sol at Varner Road was not reported on any outlet. Before reliance on the internet was a "thing," CalTrans had an automated recording you could call their number and listen to a report of open routes and decide whether to travel, worth risking your vehicle, cost for tow, or your job, i.e. to get to the hospital. But, 12 hours after the storm passed there was no information available to the public. Still today, Riverside County does not provide adequate information until travelers come upon barricaded Indian Ave or Gene Autry, after crossing the overpass – not visible from north of the freeway. It is too little information too late for anyone to adjust their route and arrive at their destination on time, and then there's the price of gas!</p> <p>But, what concerns me the most is that Ramon and Highway 111 are considered emergency routes, alternate routes, designated as interstate routes, that since Hillary have been closed 50 percent of the time. Sometimes due to flooding or road repairs but more often due to blowing sand and low visibility which makes us wonder why the sand is piled upwind nearly a story high to blow back onto major arteries. Curiously, Granite construction has secured a barrier and access on Indian while continuing to generate windblown silica from their operations, while commuters cannot access Indian Ave. After Cathedral City removed story high walls of sand on Date Palm south of the freeway, nearby airborne dust was abated. Beyond the lack of connectivity issues that have been ongoing since overpass improvements were made to Gene Autry/Palm Drive (windblown overpass sand pitting windshields), over the past six months Varner Road has been the ONLY alternate route north of Interstate 10. In 2021, Varner Road was improved between Monterey and Washington Avenue exits, accommodating coveted golf course resort and future site of Acrisure Arena but to the west the only improvement made to Varner Road over the past decade(s) was to accommodate transfer station (dump) traffic from Date Palm overpass. To the east and west Varner Road is an "unimproved road" – unwary visitors in high end vehicles to resorts north of the freeway are in a pickle. Instead of making improvements to this emergency alternate route and primary access to communities north of the interstate, individual car owners are paying for damage to their vehicles, I personally replaced front ends on two 4WDs that only off-road on unimproved Varner Road (\$13,000). The cost to every individual who lives north of the freeway, and the lack of alternate routes during road closures, needs to be taken into consideration when prioritizing road improvements in the Coachella Valley. Our nerves are wearing thin, and our respiratory tolerance exhausted from silt airborne thousands of feet high blowing to the northeast away from higher property values south of the freeway</p>
---------------	--

Feedback Form	<p>Circa 2009, communities north of the freeway opposed Cathedral City annexing Varner Road due to the City's claims of fiscal problems and Varner's existing poor driving conditions. The City claimed only 2500 vehicles use Varner Road, as the only access point, at the nexus of three closed routes south of the freeway, I'd estimate 50,000 vehicles per day at 5 mph. While the City avoids widening Varner Road it has neglected it to the point of requiring resurfacing (Desert Sun Op Ed 5/7/23). Varner Road has not been repaired or maintained since County of Riverside relinquished its transportation responsibility to citizens north of the freeway, 15 years ago (Cathedral City annexation). As a council member I have heard community members and visitors complaints without accountability from County Transportation. Proposed 10/27/23 roadwork per Cathedral City Varner Road Safety Improvements (SCH 2023100819) has not been done – this route needs to be resurfaced ASAP. Varner Road was a scenic route, named for a county official, but now commonly described as a pothole ridden gauntlet – a hazard. See image with article at: https://desertlocalnews.com/article/-varner-road-the-bumpy-journey-from-scenic-route-to-pothole-pandemonium</p> <p>Previously considered concrete barriers to reroute traffic on Interstate 10 have failed to relieve the impact east of Cabazon Pass. Often when there is an incident on Interstate 10, east and westbound traffic is diverted to Varner and Dillon Roads, both lacking adequate maintenance to bear burden of heavy traffic, such as semi-trucks, and lacking adequate traffic controls, directional signage or sheriffs waving traffic through. Interstate 10 at Date Palm exit backs up about a mile and over the overpass to Varner. At the Desert Edge Community Council meeting 3/12/24, Varner Road's lack of adequate pavement was once again raised (meeting minutes), but not one county representative mentioned the county was conducting this survey for citizen input - I heard about it on KESQ last week, after seasonal residents left. I have lived in the High and low desert most of my life, lived north of the freeway for 20+ years. I believe this is a communication, transportation, networking, and coordination problem with prioritizing interference. Reverse Cathedral City's annexation and repair our roads for the public's safety while securing the personal wealth of everyone north of the freeway.</p>
Feedback Form	<p>Varner Road is a disgrace .</p> <p>Varner Road is named for a deceased former Riverside County Supervisor. r</p> <p>It is terrible to think that our County Supervisors are so poorly thought of that something named for them is let to deteriorate</p>

Feedback Form	<p>It's time for Riverside County to emerge from the stone ages and enter the future of public transportation and less reliability on cars. Having little to no public transit infrastructure forces residents to saddle themselves with a car, make costly monthly payments as well as pay for insurance. Imagine how much money people would have left over if they didn't have to have a car at all and could reliably get around the Coachella Valley.</p> <p>It would promote more connected communities, it would allow seniors who can't drive to have more mobility and solve the loneliness crisis. It would promote health, if people could safely walk or cycle around their communities without sitting in a car the size of a living room to go two miles to the local store.</p> <p>Roads need to have their speed limits lowered, but roads also need to be designed with traffic calming measures in mind. It doesn't matter what you make the speed limit, if the road is wide and straight, people will speed through it.</p> <p>Most of all, reducing cars on the road will reduce traffic deaths. Road traffic crashes are the leading cause of death in the U.S. for people ages 1-54. It's a disgrace when you compare the U.S. to any other modern nation. Any other modern nation saw what was happening on roads and decided they valued human lives over the convenience of cars, but not here, not in Riverside County.</p> <p>It feels like Riverside County doesn't care about its residents. Obviously, it's a different country, but I can't help but be envious of a city like Paris, not because of its architecture or history, but because the mayor there actually cares about the lives of its citizens. The mayor there decided one year to start shutting down streets to cars and promoting cycling, then a few years later it actually happened.</p> <p>Why can't you reduce the number of "community meetings" and just do the damn thing.</p> <p>It's time for a radical shift in the way we think about transportation. Let's build transportation for people, not cars.</p>
Feedback Form	Fix the roads that flood leading to our local hospital—- [PERSONAL INFORMATION REDACTED]
Feedback Form	Good information. Focus on public transport-rail please
Feedback Form	Thank you for seeking comments. I live in the Coachella Valley. The draft plan is well done and easy to understand. I would like to add increased traffic enforcement for the safety issue and better synchronization of traffic signals for technical improvements.
Feedback Form	Access to Palm Springs during increasingly frequent closures of three major roadways through the wash should be the top priority. Climate change is only going to make the situation worse. Growth in Desert Hot Springs and the massive importance of Palm Springs to the regional economy makes upgrades to these roadways critical. Access to the Level 1 trauma center at Desert Regional Medical Center must be kept clear in an emergency. The plan for Indian Canyon is great but we cannot stop until Gene Autry and Vista Chino are also addressed.
Feedback Form	The county can have better bike and walking infrastructure. Especially protected bike lanes.

Feedback Form	<ol style="list-style-type: none">1. The area of I-60 to I-215 to the 91 freeway is a disaster. Better over-freeway signage earlier to tell people which lane they need to be in to get where they want to go.2. Why do the traffic signals have to turn red one way, and SIMULTANEOUSLY turn green the other? Why can't they be programmed to wait 3 seconds before the other side turns green? People seem to not know they shouldn't run a red light, nor proceed through an intersection without looking at who is about to come flying through. A 3 second wait would greatly improve safety and reduce accidents. Think: Fred Waring and almost any cross street. How many accidents have there been to date, and what was the cause each time?3. Rail service from LA through OC to CV would be awesome. I'd take it to LA, then take light rail rather than make that drive. Ugh.
Feedback Form	I think that it's a good thing that you ask for our opinion...

Feedback Form	<p>A commuter rail from The Coachella Valley that goes from Mecca to LA with stops in:</p> <ul style="list-style-type: none"> - Mecca - Indio - Palm Desert - Palm Springs - Cabazon - Redlands - Riverside - Corona - The OC Beaches - Long Beach - LA <p>Then with Valley Flyer service as follows:</p> <ul style="list-style-type: none"> - Indio - Palm Desert - Palm Springs - Riverside - The Beaches - Long Beach - LA <p>This would open it up for residents to get to and from work as well as enjoy day trips without having to clog up the highways.</p>
Feedback Form	<p>Both bridges in Indio on Jackson and Monroe need to be widen the traffic jam to get out of the city of indio on those two bridges at the freeway are always congested.</p> <p>Kind regards,</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>The roads, especially in La Quinta, are terrible. Years of neglect causes damage to vehicles. Even areas recently resurfaced ride like going over a washboard.</p>
Feedback Form	<p>Ensure that all new projects will be provided with the necessary funding to perform the required maintenance and preservation work.</p>
Feedback Form	<p>There are so many drivers in the highway and streets that do not deserve a license as they are incompetent to drive safe and well. Adding more lanes may help.</p>

Feedback Form	<p>First of all, the plan doesn't open for review.</p> <p>I think given only 2 choices of priorities is not fair to residents of any community member. There are several changes in life that are needed at different times: I.e., commuting for work and the safety of local roads and also being able to leave the Coachella Valley to occasionally travel out of town. They are all important for quality of life.</p>
Feedback Form	na
Feedback Form	<p>This is a terrible survey. What is "commuter assistance"? What is "active transportation"? What are "regional connections"? I can't designate priorities if I don't know what these labels describe. In order to submit my input, I am forced to answer the preceding options BUT MY ANSWERS ARE LIES. I DON'T KNOW WHAT THEY MEAN.</p> <p>I live in the Coachella Valley. There is virtually no mass transit. If you don't live/work near a few major thoroughfares, you cannot avail yourself of public transportation. I'd love to take a bus, but I live more than two miles, straight uphill, from a bus stop.</p> <p>Also, from November to April the congestion on said thoroughfares is god awful from 10 a.m. to 4 p.m. It might as well be L.A. This situation is exacerbated by constant maintenance operations for which residents have no notice nor detour options (looking at you, Monterey, Bob Hope, and Hiway 111). Why aren't these operations conducted</p>
Feedback Form	<p>It happens in Orange County and in Riverside County, When a new project is completed they have a lane on an on ramp and it closes in 3/4 mile. This causes so much congestion. I know that construction companies build these on purpose to congest the freeway so they can come back later and say they can resolve that. And then another billion dollars goes down the drain. Get smart people. These guys are working the system..</p>
Feedback Form	<p>There needs to be a parallel freeway from the Coachella valley into Riverside, because that is the only way to get there on the 10</p>
Feedback Form	<p>The 10 freeway needs an extra lane from Monterey to highway 86 in both directions. Also Vista Chino in Palm Springs needs a bridge over the whitewater wash. Also blowing sand in the wash roads has damaged my car is there anyway to help control the sand in the winds.</p>
Feedback Form	
Feedback Form	<p>A greater priority must be given to fixing the existing roads. For example, the intersection of HWY 111 and Sunrise Way in Palm Springs has been severely damaged for YEARS. I've had to replace 3 tires and 1 bent rim because of the poorly maintained roads. Fix what we have first before spending money expanding.</p>
Feedback Form	<p>Frequent road closures due to flooding and blowing sand (visibility) in Coachella Valley are the #1 headache and safety issue for residents - Vista Chino Road, Gene Autry Trail closures regular cause traffic rerouting and congestion on other streets. This causes significant delays in response times for emergency situations - police, fire, medical.</p>
Feedback Form	<p>As a resident of Palm Springs by far the fix to Critical roads, such as Indian Canyon, Gene Autry Trail, Vista Chino, and Dillon Road are regularly closed due to blowing sand and rainstorms is the very highest on my priority list.</p>
Feedback Form	<p>There needs to be a solution to the repetitive closing of streets and highways over the wash and windswept areas between Palm Springs and I-10. It impacts safety and creates chaos finding ways out of and into town.</p>

Feedback Form	<p>I find this plan to be somewhat disappointing. I find ZERO areas marked for “safe streets and roads” on the proposed plan. Every other category has something indicating changes or improvements.</p> <p>In this plan it mentions uniformity. Laughable. There seems to be nobody overseeing or coordinating various projects. I point to the recent “improvements “ done to the curbs found along Hwy 111 through the city of Palm Springs. Multiple intersections have only three (3) of the four (4) corners “improved”. Why?</p> <p>State mandates require changes to our left turn signals programming. This has resulted in long lines of traffic as people wait for signals that don’t stay green long enough to clear the cue of waiting vehicles. Ridiculous at a time when gasoline prices are soaring.</p>
Feedback Form	<p>Too many roads are impacted by weather events causing a huge disruption to all of the users that must travel those roads daily in addition to risking health and safety in emergencies. We spend too much to clean up after the issue.</p>
Feedback Form	<p>Especially as one ages, it becomes ever less preferable and affordable to have to depend on personal transportation (i.e., one's own fossil-fuel-burning vehicle) not only to get around town on increasingly busy roadways but also to visit neighboring (or near-neighboring) counties such as San Diego, Los Angeles, and Orange. I'd love to see more rail and bus options to become available in the near future; I might get out more often, leaving the driving to someone else!</p>
Feedback Form	<p>We need to have a bridge built (like the Dinah Shore bridge) at the wash to avoid having to close E Vista Chino every time it rains or the sand blows. This area has been closed every time there is a rain or dust storm (which happens frequently) and has been happening for the past 20+ years that I've lived in Palm Springs. More money has been spent on cleaning up the area after such storms than it probably would cost to build a bridge.</p>
Feedback Form	<p>Something seriously needs to happen to combat our major arteries from closing so regularly because of blowing sand and /or flooding. There is just so much more traffic and people to just rely on one way in and out of Palm Springs when Indian, Gene Autry and Vista Chino are closed down due to weather conditions.</p>

Feedback Form	<p>Also -</p> <p>The number one problem for Safety is the speed limits on city streets. It would make a huge difference in SAFETY for riders and walkers if major and minor arteries had lower speed limits. City roads should be 30 mph - not 45 and 55 mph because VERY FEW drivers driver the speed limit.</p> <p>The second problem is the lights - if lights were synced, traffic flow would be better and help eliminate congestion as well as drivers racing to beat red lights.</p> <p>These two changes would significantly affect and increase safety.</p> <p>Thank you</p>
Feedback Form	<p>I was disappointed not to see updates to the I-215 / Rt 60 highway between Riverside and Moreno Valley, including the merge/split interchange. This has got to be the most congestion section of highway in Riverside County. Granted there isn't much room to add new lanes, but something needs to be done. It's a 3-4 lane highway at the top of the hill and a 7-lane highway at the bottom. That alone causes cars to slow down in both directions as an every day occurrence.</p> <p>Also, I was pleased to see added lanes for Rt 60 in Moreno Valley; however, please extend the 3rd lane to Gilman Springs Rd. (It looks like the money ran out).</p> <p>Also, glad to see a reconstructed intersection at I-10 and Rt 79 in Beaumont. This will be a much needed improvement.</p> <p>Finally, the Coachella Valley needs more money to address flood and blowing sand control. If the 3 roads (Indian Canyon, Gene Autry, and Vista Chino) are closed, commuters are severely affected. But they can't be closed all at once. Money is available for Indian Canyon but Vista Chino should be next, since a bridge can probably be completed economically.</p>
Feedback Form	
Feedback Form	The one vehicle/one occupant concept is has been dead for a long time. Widening roads or adding more lanes are self defeating. Public transport is the only solution.
Feedback Form	
Feedback Form	Improved public transit with regional focus would decrease congestion on our roads and lend itself to safely more bike lines or designated protected bike roadway access.
Feedback Form	Biggest concern is the impact of blowing sand and water over the roadways in and out of Palm Springs. Specifically: Indian Canyon Drive, Gene Autry, and Vista Chino at the wash. The frequent closures of these roads affect the ability of people to get in and out of Palm Springs, and impede critical emergency vehicles.
Feedback Form	no comment at this time
Feedback Form	Key arteries in Palm Springs are constantly being closed due to flooding and or blowing sand. Thousands of people are inconvenienced every time the roads have to be closed and other arteries then become overloaded. In addition to being an inconvenience, it can be a safety issue as the hospital becomes harder to reach.
Feedback Form	Need speed cameras in town.

Feedback Form	I reside in the city of Palm Springs n despite vast amounts of tax payer dollars we have some of the worst road conditions in All of Coachella Valley! In addition, I have resided in PS for nearly 20 years n virtually nothing has been done to mitigate the frequent, unsafe n inconvenient closures of Indian Canyon, Gene Autry, and Vista Chino roads!
Feedback Form	We live at the 64 @ then Riv at the intersection of Indian Canyon road and Via Escuela Drive and have had to endure the huge amount of commercial traffic and hot rodders tearing up Indian Canyon with its speeders that crash into the islands and signs . Via escuela is basically a flood route when it rains and sluices through our area and creates havoc . And all the people that try to get across that intersection is a total scary nightmare because the speeders don't want to let you cross. We also multitudes of cracks and pot holes in front of us when raced across sounds like an earthquake happening especially when big trucks speed by. We need a four way stop signs or a traffic light because this particular area has become more residential and is increasing.
Feedback Form	There is no really good way to get from Coachella Valley to Los Angeles or other California destinations. The current configuratiopn of Amtrak California thruway bus connecting in Fullerton is simply not competitive. We need to get cars off the road and only a train can do that. Just extent Metriolink from Riverside to POalm Springs and Indio.
Feedback Form	The roads keep getting worse and worse. The new traffic signals program has people waiting forever for the light to change which wastes more fuel.
Feedback Form	Nothing more to add.
Feedback Form	The road conditions in the Palm Springs area are deteriorating.
Feedback Form	The most dangerous missing sidewalk gap in Palm Springs is a 1,300 foot
Feedback Form	I live in Palm Springs in the Racquet Club neighborhood. North Indian Drive is always closed due to blowing sand and flooding. When this happens - my access to the Highway 10 is very difficult!!! I have seen news articles that a raised roadway is being proposed that would remove this problem but needs funding. Thank you for your attention regarding this ongoing issue. Regards, [PERSONAL INFORMATION REDACTED]
Feedback Form	I live in the Racquet Club neighborhood and North Palm Canyon Drive is constantly closed due to blowing wind and flooding. This makes access to the 10 very difficult. I see news articles that a proposed plan to raise the roadbed and add a bridge would remove this problem. Your attention and support for this project would be greatly appreciated. Thank you. [PERSONAL INFORMATION REDACTED]
Feedback Form	The critical missing 1,300 foot sidewalk on State Hwy 111 on the south side of the street (north edge of the Palm Springs Airport) Vista Chino between Farrell and Gene Autry is the most dangerous in the entire City of Palm Springs and needs to be installed.

Feedback Form	Public Transportation in the Coachella Valley needs publicizing more. Trains Buses between Coachella and Riverside Communities through to Union Station Los Angeles would cut back on traffic on the 10 Freeway. Bridges across the 10 freeway in Coachella would greatly assist commuters and improve quality of life and safety during sand storms and flooding events.
Feedback Form	In Palm Springs it takes forever to get across town. Both ways used to be able to turn left at the same time and it would let the entire line go. They changed that so that One Direction goes at a time and if you're turning left sometimes you have to sit through two full light cycles to be able to turn.
Feedback Form	.
Feedback Form	CV Link in Palm Springs is great but you cannot access it from Vista Chino because that high traffic street has no bike lanes or sidewalks between Gene Autrey and Farrell. The 215/60 interchange is poorly designed with five lanes going to 3 approaching from the east and south.
Feedback Form	No additional thoughts.
Feedback Form	I have been commuting from Palm Springs to Redlands since 2016. During this time I have watched the explosion of new residential homes along the I-10 W/E corridor from the 60 to the county line. I have also seen my commute increase from 47 minutes with very minimal traffic to 1 hour and 4 minutes with heavy traffic. There is not enough jobs in these areas to support all these new homeowners so my assumption is most people will commute to work. If Riverside County and San Bernardo County don't do something about the I-10 traffic, it will soon be completely gridlocked.
Feedback Form	Overall, it's a great plan and I would support a local bond measure to fund it. Hopefully, implementation of the plan can be accelerated by also leveraging federal and state grants, and private investments. Reliable rail service is long overdue for the Coachella Valley, and would provide significant traffic relief on I-10 and Hwy 60. Infrastructure supporting active transportation in the Coachella Valley would greatly enhance the quality of life in the desert cities.
Feedback Form	Really want to see passenger rail service from Coachella valley to Los Angeles
Feedback Form	There needs to be a significant frontage road along I-10 in the San Gorgonio pass between Hwy 111 and Banning. When there are accidents or other emergencies the freeway is shut down and you can be trapped for hours. This is a health and safety threat. And it happens too often. The frequent closures of Indian Canyon Road and Gene Autry Trail in the Coachella Valley has become way too common and causes major disruptions and the area has grown significantly that the problems are getting worse all the time. It would also be nice to have dependable rail service between the Coachella Valley and the Riverside and LA area. This would help ease the burden on the traffic in the pass.
Feedback Form	Access to the 10 fwy from northern Palm Springs is in dire need of being updated. Indian Canyon needs to be addressed
Feedback Form	The bridges over the washes need to be built here in Palm Springs. The wash crossings are closing much more often lately due to climate change. When they are closed, traffic is awful all around Palm Springs and Cathedral City.
Feedback Form	My priority is adding sidewalks and safety improvements for pedestrians, equestrians, and bicyclists.
Feedback Form	My main concerns are both young, reckless drivers and elderly slow/erratic drivers. Both equally as dangerous.
Feedback Form	We need to build bridges to safeguard passage in/out of the valley during natural disasters, blowsand and flooding.
Feedback Form	Syncing stoplights and police patrol are the main traffic problems in the Coachella Valley. Wind and rain closing roads just makes the problems worse along with reckless driving.

Feedback Form	My top priority by far is adding bridges or whatever other infrastructure is needed to mitigate closures in Palm Springs when there is blowing sand or flooding. Second is rail service connecting the Coachella Valley to L.A. And third would be environmental mitigation. Thank you for doing this!
Feedback Form	Of all 8 transportation investment types listed in the 2024 Draft traffic Relief Plan, the TOP THREE are equally important, as follows: (#1) Regional Connections; (#2) Public Transportation; and (#3) Active Transportation. Let's get people out of their cars and onto fast, affordable, effective public transport. A rail network connecting north to Las Vegas, east to Phoenix, south to San Diego (via Temecula) and west to Los Angeles. Rail stations should be supported by designated bus or light rail transport that connect directly to existing urban centers such as central Palm Springs, Cat City, Palm Desert, and Indio. From these transport hubs, people can transfer to local public transport. Designated bus & light rail right-of-ways can be paired with active transportation (bikes paths) furthering the existing active transport network and getting more people out of their cars.
Feedback Form	Synchronized traffic lights to allow better flows of traffic, lowering speed limits to make neighborhoods and driving safer, better enforcement of traffic violations and possibly a more robust drivers education course for adults are important items that stand out for me. I have lived in Palm Springs for 20 years and have seen an increase in drivers driving way too fast ignoring speed limits, lack of courteous driving etiquette (including the Palm Springs Police) and very little traffic law enforcement. I know there are a lot of competing priorities for funding and time on these projects but glad to see a plan in the works to address some of these issues.
Feedback Form	The condition of the roads in Palm Springs is appalling, and I have observed no repaving in the past 2 years !!
Feedback Form	Thank you for this; my main input, opinion and critique is that there needs to be so much more urgency in these plans; the schedules seem to be so much longer than would hopefully be in emergency situations, as in case of the Big One eventually happening. Currently the situations of Blowsand and Flood Control have not only been happening consistently for years, the resolutions are way too drawn out. Redundant environmental studies where roads already exist? For example: construction of raised roadways above where roads already exist requires as much as if the road never existed? In other parts of the country where raised roadways are the necessity (through the waterways in Louisiana, for instance) the construction of raised Trestle Bridge roads from pre-formed concrete footings, etc.. are done with much more urgency than the foot-dragging we appear to see here in the Coachella Valley. Or perhaps the utilization of the Army Corp of Engineers to contribute and help facilitate could be possible? Would like to see these plans and developments have much more urgency than is currently being shown, for the sake of our economy, safety and our future both immediate and long term. And thank you for asking.
Feedback Form	Palm Springs needs bike lanes. It is dangerous now

Feedback Form	Would be great if road damage, including potholes caused by rain, could be repaired.
Feedback Form	The traffic signals in Palm Springs and Cathedral City are my biggest frustration. I will reach out to the Palm Springs city managers office directly. That should be one of the items above! People rant about that online constantly.
Feedback Form	More Public Transportation and Infrastructure is needed throughout the Coachella Valley. The Commuter Rail Plan from Coachella to LA needs to be implemented ASAP to relieve congestion on Freeways. Lots of people would much rather take a train into LA than drive and deal with traffic and delays. Low-cost, quick-build, bridges needs to be built ASAP on Indian Canyon Drive, Gene Autry, and Vista Chino over the Whitewater Wash in Palm Springs. These roadways close way too often due to flooding and winds.
Feedback Form	Speed in PS and people running thru red stop lights
Feedback Form	Need pedestrian and bike crossings on Farrell between Ramon and Mesquite especially due to high speed traffic on that street.
Feedback Form	Please complete synchronization of lights on 111 and elsewhere.
Feedback Form	Please speed up development of bridges over the wash in Palm Springs. It's taken way too long!
Feedback Form	<ol style="list-style-type: none"> 1. For years we have requested a left turn arrow to be installed in Palm Springs at the Gene Autry/Dinah Shore intersection. We live nearby and it is an extremely hazardous turn without a designated turn arrow (east/west). Crashes occur regularly. 2. Change the lane systems on Hwy 111 in Cathedral City between Cathedral Canyon Rd. and Date Palm. The confusion of the divided turn lanes in both directions is horrible. Plus, the eastbound lane closure by the new casino is a bad disruption during tourist season.
Feedback Form	I don't have any thoughts concerning the report.
Feedback Form	The safety of pedestrians and bicyclist needs to be addressed. I have almost gotten hit three times crossing the street in crosswalk with a blinking light going.

Feedback Form	<p>No sidewalks on major streets. Sidewalks that suddenly end leaving a wheelchair user no option but to travel on road. Crosswalk not painted with white stripes so driver can see more clearly. Slope at crosswalk not in line with crosswalk but directing person to cross street diagonally. Button to press at sidewalk out of reach for person in wheelchair. In fact it's a nightmare for a disabled person to travel around unaided. Please consult a disabled person when installing wheelchair slopes and buttons. Thank you.</p>
Feedback Form	<p>Hwy 111 needs lots of improvement, especially between Farrell in Palm Springs and Perez in Cathedral City. The surface is badly deteriorated. Also the traffic flow is very poor with many drivers driving substantially under the posted speed limits.</p>
Feedback Form	<p>I drive for Uber which makes me drive on our local streets quite often. The conditions in Palm Springs is horrendous. Fix them. Please!</p>
Feedback Form	<p>Getting around in the Coachella Valeey continues to get more dificult. Not only do we not have the options needed to reduce the use of inividual cars but more and more the roads are closing due to flooding and sand.</p> <p>There should be rules restricting truck taffic that fills our air with poison and makes the roads more dangerous for pssager cars. It is still impossible to get across the Coachella Valley on a bike after over a decade of talk. The bike paths that are availablae are unmanaged and hae too many 90 degree angles to be safe and used by commuters or joy riders. We need more public transportation options to LA. Roads that are often closed due to flooding and sand should be modified to avoid these issues.</p>
Feedback Form	<p>Potholes really need to be fixed properly</p>
Feedback Form	<p>1)Other than the city of Palm Springs, bike lanes are either non-existent or too narrow. In Rancho Mirage they simply took the shoulder of many major roads and painted a bike. These are not safe "bike lanes". 2)Stop light are another major issue in Palm Springs and Cathedral City. Lights will turn red when there are no cars in either direction (I.e. Golf Club Drive and 111.) 3)people running red lights with no police presence...ever!!! Very dangerous. Cathedral City is the worst for this.</p>
Feedback Form	<p>The constant potholes that are present on East Palm Canyon (HWY 111) between Palm Canyon and Gene Autry. They appear whenever it rains. They're filled in only to reappear after another rain. This stretch needs to be repaved completely</p>
Feedback Form	<p>Cars going to fast. Running red lights and generally driving recklessly</p>
Feedback Form	<p>I want a rail system out to the Coachella Valley into Orange County and beach areas. In Coachella, several main roads are continually shut down due to floods and sand. My home town of Palm Springs has excellent art and tourism but terrible roads with potholes or just old surfaces. This needs attention NOW.</p>

Feedback Form	High speed rail from the valley to LA and San Diego with a hub connecting to the capital and silicon valley...super important to sustainability and economic growth
Feedback Form	Synchronize the lights on 111!
Feedback Form	At least in the Coachella Valley, it would be interesting to have more public transportation options, including rails and/or metro systems to make getting around easier. Regional connections to LA, San Diego, and beyond would be amazing to have and could boost our Economy.
Feedback Form	Get a daily train from L.A. to Palm Springs now, not in ten years. Tracks are there and some service already exists as well as station. U.S. the power of government over the freight train companies and force them to provide access to the tracks.
Feedback Form	The plan is a joke. At least as far as your commitment to pedestrian safety. The safe streets and roads category is supposed to be about pedestrian and mobility device safety. That's what is meant by safe streets everywhere else. There are already TWO other categories to do all the traffic stuff mentioned in your description, Highways and Regional Connections. Including it also in Safe Streets is redundant. The plan doesn't even mention pedestrians despite having a pedestrian in a crosswalk being the icon representing the category. Any hope I had that Riverside County ever cared about pedestrian safety has been destroyed by what I can see in this plan. It's basically about moving cars faster (with token mentions of bicycle infrastructure, public transport, and faked concern for the environment) and if a few pedestrians get killed it's just a small price to pay for not being a car like I'm apparently required to do in Riverside County. That's of little surprise when county sheriffs can run over and kill pedestrians without consequence (May 25, 2023, Moreno Valley). Or a hit-and-run driver kills a pedestrian after partying all night and gets three months plus probation (Chad Steinmetz driving a red Porsche 911 Carrera, 6:40 a.m. on May 27, 2022, near East Palm Canyon and South Broadmoor drives). Yes, I own a car and drive it. But I also walk, both for exercise and nearby errands. And I find Riverside County's commitment to pedestrian safety to be minimal.
Feedback Form	Blowing sand which closes roads are the only getting worse, time to deal with it now!
Feedback Form	X
Feedback Form	Ok but not really what I would do!
Feedback Form	The highways need re-striped, nighttime travel is hazardous when the traffic lanes aren't visible.
Feedback Form	For 23 years I've been hearing about a bypass rd between Cabazon and Banning. Quit studying and just get it built already. Adding a bus stop at Haugen Lehman between the Desert cities and Cabazon would be helpful. It would cost very little and help a undeserved community tremendously.
Feedback Form	The people of WHITEWATER and Cabazon need a way to get in and out when traffic is congested on the 10 freeway we are basically trapped
Feedback Form	The big rigs need their own lanes. They are a big cause of the traffic. They are slow and take up a lot of space. Please also work on high speed trains
Feedback Form	Lack of Enforcement of traffic laws is a huge concern.
Feedback Form	
Feedback Form	There needs to be more technology so when there's traffic, computers can adjust stop lights so alleviate flow at different bottle necks. Also people need to learn how to not follow too close on freeway because that actually creates more traffic (accordion effect).

Feedback Form	<p>I am a former council member from the City of Calimesa and would like to see townhall meetings in regard to the various project phases. I served on the T-Now committee, training the community how to utilize buses, trains, subways, Uber and Lyft. I recently trained a group of women how to take the Metrolink to San Juan Capistrano, CA.</p> <p>I look forward to reading the RCTC newsletter, as I continue to train the community how to utilize public transportation.</p> <p>Respectfully,</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>Please add more train times. I would love to ride the metro link more if the times made sense. Right now, I can't make it to work at a reasonable hour before 9am from the Downtown San Bernardino to Downtown Riverside. The option is to take the bus but that doesn't save me time since I'll be sitting in traffic anyways, I might as well take my car. I would prefer to take rail. The routes are okay, I feel the biggest issues are the lack of reasonable times if you want to travel within the IE. The only good time options are if you want to make it to LA or Orange county by 9am. Some of us travel within SB and Riverside county for work.</p> <p>So far the only train in the region that consistently runs at reasonable times in the San Bernardino to Redlands Arrow.</p>
Feedback Form	<p>County Line Road in Calimesa is horrible. It has not been paved in at least 15 years and is full of pot holes. This needs attention and it is not getting fixed. Several people have had to replace tires because of the crappy road condition. The road is full of potholes and cracks. Please prioritize this and do something to fix this. Thank you.</p>
Feedback Form	<p>We should be putting MINIMAL focus on car infrastructure and do everything we can to build communities that enable active, alternative transportation and are linked by reliable, frequent public transportation. I look at things like Metrolink that depend on shared track, only go to and from LA, and whose stations are dependent on people driving to huge surface parking lots. It's ridiculous! We should have streets that are safe and cities that are mixed use! We should have more housing to not only make transit more efficient, but have the tax base to fund these projects, and even to alleviate homelessness, something that scares people away from public transportation too! I wanna use my new e-bike without having to share lanes or ride in a gutter next to cars going 40-50mph on surface streets! 40k yearly traffic related deaths will not be reduced by more lanes, only by enabling new means of transportation.</p>
Feedback Form	<p>We need a light rail connection between downtown San Bernardino and downtown Riverside. The bi-county corridor would lead to reduced commute times and economic growth. Please work together to make it happen. We are being left behind in comparison to LA and OC counties.</p>

Feedback Form	Reche canyon road is in need of serious help. Flood control, not just pot hole patching but road redone, also better traffic control as it can take 2 hours to get home from the hours of 3-6 pm
Feedback Form	<p>I live off Reche Canyon Rd in the unincorporated Riverside County. We have a horrible traffic situation on the 2 lane rural road with only one way in and out. The Reche Canyon residents are plagued with high numbers of commuter traffic from Moreno Valley heading to/from Colton, Loma Linda, etc due to not wanting to use the freeways. This traffic is exacerbated by frequent semi trucks which are prohibited at the county line.</p> <p>In hopes to decrease the traffic or at least get better control of it, I would like to recommend a toll road/fastrak pass starting at Heacock and Reche Vista through to the San Bernardino County line on Reche Canyon Rd. This would bring money to the county and control the traffic through the canyon. The traffic is at a dangerous level and toll road would immensely help the situation</p>
Feedback Form	Stop putting fastrak on the freeways!!!
Feedback Form	Continuing to upgrade and expand highways is only going to dig us deeper into car dependence and isolate the community. We need more active and public transportation instead of massive strips of concrete.
Feedback Form	<p>Morning rush hours traffics are increasing on the highway everyday on the I-10 and SR-91, all expansion and widening options are going fail with the new development and and increased numbers housing around all these cities (Redlands, Loma Linda, Moreno Valley, Beaumont and all other cities). Planners must think and find the origin of the traffic and mode of destination. These is no point A to point B public transportation network. Everybody wants cars and adding traffic on the highway.</p> <p>One example is new rail line from Redlands to San Bernardino(A-B). Where is the immediate (B-C, B-D) connection or public transportation options? Are they work?</p>
Feedback Form	Synchronize traffic signals to improve traffic flow.
Feedback Form	<p>I live in Redlands and commute to Riverside for work. Despite the 12 mile distance it routinely takes me 30 minutes to get home as there is no other option than to sit in traffic. A passenger rail connection between San Bernardino and Riverside and onto Corona with a second branch heading towards Moreno Valley/Perris Valley should be the top priority of the county to help relieve traffic. The Freeway system, especially the 215 between I10 and the Moreno Valley interchange, is well above capacity and the only way forward to help ease congestion is to start removing cars from the roads by providing alternative options to residents. Passenger rail lines should also be connected to Temecula with transit options out to the wineries so that those of us who are members of the wineries can visit without having to worry about drunk drivers on the roads.</p> <p>It would be nice to also have bicycle routes that provide separated lanes so that on the nice days I could ride my bike to work. Currently the only bike option is the shoulder of high speed streets and this does not feel safe.</p>

Feedback Form	More investment in public transportation , less freeway expansions
Feedback Form	<p>You seem unbalanced recommending east county and environmental spending. I am in west County and seeing huge spending without much relief. Highway 60/I-215 between the interchanges in Riverside is still too crowded. At least up an additional lane going eastbound (uphill) to reduce the truck slow down problem. I also see that the Columbia Ave. off/on ramp on the south bound I-215 is a consistent major problem. You might have to close the on ramp going south bound at Columbia and I-215. 25% for environmental issues is too much. Use it for pothole repair. Fairmount Park has numerous potholes constantly. Right now, it is particularly bad. I would also recommend adding an additional Metrolink line to and from Los Angeles that leaves during the middle of the day. I don't always want to spend the entire day in Los Angeles and need a trip during the middle of the day in order to take Metrolink.</p>
Feedback Form	<p>The best way to reduce traffic congestion and wear and tear on roads is to add public transit routes and capacity, as well as improve walking and cycling infrastructure, protect bike lines and generally de-center cars from the plan.</p>
Feedback Form	<p>From an editing perspective, the document felt out of order. The investment types were never in the same order twice. The three regions received different levels of detail : PVV received 1 page of bullet points, Coachella Valley got a map and then a few pages of descriptions, then Western Riverside County received a map, a pie chart, and then pages of description.</p>

Feedback Form	<p>There are some good strategies here.</p> <p>But.. A plan that doesn't remove most of the tractor trailers that are on the roads today won't work. Most of what I see on long haul rigs should be on trains anyway.</p> <p>I also don't see the problem of HOV lanes being addressed - a car moving at highway speed is more efficient, so why have carpools move at these speeds while gross polluters idle in traffic? If the goal is really to improve air quality, we should remove these 'luxury lanes' so that the whole road can move more efficiently during peak driving periods.</p> <p>There isn't any mention of removing exits and on ramps in urban areas. We have too many, and they make passing through cities a congested nightmare. Lanes for local and through traffic need to be separated by barriers with entrance and exit to the express lanes separated by at least 4 miles between them. -This can be done with the roads we already have with marking paint and K rails. Other countries have been doing this for decades, why don't we?</p>
Feedback Form	<p>I live in the city of Riverside but like thousands of others, commute to work in Orange County. I support the public transit options in this plan and hope that future projects will collaborate also with Orange County transportation because it is the last few miles of my commute (from Tustin Metrolink to Costa Mesa or Irvine) that could use the most improvement to make commuting by train a daily option for me. Thank you!</p>
Feedback Form	<p>Too much of the plan focuses on adding lanes to existing roads. Adding lanes has been shown time and time again to do little to decrease traffic congestion. Money spent on adding lanes should be spent on increasing frequency and availability of public transportation, and increasing road safety.</p>
Feedback Form	<p>As a regular commuter between Riverside County and Orange County, I found it impossible to find other transportation options, except driving solo back and forth to work. Considering limited right of way on fwy 91, I believe most of proposed freeway improvements would not resolve the traffic congestion on it ultimately. Most of the existing design elements such as aux or weave lanes, on/off ramps are substandard.</p> <p>I find public transportation options such as local rideshare vans and park & ride facility almost non-existence in Riverside County. It seems to me that the majority of substantial improvements are being planned on the Interstate highways like 15 and 10 and not the regional highways.</p>
Feedback Form	<p>How about the 215/91 mess??</p>

Feedback Form	We need a traffic relief plan that evolves the transportation infrastructure beyond more roads and more lanes.
Feedback Form	<p>I strongly oppose the addition of more travel lanes on the freeways mentioned in the plan. It's clear that many Riverside County residents are commuting to Orange and LA counties which already have extensive plans underway to improve mobility for those outside of passenger vehicles. Riverside County should focus on improving transit within the county to these commuter destinations in order to relieve traffic congestion during commuting hours.</p> <p>Currently, vehicle traffic within the county during non-commute hours moves quite well which means local roads and the current highway infrastructure is more than sufficient and the problem is commuter traffic. Adding more lanes, particularly in anticipation of 500,000 additional residents over the next 25 years, will only maintain the status quo which is 1+ hour commutes into Orange and LA counties.</p> <p>Using feeder busses to the Metrolink stations which are comfortable, frequent, and timed with the trains should be the goal. The parking lots at most Metrolink stations are already sufficient and most days there's plenty of parking. Increasing the frequency of trains and adding tracks (as mentioned in the proposal) is a step in the right direction. There's also plenty of federal money available to support this plan.</p>
Feedback Form	Did RCTC work with SBCTA to prepare the EPA Priority Climate Action Plan PCAP (due today)? There is a \$4 billion Climate Pollution Reduction Grant out that may cover some of the gaps you are describing if a priority measure is included in the MSA's PCAP or the State's PCAP (applications due April 1) Max funding to applicant is \$500 million.
Feedback Form	What is the breakdown in Jobs Supported in the types of jobs? is it majority construction? Caltrans?
Feedback Form	With the current climate changes, are we considering how green spaces such as Refuge Islands, Lane Diets and reducing suburban sprawls in the infrastructure creation?
Feedback Form	I wish there were more frequent buses, because I live on by center street and why is it an hour to get to RCC :/

Feedback Form	<p>Hello</p> <p>I have been riverside residen dor many years. And I very glad that the county is taking care and time about this matter.</p> <p>I live on a major orange st and strong street. Northside riverside. where we have an elementary school. Where kids walk home. And there's no a sidewalk and speed tracker..</p>
Feedback Form	<p>Adding freeway lanes cannot and will not fix traffic. You need to get serious about giving people other ways to get around and work with other agencies to provide people other ways to live that don't force them to get in a private car and drive dozens of miles for work or school or errands. Communities where kids can walk to school and people can walk or ride bikes to their grocery store, dry cleaner, hair salon, cafe, etc.; buses that come more than once an hour; and trains that go in more than one direction once per day will fix traffic. Wider roads won't do anything but pump carbon into the atmosphere and reinforce a completely moribund way of living. People will keep driving so long as you keep giving them reasons not to do something else.</p>
Feedback Form	<p>I take both the IEOC line and the 91 regularly to work. An IEOC departure within an hour after 7:28 from Riverside Downtown on weekdays would give me much more flexibility in my commute. The 6:50 and 7:28 are useful, though other options are way earlier than I personally need. For the way back, I have taken the train back to arrive in Riverside at 5:16, 6:12, 6:38, and 8:00 on different days. I would appreciate a later train, as I currently need to drive if I'm going to get dinner or hangout with coworkers after work.</p> <p>Nobody enjoys driving on the 91. One more lane will not fix it. Spending money widening the 91 is a waste of money, and won't improve commute times due to induced demand. This is my commute, and you are planning to waste millions of dollars not improving it.</p>
Feedback Form	<p>Although freeway congestion is what causes me personally most issues in current commute, I think it's wrong to prioritize freeway congestion over bike, rail and bus. I've also used these alternate forms of transport and —if they worked— I'd gladly take bus or train over my 2 hour freeway car commute from downtown Riverside to Hemet. Bus and rail are the future. We need to invest in them heavily.</p>

Feedback Form	Many traffic lights are very long with or without traffic. Homeless individuals walking across the street without crosswalks is so dangerous to themselves and all drivers. Lastly, I noticed drivers going through red lights accidentally and intentionally and there never seems to be police giving tickets for that. I do see police checking for speeding on freeways and streets. Thank you
Feedback Form	Congestion is increasing with all of the large trucks overtaking the highways during major traffic times during the week. Those large trucks are also causing more damage to the roads.
Feedback Form	Avoiding bad traffic on freeway
Feedback Form	Widening highways has never solved traffic and will always induce demand. Providing reasonable alternatives is the only solution for overcrowded highways. Express and HOV lanes are alright, but adding another regular lane will only cause more congestion both during construction and in the future. Please reconsider this or provide higher quality alternate transportation options.
Feedback Form	The proportion of funds going to roads and highways is too large. We need more rail and active transport.
Feedback Form	.
Feedback Form	I do not support additional taxes for this plan. The commission needs to do a better job getting our fair share of funding from the federal and state transportation funds.
Feedback Form	I am against any additional sales tax to fund transportation improvements. I will go shop in another county if approved. Get the funding from the state who already over taxes us, mis-manages our tax money, and is forcing absurd housing requirements with no infrastructure funding help. Furthermore, increased property tax income from development, developer fees, permit fees, Mello Roos taxes use to help fund these projects fully. Increase these income sources for funding. Furthermore a home that sold for \$200k in 2000 now sales for \$800k, when these homes sale the property tax income quadruples. We are sick and tired of more taxes, it has to stop. Get the funding elsewhere.
Feedback Form	It is absurd to require residents to pay more than we already do for these projects. Between gas tax, vehicle registration and all the other ways the working citizens are forced to pay for the same things over and over while the beauracrats continue to mismanage funds. We already pay exhorbant sales tax. I refuse to agree with any any plan to increase taxes.
Feedback Form	Road improvements are very necessary in the Riverside area!

Feedback Form	<p>I believe the easiest way to help alleviate traffic backup at Tyler-Indiana-91Fwy is to make the turn from Indiana on Tyler a "No Right On Red" intersection.</p> <p>I would like to see The Victoria Bike Path sections east of Tyler and west of Harrison connected so residents can safely walk from neighborhoods to the Arlington Heights Sports Park.</p>
Feedback Form	not enough public transportation and safely riding on a bus is an issue.
Feedback Form	Don't raise taxes for this plan. Don't put 1% to salaries.
Feedback Form	Van Buren Blvd is a major regional connector in need of a multi jurisdictional approach to improve safety and traffic flow. The segment of Van Buren Blvd between Victoria Blvd and Wood Street is especially dangerous due to a lack of raised medians and right turn lanes, and drivers going at excessive speed,
Feedback Form	I feel that our single largest priority should be partnering with other regions (i.e. LA County, Orange County, SBD County, etc.) to create a more comprehensive and integrated public transit network. Our goal to improve traffic flow and overall safety should be to remove as many cars from the roads as possible through improved public transit possibilities as well as through disincentivizing utilization of typical inter-County Freeways. Frankly, the best thing we could do would be to invest heavily in a better light rail network and then turn all of the 91 between the 15 and 241 into a toll road while placing rush-hour metering on SR-74.
Feedback Form	<p>There also needs to be an auxiliary lane added on Eastbound 91 between Magnolia/Pierce and McKinley. This is a major traffic jam spot because of the quick merger drivers have to take to get on the freeway eastbound.</p> <p>Also...another major east/west freeway between Riverside and Temecula is needed to truly relieve congestion. Regional connections is not going to cut it.</p>
Feedback Form	All ideas and plans are amazing but if I can add another suggestion to help 91 westbound corona to 241, possibly add a fastrak lane onto the 241 south directly from the fastrak lane on 91 west to help traffic flow after green river which seems why traffic is backed up because of drivers from fastrak exiting to merge onto the 241
Feedback Form	

Feedback Form	<p>Please make sure repairs after digging trenches for new communities are done smoothly. A lot of repairs are done subpar. Please take the time to inspect all projects and perform walkthroughs.</p>
Feedback Form	<p>We must focus on inspections of every project, the 91 fwy had huge humps after finishing widening. While that might fall under California, Riverside County should still not allow such big failures on a brand new project. The repairs were superficial and we still have humps on 91 west at Lincoln and Main. Building new homes requires trenching for utilities and the repairs must be inspected. Please impose the highest standards for repairs and the quality of work.</p>
Feedback Form	<p>I am glad to hear the county is addressing road safety. I did not see mention of Van Buren Blvd in Riverside - specifically between Citrus Heights and Washington. This is an extremely dangerous road that has frequent severe and fatal traffic accidents. So many lives have been lost or injured that could have been avoided. The road has a high speed limit with curves and no center median. This road was not built for the amount or type of traffic it is now getting. Something needs to be done before more lives are lost.</p>
Feedback Form	<p>Definitely adding a lane on 91 would be helpful for traffic between van Buren and Madison going eastbound. And westbound at Tyler to McKinley. Also the roads on Riverside are awful. My car can barely take all the jolts. A resurfacing would be awesome! Victoria is really bad and also van Buren.</p>
Feedback Form	<p>I am against any special taxes to fund any improvements or maintenance on Riverside County residents to fund the traffic relief plan. Go to the state capitol and fight for funding from gasoline, diesel fuel taxes, and registration fees. These taxes and fees were developed for funding these projects. Our elected representatives and ones they appoint need to do more to get funding returned to the citizens of Riverside County for road infrastructure and maintenance. We are a commuter community as higher paying jobs are outside of our county. We contribute more in fuel taxes and deserve to have more returned. While I appreciate the dedication that goes into the traffic relief plan, we are suffering due to the high taxes and fees we already pay. Enough is enough, do more to get the funding returned from the state. How about doing a survey of residents commute distances and region. And use that data to prove to the decision makers in Sacramento that more funding must be allocated to Riverside County.</p>

Feedback Form	<p>No more taxing us! Get funding from Sacramento. We already have taxes in place to cover these needs. Get it from Sacramento!! Keep big rigs on highways and off city streets. Where is PD to enforce this? They travel on La Sierra to miss freeway junction yet signs posted no trucks and they are still there!!!!</p> <p>NO MORE TAXES!! FUNDS from Sacramento!!</p>
Feedback Form	<p>I oppose any special taxes to fund any improvements or maintenance on Riverside County residents to fund the traffic relief plan. Go to the state capital and fight for funding from gasoline, diesel fuel taxes, and registration fees. These taxes and fees were developed FOR funding THESE projects. Our elected representatives and ones they appoint need to do more to get funding returned to the citizens of Riverside County for road infrastructure and maintenance. We are a commuter community as higher paying jobs are outside of our county. We contribute more in fuel taxes and deserve to have more returned! While I appreciate the dedication that goes into the traffic relief plan, we are suffering due to the high taxes and fees we ALREADY pay. Enough!! Do more to get the funding returned from the state. How about doing a survey of resident commute distances and region? Use that data to prove to the decision makers in Sacramento that more funding must be allocated to Riverside County.</p>
Feedback Form	<p>Bus fare should continue to remain low for students, Senior, and Disabled, as I am Disabled and ride the bus due to my only form of transportation (a car) no longer being available. Plus I'm on limited income. The bus that does run is efficient but the Route 8 in Lake Elsinore where I travel to often stops running too early. That's what I don't like. About the highways and roads I think they should/could be a lot safer, as there are tons of pot holes...but that's probably due to all of the rain that our state has experienced over the past couple of weeks. Another thing that would be useful is more security at major bus stations and hubs, to make the bus riders such as myself feel safer, because I'm new to riding the bus after many years and there can be some pretty sketchy folks out there. That's all I have to say for now. Thank You for listening.</p>
Feedback Form	<p>Thank you for soliciting input</p>
Feedback Form	<p>91 fwy in Corona is still a choke point for traffic. Other roads need to be created so the 15 fwy traffic can reach the OC without using the 91.</p>

Feedback Form	<p>We need Park & RIDE lots in the Riverside/Corona area to encourage Metrolink use. Also have the trains run much later in the evening so people can take them to LA/OC for concerts and offer fare discounts. The onramp to the 15 N just after McKinley Ave. in Corona is an accident waiting to happen because the driver has to instantly merge. Potholes are not fixed soon enough, especially on Riverside streets such as Diana adjacent to the 91 and La Sierra Ave., as well as parts of Van Buren Blvd. What about residential neighborhood streets? Our street in Riverside (Vallejo St.) is so bad with cracks that it looks like we had a major earthquake and it hasn't been repaved in many many years.</p>
Feedback Form	<p>On 91 fwy westbound pierce on ramp is always congested due to the on ramp is not long enough causing cars to force their way onto the fwy slowing traffic. Make the on-ramp longer allowing traffic more time to merge onto the fwy.</p>
Feedback Form	<p>Overall the plan seems very comprehensive and tries to address the many issues that create traffic and transportation issues for the residents of the county and I want to thank you for preparing this plan.</p> <p>I have lived in the Riverside and Corona area for over 15 years while working in downtown Los Angeles as an engineer for the City of L.A. When I started commuting around the early 2000s, it was manageable to drive from my home to Los Angeles, but at some point in the last decade it really is not a feasible option, especially with a family and children. I have since transitioned to relying on the Metrolink and using public transportation to take trips to the Los Angeles area when its available. What I notice is that we here in Riverside County don't have as flexible of options as other routes that go through San Bernardino or even orange county. I would like to see more schedules on the Riverside to LA route or even more options such as bus or perhaps more support for vanpools or carpools. The 91 freeway is often stopped even during traditionally light traffic hours (sunday mornings, early morning weekends) and is very congested in the afternoons. All this traffic has also translated to city streets becoming congested as well. The reconstruction of interchanges at Tyler street will be needed to help revitalize that shopping area which has really suffered from the pandemic, homeless population increase, and the extensive traffic from the badly timed lights and the railroad crossing nearby. Transportation will be very important in the coming years for not only residents, but allowing new businesses to come into the area and allow existing ones to grow. Please follow through with your plans and invest to improve in this infrastructure which is critical to the quality of life of the residents in Riverside county.</p>

Feedback Form	Resurface and make lanes more clearly indentifiable. More entry/exit points for toll lanes. Rename Green River Road , Accident River Road. I've driving the 91 from the 15 into Orange Co. for 13 years. After all you've done , traffic flow has not been improved . Whoever designed the bottleneck on the 91 East going under the 15 fwy and those that agreed with it is just mind boggling to me. Can someone tell the semi truck drivers to stay in the slow lanes and not to drive in 2 and 3 lanes , this may help traffic flow. Thanks !!!
Feedback Form	I have elderly parents in OC and find it so difficult to visit them. I don't use the fasttrack so I know I will be stuck in traffic no mater what time I make a trip. It's very frustrating.
Feedback Form	Massivie potholes after the last rain on the 91 and 215 freeways and on the 10 near Rialto. Love the freeway patrol.
Feedback Form	Increasing public transportation with more frecuente buses and more trains will benefit the population rather than just adding lanes to the highways. The more lanes, the more cars that will use the highways. Invest in the future please. We should look at metropolitan cities like , New York, Mexico City and learn from them. Thank you,
Feedback Form	I would like to see on and off ramps for both directions on the 91 freeway at the Buchanan street bridge crossing, I believe this would ease traffic congestion on McKinley street and Riverwalk/Pierce eastbound off ramp as well as easing traffic flow on Magnolia avenue between Promenade and La Sierra avenues. Many motorists exit the northbound 15 freeway at Old Magnolia avenue and travel on Magnolia then turn right onto Buchanan street for the Lake Hills housing area and to the Gavilan area and the city of Perris.
Feedback Form	There are not enough regional connections in the lower Riverside Region. The local roads that do connect are taking a hit from all the traffic that flows through. Calajaco Road is one that needs to be expanded.
Feedback Form	Que los recursos financieros sean utilizados lo mejor posible para que nosotros los pasajeros seamos siempre la periodod .

Feedback Form	<p>I live in a community, of a 1000 homes, 3 miles away from a metrolink station, grocery store, and many other shops. 3 miles is a perfect distance for a bike ride or a brisk walk for exercise. But since one of the miles is a four lane road (La Sierra) with little to no shoulder and no sidewalk, driving is the only safe way to get there. there is also no bus service.</p>
Feedback Form	<p>I'm not sure I can be at the meeting, it's Easter Sunday. However, one of my biggest pet peeves is that there has to be a way to synchronize all the signals around town. Of course one interruption might be for emergency vehicles. However, we are waaay into the computer age and if we can go to the moon, why can't our traffic signals be set to allow traffic to move smoother without bottlenecking up??</p> <p>Surely there has to be some way to make this happen.</p> <p>Perhaps start with the streets that go all or most of the way through town...i.e. Magnolia, Indiana, Collette/California, Arlington, McKinley, Pierce/Riverwalk, La Sierra, Tyler, Van Buren, Madison, Central, Jurupa.</p> <p>Secondly, I just thought of another one. The West bound 91 fwy, between the La Sierra and Magnolia/Pierce exits. Is it possible to finish the lane widening for the exit/entrance for those two streets? I'm pretty sure there is a street light and it's almost kinda close to the houses. However, it still looks like there is room to make the La Sierra entrance and the Pierce/Magnolia exit lane to connect . It is a nightmare almost any time of day as people think that lane goes through anyway. Plus it is a very short distance, that it would be less hassle than having to merge for such a short distance.</p> <p>Just to name a couple.</p> <p>I appreciate this opportunity to be heard. I'm sure I have other thoughts, however, at the moment these are the most troubling.</p> <p>Thank you!</p>
Feedback Form	<p>Reduce congestion, get rid of timed lights, add yield left turn lights, add more lanes to freeways traffic is terrible</p>
Feedback Form	<p>Great start. Hope the funding comes through.</p>
Feedback Form	<p>West bound on the 91 freeway from La Sierra until just past Pierce is an absolute disaster. There are 5 on and off-ramps within at least a half mile but it takes at least 10 mins to get through this mess. The more cars sit the more pollution. The Pierce onramp needs to be extended and cars shouldn't be able to merge with traffic for at least a mile. This would probably require rebuilding the Buchanan street bridge but should help alleviate some of the traffic going through there. Possibly extending the La Sierra on ramp going westbound would help too.</p> <p>The other issue with Riverside are the streets. Most are in poor condition and need to be repaved. It's embarrassing how bad our roads are.</p>

Feedback Form	Caltrans does a good job. However, We need more lanes - not the transponder only ones - this discriminates the lower income demographics. HOV lanes to encourage carpooling is good and will help somewhat. The infrastructure is far superior to the other 4 states that I have lived in.
Feedback Form	With the addition of the 15S to 91W Fast track, the entrance to the FastTrack on the 91W gets heavily backed up. People dart into the fast track at the last minute. The entrance to the FastTrack is after the 15 Freeway causing the issue. Adding the white dividers earlier will help the flow of traffic and stop causing drivers to dart in at the last minute causing accidents. The white dividers marking the entrance to the 91W FastTrack should start when the carpool lane ends, closer to the McKinley exit. similar to the addition of the white dividers at the end of the Fast Track going 91E.
Feedback Form	Nose si esto de arreglar las calles, pavimentarlas les corresponda a ustedes, porque hay varias calles con muchos pozos, en el código 92503
Feedback Form	Traffic lights need to be synchronized on magnolia and M ckinely to get traffic flowing smooth. . Road work on Mckinely in Corona is taking to long making it not safe for commuters to sit on off ramps. A couple commuters were shot at I saw on News. These company's drag their time out on 91!fwy.
Feedback Form	Van Buren traffic towards 60 freeway it's really bad traffic unreal... lights on green only for 30 seconds
Feedback Form	Re evaluate on Ramps on 91 w westbound between La Sierra and Mc Kinley. There are three on ramps in less than a miles causing traffic congestion.
Feedback Form	The freeways are horrendous
Feedback Form	Sidewalks and street not good Condition
Feedback Form	Traffic sucks
Feedback Form	From my experience RCTC has lofty plans for Regional projects. Most remain just that lofty concepts. If Regional projects are a focus for the organization get something accomplished. For example, I have heard about the mid-county parkway for at least 15 years. Project around Cajalco/ El Sobrante has been in discussions foe years as well.
Feedback Form	Vanburen gets so much traffic in the mornings and evenings, what could take 5 mins generally takes 30 mins during traffic.
Feedback Form	Please fix the traffic on van buren and clay. Everyday from 200pm-700pm. It is an absolute night mare.

Feedback Form	<p>Dear Transportation Relief Commission,</p> <p>I am a resident in Riverside, California. I hope to raise a family in a place where my children can play safely in our neighborhood without fear of being hit by a car. I would like to retire in a community that provides a public transportation system so I can be mobile without the reliance on a vehicle. Unfortunately, the public transportation options here are simply lacking for a city of its size. Our communities simply do not incentivize residents to use public transport. There are bus routes, but a bus only arrives every hour or two, the bus stops rarely provide shade, and one risks harassment and violence by the unhoused and/or mentally unstable. By creating a clean and robust public transportation system, we can fundamentally transform our communities. We want walkable cities, healthy, breathable air, more space for affordable housing, safer roads, and less deaths from automobile accidents. Our county has a unique opportunity to lead the way in this endeavor as our region continues to urbanize and develop, but this opportunity will not last much longer. We must act now while we have the time.</p>
Feedback Form	<p>I'm incredibly grateful for the planned increase in rail availability, but I feel this isn't enough to encourage Riverside residents to actually use these services. As it stands, these types of public transit options require riders to first drive to get to any of the stations, which usually results in would-be riders to simply drive to their destinations instead. Additionally, transit by bus is ridiculously unreliable and time consuming due to lack of frequency and being at the mercy of traffic in congested areas, not to mention the bad reputation that prevents people from considering busses as an option for getting anywhere. I would love to see RCTC consider a couple well-placed light rail lines to alleviate traffic as well as decreasing transit times for those using public transit. In my opinion, in which I recognize a lack of information, I believe a line down Magnolia in Riverside, connecting from the Galleria Tyler mall through to downtown Riverside, would see an alleviation of traffic, increased ridership of true rail, and, because it connects several universities with commerce centers, it would encourage those without vehicles to actually engage with Riverside. Thank you for your time!</p>
Feedback Form	<p>We are already taxed too much and the city and county want more. Money is being wasted on transportation wherever you look: bike lanes and traffic calming (congestion inducing) strategies, signaling that requires tutorials on the government channel (add the government channel to the list of wasted money), stop signs with chaser lights, and yellow tape on traffic lights.</p> <p>BTW, you failed to include the usual duplicitous justifications for this tax increase : the need for fire, police, vets, children's programs and the homeless!</p>
Feedback Form	<p>I appreciate that Grand Avenue will be considered for safety upgrades. We have cars that zoom by here and Jurupa Ave, if possible to help calm the flow of traffic. I also am unsure who would be responsible for giving the shopping center at the corner of Jurupa and Grand Ave a clean up. Many transients frequent this area and cleaning up the parking lot and giving the exterior a face lift would do wonders for this neighborhood. Thank you.</p>

Feedback Form	And talking about Madison where the railroad tracks are it's congested all the time so it would be nice if the road went under the robo jacks since we have so much traffic
Feedback Form	<ol style="list-style-type: none"> 1. 91 fwy westbound and the freeway entrance on ramps at Tyler ave, La Sierra ave and Magnolia ave are where cars get congested and needs to have white lines redrawn in a way to make it a smooth transition for cars entering into the freeway. 2. Also, 91 eastbound at Adams st. freeway entrance on ramp need lines redrawn in a way to make a smooth transition into the freeway. 3. At 91 fwy exit ramp on Adams st, the traffic light always takes a long time to turn green. This leads to a long pile up of cars waiting to exit the freeway. Might be better to reroute the exit to Indiana ave. 4. Madison st at 91fwy is always congested and exit ramp should be rerouted to make less congestion.
Feedback Form	At the present, in my immediate neighborhood Mockingbird Canyon Rd is in dire need of PROFESSIONAL repaving, not just filling in potholes or "band-aid" repairs. Thank you
Feedback Form	Van Buren Blvd is way too congested. Commuters use this as a shortcut from the 215 to the 91 Another street from the 215 to the 15 needs to be widened to alleviate some of the traffic on Van Buren Blvd! More enforcement of the truck traffic from Amazon and other companies that was supposed to go out to the 15 and not tear up Van Buren has not happened. These traffic concerns were expressed by the residents of Woodcrest at many MAC meetings but have been ignored!

Feedback Form	<p>The traffic to the on the 91 East and West at the 15 to the 55 is a nightmare both ways. I have always said that the Riverside/Corona commuters need the 15 and the 241 to be connected in south Corona. Yeah Yeah, I do not want to hear that it's a National Forest. So what, there are plenty of roads that go through many California National Forests. The state want us to lower our carbon foot print and exhaust output by mandatory electric cars. Ha, Connect the 15 and the 241 and it will decrease the traffic on the 91 and faster travel for the commuter that has to go North on the 15 to go south on the 241 or to the 55 to get to Orange County. Less time time at idle in traffic will reduce emissions. Also, the 91 is heavily used by the truckers coming from the port to go East, which is a traffic issue too. The toll roads are a JOKE! who can afford \$25 one way!! That was a waste of land for lanes. Again, more lanes (not toll) would have reduced the time we spend on the freeway.</p> <p>I moved to Riverside in the 80's and the traffic on the 91 was nothing. I have seen building of commercial businesses and housing go up every where, but our roadway infrastructure has not really kept up with the growth. To me, that is not very good business or planning. How do you go back and fix this massive problem when there is no room for expansion???</p> <p>Just some thoughts.</p>
Feedback Form	<p>Washington Street is a 2 lane road between Nandina, and Van Buren, which is overwhelmed for school traffic. Summer months it flows just fine.</p> <p>Put in signal light, and turn lane at Mockingbird Canyon, and Elsobrante, build a school on the corner, and this should eliminate hundreds of cars a day away from the Washington Street traffic problem</p>
Feedback Form	<p>Get some new planners that are willing to look ahead, to project what traffic will be in this area 10 years from now. Our needs will be totally different then. Stop patching our roads, develop a macro plan to REPLACE the roads! Hoping we will have a lot of new City Council members after this election. We need to stop spending money on all these WOKE programs and clean up this City, and FIX OUR ROADS!</p>
Feedback Form	<p>I would like to see more public transportation offerings and safer bicycle paths away from dangerous traffic. Also implementation of free public transportation to low income communities.</p>
Feedback Form	<p>I moved to the Ramona neighborhood in 1988 and was happy with the area. Madison St. and Indiana Ave. was built-up with more businesses than the streets can handle. Street lights need "AI" to control the flow and ensure vehicles are not stuck on the freeway, or at red lights with a timer or inoperable sensors. Madison Elementary school is also affecting neighborhood traffic by parents trying to pick-up their kids. They need a more dedicated plan and location for them.</p>

Feedback Form	<p>Problems seem a lot due to NIMBY and lack of research by new comers to an area. What I mean is that a corridor is planned to be specific flow (say a current 2 lane road is planned to be widened to 4 or 6 lanes). People move next to this planned capacity expansion, not doing research, then are up in arms when the plan is attempted to be executed. I have seen several examples of this in Riverside (Overlook Parkway, Cajalco, several of the "president streets").</p> <p>Have an easy fix also. There is striped out (stranded) capacity on EB Cajalco at the 215. Large backups with people headed EB and want to enter the SB 215. A simple restriping of the lanes (move over a few feet) and adding an "official" turn lane would fix this problem with minimal cost.</p>
Feedback Form	<p>I would like to see us convert the congested section of the 91 through Corona fast track lanes to use "add a lane" system like they do in San Diego County. Also greatly reduce the price of the travel in the toll lanes. Prices are astronomical.</p> <p>The quality of the 91 freeway feels worse than a third world country, I've been on nicer dirt roads, please address that lack of flatness and gigantic gaps in the roadway.</p>
Feedback Form	<p>Fix the potholes. Fix the roads and the highways and the streets and the freeways. It's shameful how California as a whole has let their roads fall to ruin, and Riverside County is no different.</p> <p>Fix the potholes!</p>
Feedback Form	<p>My wish is RCTC can work with the city of Jurupa Valley to improve Van Buren between Limonite and Central Avenue. The traffic is so congested emergency vehicles struggle to get through.</p>
Feedback Form	<p>Need to plan for a "mid county" highway to connect the 215 to the 15 and 91 highways across the center of the county</p> <p>Please plan for an alternate road that could be used if 10 fwy is closed due to an accident or weather related</p>
Feedback Form	<p>When you guys allow all the warehouses in Moreno Valley right off the 215, did you anticipate for all the extra traffic on the road, now it's full with semi trucks and the roads are completely destroyed. I personally had to replace 2 windshields cuz the road crumbles flying at the cars. We Californians pay high taxes to take care of the roads and I don't see any of it being invested in that area that desperately need it.</p> <p>Thank you for your time.</p>

Feedback Form	I am handicapped & use walker
Feedback Form	Just what I checked marked above...
Feedback Form	.
Feedback Form	Repairing and maintaining our roads throughout the City should be a priority. Develop a plan to keep the roads maintained after you repair them. Address traffic flow throughout the City. Hire a PROFESSIONAL to develop the plans.
Feedback Form	To many road construction every where in Riverside county that causes delayed and accidents.
Feedback Form	MAKE RIDES FREE NOT EVERYONE HAS THE MONEY AND ITS PROBABLY THE ONLY WAY THEY CAN GO PLACES!
Feedback Form	More buses
Feedback Form	The 92505 community would benefit from improved safe roads with increased funding availability for building sidewalks. Many residents have expressed concerns with walking on unpaved streets and having to navigate around parked vehicles. These instances create dangerous situations where they are forced to walk around out towards traffic.
Feedback Form	I really believe that if we used new AI technology we could reduce environmental impact, travel times and traffic safety.
Feedback Form	FREEWAYS are so congested because of the on ramps of lane merges. It's a nightmare, especially on the 15th South to Cajalco Road.
Feedback Form	
Feedback Form	The toll roads have done more to increase traffic for Inland empire residence, than good. They removed carpool lanes. If this traffic plan comes a cost of an increased sale tax of 1%, it will not get my vote. We need to do more to get cars off the roads and more to improve public transportation and safety. Dedicated bike, and walking paths. The homeless have inundated the bus stops and have made it unsafe.
Feedback Form	Draft plans for the highway expansion proposed are way past due. More needs to be done on the regional connection of Cajalco Rd. such as additional lanes, widening projects, conversion to highway, etc.
Feedback Form	This is a bunch of bandaids that will not correct the root problems or be able to sustain the expected growth of the areas. This is just another boondoggle wasteful spending plan to screw things up a little more.
Feedback Form	It would be nice to have reasonable schedule to commute by train, west to east in morning and vice versa in evening, to points like San Bernardino and Redlands. As it is now only people who work in OC or LA can commute via Metrolink.
Feedback Form	Would be helpful to provide traffic improvements on streets too. La Sierra Ave, Magnolia Ave are extremely heavy with traffic now that there has been an increase in population. We need extra lanes on these main streets to lighten the traffic congestion.
Feedback Form	Prioritize new Metrolink connections and increased frequency.
Feedback Form	Too many semis on the 91 going west. In the left 3 lanes sometimes the #4. More backroad or other options
Feedback Form	Please add one lane from Lincoln to Auto Center Dr . 91 westbound And add 2 lanes from Gypsum canyon road thru Green River Rd. In 91 freeway eastbound. Also make divider concrete which exit from Santa Ana Canyon, gypsum creek canyon and 241 northbound. They have to go with new lanes instead of merging and merging in the 91 freeway eastbound. Also make a bridge from Exit Weir Canyon in 6th lanes 91 eastbound goes thru 241 northbound so that 6th lane drivers won't cut into 3-4-5 lanes and cause super mega traffic. Please listen this carefully as people speak and drive this area everyday an about an hour for this congestion.

Feedback Form	<p>If changes are being made please make more bus stops have seating and overhead shelters from the sun and rain the weather has been extremely drastic and there's no where to keep dry, aside of that more drivers who don't hate their jobs !</p>
Feedback Form	<p>The widening of the 91 freeway corridor is not enough to mitigate congestion in and out of Riverside County. There needs to be a network of corridors in and out of Corona into Orange County that includes the reopening of Coal Canyon Road that connects into a network of street extensions of Green River Road, La Palma Avenue and Santa Ana Canyon Road including an extension bypass of the 241 directly to the 71. We need multiple alternative methods of travel between Riverside and Orange County. We commuters are miserable sitting on the 91 freeway and no one seems to care in alleviating this stress.</p>
Feedback Form	<p>Thank you for updating the traffic relief report plan. Unfortunately, I noticed that the plan gives more attention to highway projects than actual traffic calming projects like public transportation and active transportation. In addition, the Safe Street and Road plan is highly lacking actual traffic calming measures like replacing car lanes with protected bike lanes, widening sidewalks, and raising intersections to sidewalk level. Raising intersections to sidewalk level would especially benefit pedestrians and disabled pedestrians that would not have to walk over curbs and would slow the speed of cars. Please really look into it.</p> <p>Maintenance improvements are important especially for highways but we should not be widening the highways. Widening the highways will not help traffic relief in the long term.</p> <p>Please I'm begging you to prioritize public transportation and active transportation. Those are the true solutions to traffic relief. The reason why public transportation and active transportation are the solutions is because it will give people alternatives to driving and thus relieve traffic by getting more people to use those alternatives. We've seen this in other places.</p> <p>Thank you again and I really hope the traffic relief plan will start prioritizing actual traffic relief projects like public transportation and active transportation.</p>
Feedback Form	<p>NO MORE FASTTRACK EXPRESS LANES. WE ALREADY PAY TOO MUCH TAXES.</p>
Feedback Form	<p>My daily commute to work should be 30 minutes, but every morning and afternoon It takes me an extra 15-30 minutes.</p>

Feedback Form	<p>1) They shouldn't allow any more horses to be built until they can figure out how the freeways and streets to handle more cars. Over populated. They should eliminate the fast track express lanes. That would help. Adding more lanes. Or like san diego. They have a lane that's added at traffic times. It works in both directions</p>
Feedback Form	<p>If we have more public transportation available 24 hrs/7 days a week I think People will leave their cars and walk more knowing that is a running buses at all times, and they can connect you also to different counties in less than 30 minutes. Is important to connect line buses with a subway system like in Mexico City or New York. People will arrive on time to their work and It will be also less cars in the freeways. We already have the buses that runs with clean energy, therefore is less pollution in the environment.</p>
Feedback Form	<p>What ever happened to prop 6? Whatever happened to the gas tax when we buy gas? You bean counters quick fix is to rase taxes all the time. I think it is all b s , and I for one am sick and tired of it.</p>
Feedback Form	<p>Riverside county needs effective rail line to DTLA and LAX and the major connecting points in between. Instead of adding another lane east west, a rail line that follows a similar corridor would go much further in alleviating traffic. It would have the added benefit of reducing CO2 emissions, save commuters money on gas, save the county on wear and tear of roads, and add safety as people could nap on a train and not have to be alert in bumper to bumper traffic to avoid accidents. Barring that, I would say to please add impermeable barriers between express lane and the regular lanes. Too many people cheat the system by running over the white plastic sticks. I will also say the express lanes added on the 91 were a welcome addition. But I think the future is rail. When we add lanes of highway, traffic always catches up over time and eventually overwhelms the capacity. And the cycle starts again. I will not vote for a tax increase for more highway.</p>
Feedback Form	<p>Typically funding of this type addresses issues that are not dealing with motorized transportation. I think that it would help voters to be informed as to how existing funds have been allocated. How much has been allocated to hiking trails? Flood controls? Environmental mitigation? I don't think that our streets and highways have been adequately maintained.</p>
Feedback Form	<p>I just read in the Press Enterprise that this commission is considering a 1% additional sales tax. The article also states that the state of California should be paying these costs but is hung up by red tape and ineptitude. If we are already being taxed by the state for this work why should we be taxed again for the same thing? If this reaches a ballot I know for sure I would vote against it. Riverside utilities just increase their rates by 33% over the next couple of years. I know my income will not increase enough to cover the utility and now potentially and increase in the sales tax.</p>

Feedback Form	
Feedback Form	Badly needed, transportation is a major issue for Riverside.
Feedback Form	I travel along the 60 fwy between the 15 and 91 daily. Once I get to Valley or Rubidoux exits in the evening, traffic is a parking lot. I usually have to exit Market and transverse my way through downtown to get home in the Canyon Crest area because it can take an additional 20 mins just to get to the 91 from Market. Something I notice daily is the huge unused shoulder east bound 60 fwy just west of the Market street exit. I feel dedicating some of that unused shoulder to an exit only lane for market would benefit accessing the downtown area quicker. During heavy traffic, many people already unsafely use that shoulder at high speeds to bypass all the interchange traffic just to get to the Market street exit.
Feedback Form	I don't see any plan to address the terrible condition of the 215 between roughly Alessandro Blvd. and Perris. The slurry coat has disintegrated not only in the truck lane but all lanes. There are least two areas where the drop-off is great enough to almost shift the vehicle to the adjacent lane.
Feedback Form	Stop building sprawl.
Feedback Form	The Corona Crunch needs to be resolved. Something is wrong when there is bumper to bumper traffic on a Saturday in the middle of the day.
Feedback Form	Put toll booths at freeway Alessandro and Van Buren .25
Feedback Form	The 60/215 Freeway in Moreno Valley which goes by UCR has been a major traffic jam even since the extra lanes were added. It is one of the areas in the state which is always congested and dangerous. Pus too many large semis congest the road.
Feedback Form	18 wheelers on surface streets is unsafe and unplanned for. Enforce the law and force them to use the freeways.
Feedback Form	Looking forward to the plan.

Feedback Form	<p>As a resident of Riverside, my main issue is the overall condition of our streets. The overall condition of the Western Riverside County roadways is HORRIBLE. I am likely overly sensitive to the conditions of our roadways because I am a member of the Riverside Bicycle Club where we ride so many of the roadways throughout the Western Riverside County area. In a vehicle, our roadways are BEAT UP, but on a road bicycle, they are FLAT OUT DANGEROUS. I also want to clarify what I'm talking about; I'm not talking about simple potholes here, I'm talking about roadways that are so neglected, they are filled with cracks, corrugations, open seams, rutting, grade depressions, sloppy patch work, and potholes.</p> <p>The other issue I would like to bring to light is the overwhelming number of 18-wheelers that travel our roadways that are all CLEARLY marked prohibiting such vehicles. The drivers have figured out how to avoid the congestion of the 215, 60 and 91 freeways by cutting down through side streets. The main arteries between the 60 and 91 like Central, Arlington, Alessandro are the hardest hit. These trucks know they are prohibited, but they travers these streets anyway to avoid the 60/215 congestion. This is also a double-edged sword; they cause way more damage to the roadways due to the size and sheer weight of the trucks and trailers.</p> <p>The last thing I would love to shine some attention on would be the Santa Ana River Trail (SART). The bike path is very old and has been neglected for YEARS. The surface is extremely rough and filled with open horizontal cracks and gaps. There are so many of us that LOVE the bike path, but it is getting harder and harder to ride due to the surface conditions and the overwhelming amount of vandalism and homeless encampments.</p> <p>Thank you for allowing me to provide my feedback regarding this issue.</p> <p>Sincerely,</p>
Feedback Form	I think it's great you are doing this - I would love more public transit options, especially passenger rail. And later service. Thank you
Feedback Form	Expand rail service, (Metrolink) service to San Jacinto/Hemet. Add additional lanes in both directions on Ramona Express Highway from 215frw to Hemet/ San Jacinto. Both cities population has increased, many people travel through this area and the highway has become more congested and I believe having an additional lane would make this area safer when driving.
Feedback Form	The plan looks good overall! The only issue is that the plan should include extending the express lanes on SR-91 from the Sr-91/I-15 interchange to the SR-91/SR-60 interchange. This could provide major traffic relief to the area and a significant revenue source for RCTC.
Feedback Form	The deep potholes throughout the city are a real problem. If a motor vehicle hit one of these it could cause serious injury to the driver as well as cost the city in legal ways.
Feedback Form	The roads are in terrible condition. Resurfacing projects within the city takes an excessive amount of time as there is not enough equipment so the priority list grows and it takes forever to advance. It took 33 years for my street to be redone properly. All the heavily trafficked streets in Riverside need to be done - Magnolia, Central, Indiana, Arlington, Brockton, Palm. Crosswalks lines are faded and in dire need of repainting. Same with limit lines on most of the streets.

Feedback Form	Having good public transportation options includes looking at the times services are offered on existing routes too. Our son, for example, prefers biking/train travel over driving but finds it very difficult to reach destinations due to lack of trains on the lines going the direction he needs. If Southern California had a robust public transportation system it could have a very positive impact on the environment, health and public pocketbooks.
Feedback Form	Widen Washington Ave. one lane both North and Southbound between Van Buren and Victoria Ave. The traffic in the morning and evening is getting consistently worse overtime.
Feedback Form	Our City streets are in horrible shape. They're destroying our cars and NEVER should have been ignored!!!
Feedback Form	Maintenance on already over used road. Potholes etc are not attended to. 91 always a nightmare, particularly threw Corona.
Feedback Form	The biggest impact on our freeways is commercial truck traffic and lack of lane enforcement. There must be something that can be done to keep truck traffic in the far right lanes as opposed to having tractor trailers in all 5 lanes of the freeway. The toll roads use camera enforcement to ensure compliance. Why can't we have traffic cameras over the freeway choke points to take pictures of tractor trailers failing to abide by lane control laws for California? Warnings and citations could be issued based on the pictures taken of trucks in the wrong lanes. Citizens driving the freeways have one lane, the fast lane, to drive on the freeways. The 60 eastbound just past the 71 has trucks using every lane up the hill. This backs up all the traffic in every lane and makes travel unsafe as the trucks merge back and forth out of the car lanes. Since the Inland Empire is a transportation hub, the truck traffic has to be mitigated and controlled, otherwise the roads will only be for them and not for private citizens. Toll roads are not the answer, all that does is allow trucks to use every lane and we have to pay twice for using the freeways. Please do something about truck traffic.
Feedback Form	More highways didn't solve Houston's traffic problems... We need more public transit that actually gets people where they need to go in a reasonable time.
Feedback Form	Traffic is terrible due to all of the trucks from the warehouses and the people working their (who are mostly coming from out of town to work these warehouse jobs). Enough!
Feedback Form	We need an additional connection between Jurupa and Riverside. There are limited access points to get across the Santa Ana River. Traffic has worsened at the Van Buren bridge due to increased development and traffic without providing another access point or widening existing. There is space to widen the existing Van Buren bridge to three lanes with minimal improvements needed. Or even better, build a new bridge that crosses the river at Camino Real or Bain in Jurupa Valley and connects to the City of Riverside side.

Feedback Form	<p>The one and ONLY way to achieve any type of relief is to STOP building. The more you build the more traffic you have, plain and simple. It's common sense, which apparently a lot of people don't have.</p> <p>Infrastructure should ALWAYS be the number one priority when any building starts - how are they going to get from A to B? I sadly have to wake up to it each and every morning when the traffic is so backed up the residents use our little street to cut through, They don't care how fast they drive down it, one day our city might take the issue seriously, until then, the cars keep coming, morning, afternoon, and evening..... You should be thankful you don't live on this once super nice quite street.</p>
Feedback Form	<p>At left turn lanes at stop lights, there should be added left tun flashing green arrows to allow traffic to flow on a left turn when there's no on coming traffic. Currently, you just sit there and wait on a red left turn with no on coming traffic.</p>
Feedback Form	<p>Need improvements on major freeway connectors, 60, 91, 215. Lanes are too reduced at interchange and beck up traffic at all times.</p>
Feedback Form	<p>Please adopt the San Diego County model for express lanes. These lanes are open to ALL multi-passenger vehicles, with or without permits/transponders.</p>
Feedback Form	<p>The lack of public transportation connectivity to/from San Bernardino, Redlands, and Riverside, let alone the desert communities makes car travel a necessity.</p>
Feedback Form	<p>Isn't this a waste of time at this point? The report states there is no money for anything unless we vote ourselves more taxes. California has the highest gas tax in the nation (in addition to other high taxes). How about using some of that money to fix the existing streets and add more capacity where needed? It wasn't really an option above, but I would also like to see more grade separations constructed in the city of Riverside. There are too many trains going the city each day to have traffic blocked at train crossings.</p>

Feedback Form	<p>I like the plan, but I have some thoughts. Getting rail to be more frequent and reliable needs to be a top priority. As it stands, the 91 through Santa Ana Canyon is terrible at peak periods, despite efforts of expanding it. The IEOC and 91/PV Metrolink lines need to have at least hourly bi-direction rates in order to be competitive with the freeway. Increasing frequency on the Riverside line would also be nice, but I know Union Pacific only allows a certain number of trains per day.</p> <p>Better bus service is also needed for the city of Riverside. Focus on increasing speed and frequency of existing lines now, then expanding out later. I would like to use the RTA, but it's hard to plan my schedule when it only comes once an hour and takes three times as long as driving. Dedicated bus lanes in congested areas and making more direct bus lines would help a lot.</p> <p>Finally, safer streets is needed for pedestrians and cyclists. There needs to be more dedicated cycle paths throughout the city and region. Riverside has near-perfect weather year round, so it would be a no-brainer to invest in better cycling infrastructure. The cycle path on Victoria Avenue is great, I see it get used all of the time, by students, families, and regular people. Having a network of cycle paths like that throughout the city (especially around busy streets) could be game changing. I would love to ride my bike to school or work, but riding feet away from cars going 40+ mph is dangerous. Dedicated bike lanes with a barrier between the cyclists and cars are ideal, as they would not only increase safety for cyclists, but also increase the amount of people using it. Take a look at other cities throughout the country that put in dedicated bike lanes, and see how well it has worked for them.</p>
Feedback Form	<p>Riverside roads, particularly those along Van Buren Blvd, urgently require repair due to the proliferation of potholes. The deteriorating condition of these roads poses a significant hazard to motorists, cyclists, and pedestrians alike. Potholes, resulting from wear and tear exacerbated by heavy traffic, compromise road safety by causing vehicles to swerve unexpectedly, leading to accidents, damage to vehicles, and potential injuries to occupants and passersby. Moreover, the constant traffic flow along Van Buren Blvd exacerbates the problem, as the sheer volume of vehicles exacerbates the wear on the road surface. The situation is particularly dire given that Van Buren Blvd serves as a major thoroughfare, experiencing congestion and usage at all hours of the day. Therefore, it is imperative that immediate action be taken to address the potholes along Van Buren Blvd and other riverside roads to ensure the safety, convenience, and economic vitality of the community.</p>
Feedback Form	<p>FOR THE LOVE OF GOD PLEASE ADD AN EXTRA LANE FROM THE DAY STREET ONRAMP TOWARD RIVERSIDE TO THE 215 SOUTH FLYOVER TO SAN DIEGO. It backs up traffic daily and there is room, looks like the signage was even planned for this, and is maybe a half mile at best, but causes enormous backup and slowing.</p>

Feedback Form	<p>I know all of this hoopla about getting public input is to get increased funding than already taxed for. First, why not tell the public what monies have already been approved and collected and how much of that money has been authorized and spent and the balance available to proceed with current projects. We are taxed enough already. Why not justify that the funds collected are being spent in a responsible manner.</p> <p>I assume I will not get a response because it shows that I am not rolling over to new taxation.</p> <p>How about telling us what money the state has collected but not properly allocated to Riverside County.</p>
Feedback Form	<p>We heard from an RCTC representative at our Rotary Club this week. He did an excellent job, and brought this plan to our attention. I was interested in the data from a community survey he shared. The number one priority for most Riversiders was infrastructure and safe streets. While I did see some mention of this in the Traffic Relief Plan proposal, it seems the highest priorities in the plan are highways and regional connections. As an avid cyclist, I of course, would like to see greater attention given to the number one priority of the community--infrastructure of our existing streets. The potholes and damage to our roadways caused by auto and truck traffic is disgraceful, and for cyclists, very dangerous. I am reporting potholes to 3-1-1 daily, but I have to say, the effort to resolve these issues is minimal. Holes may get "filled," but with what I do not know. Whatever contractor is supplying this service should be replaced--the holes reappear, the new asphalt just cracks and wears away. I literally can feel the asphalt moving beneath my bike tires--and I am not being facetious (please, come out and ride with us and you can experience this). There is no point in pouring a substance on the street that is not going to last more than a few weeks or months. Is there no better thinking about how to solve this problem? We need new ideas and new technologies. I would like to see much safer bike lanes, with traffic separation, so we can reduce the number of cars on the road, which leads to the disrepair in the first place. The reluctance to riding bikes in the city is always, "Oh, I don't feel safe doing that!" Make it safe and then we can begin to make an impact on traffic congestion.</p> <p>I really appreciate the efforts of RCTC and hope that the final plan will be more than just the same old dry ideas. We need new thinking, new priorities and thoughtful approaches to meeting our goals.</p>
Feedback Form	<p>These are solid and ambitious goals.</p>
Feedback Form	<p>I am concerned about the lack of new freeway lanes in the county. As the population increases, traffic bottlenecks become more serious.</p>

Feedback Form	Frequent communication with Riverside County residents regarding the TRP is vital. While it's obvious that many of the proposed projects may take years to be completed, public support is going to be essential in order to put pressure on our decision makers to find the necessary funding. The case for an increase in the County's sales tax, for example, should be made well before it appears on a ballot. Finally, projects that have the greatest chance of completion in the near future should be prioritized so that the public sees the clear results of implementation of the TRP. In other words, there should be more signs at construction sites reading, "Your tax dollars at work"!
Feedback Form	While I like the idea of bike riding lanes, they are being poorly planned. For example, a bike lane was added to Brockton, changing the street from two lanes to one so that a bike lane could fit. This road previously worked as an alternative to a crowded Magnolia but not longer provides that relief. The bike lane itself is not used as its starting and ending point do not provide the rider with an appropriate commute alternative because the starting and ending point make this bike riding lane useless. If we are going to provide alternative transportation to cars, we really need to rethink where they are and where they are going. I like what they have done off of 14th by UCR where there is a separation for bikes so they can move safely without hindering car traffic.
Feedback Form	They should not close the freeway lanes when there are no workers that day . They need so be knowledgeable enough to know why but close when traffic can still go thru safely I have see highways closed all the way to Blythe for months now and no one working . It's the most insane thing creating heavy congestion . Have those workers work at night . It's so out of hand for people who work and takes hours to get to work one way and back.
Feedback Form	There needs to be a bus route that covers Central Ave and Jurupa Ave from the Van Buren side. There are lots of jobs and homes in this area and not one bus goes all the way down the street
Feedback Form	there are many roads that need to be looked at for repaving. Mission Ave from Pine to Santa Ana Riverbed is horrible.
Feedback Form	I would like for the team to consider the use of roundabouts instead of dangerous, expensive, and inefficient traffic signal intersections. Thank you.
Feedback Form	None at the time But I'll keep eye and will keep you posted
Feedback Form	The bottleneck on the 60 occurs because of the on-ramps from Main Street and the 215. They get 15 cars at once entering causing massive merging traffic. Especially at Main Street. These on ramps should be redesigned since there is no available land for widening the fwy there.
Feedback Form	Los parches los homeless mucho en las paradas durmiendo asustan a los pasajeros

Feedback Form	<p>Please collaborate with Metrolink for more trains in and out of Riverside County to LA and Orange County. Especially on the weekends and mid-day during week days. The current limited schedules force people to drive to and from those areas.</p> <p>The other major concern is the 215 in and out of the Temecula Valley. The congestion and potholes on the freeway are a disaster with very few alternate routes out of the area. Possibly a regional rail such as MTA or Trolley system in San Diego. Again possibly working with Metrolink to connect central Riverside County areas to the Temecula Valley and San Diego Counties. Spending hours on the 91 or 215 are a huge deterrent from people committing to, from, and around the IE for work or even pleasure. It's almost impossible to not have a car in this area. Thank you.</p>
Feedback Form	There needs to be a street constructed to connect Gypsum Canyon to Green River to relieve some traffic on the Eastbound and Westbound 91.
Feedback Form	This is great! Thank you!
Feedback Form	Hope you are able to do something about the freeways. I moved back to Riverside after 12 years in Oregon. Traffic is horrific. I take surface streets whenever possible.
Feedback Form	<p>Improving public transportation options would lessen the congestion on our freeways. We don't really have a viable train option to get to LA or Orange County from Riverside. We would benefit greatly having a train system, like Metrolink, that ran on a more regular basis throughout the day.</p>
Feedback Form	I have great hopes for what's to come!
Feedback Form	<p>The draft plan is promising but it missing some critical projects. One of the fastest growing parts of the county is Highgrove. The 215 between the 60 and 10 is already increasing in congestion and will only get worse once more homes continue to be built. There should be a plan to add FasTrak toll lanes throughout this area. Another fast growing area is Menifee and Murrieta and there is no mention of added lanes in that area. With the growing population in Highgrove there should be a metro link station in Highgrove allowing connection to the San Bernardino line. To get to Redlands from Highgrove you would have to take a train to LA and back and that is just not feasible.</p> <p>There is a lack of projects on making streets safer. There should be more roundabouts to force drivers to slow down. Too many drivers are running red lights and causing horrific accidents. Also poorly designed freeway interchanges cause unnecessary accidents. The off ramp from the 91 to the 60 is a very dangerous section where you have incoming traffic merging from the 60 at a very slow speed while traffic exiting to the off ramp is moving way faster. The 215 freeway that goes downhill from Moreno Valley</p>
Feedback Form	I will vote against any proposal that includes express lanes, and vote for any other reasonable tax hike to improve transportation. Why should someone who never has need for the express lanes, or lacks the funds to pay for driving there, subsidize those who do use those lanes. Express lanes need to pay for themselves!

Feedback Form	<p>In your proposal, I saw that you were planning to construct more lanes on interstate highways to improve traffic flow. This will NOT improve traffic flow, due to a principle called induced demand, and the benefits of new lanes will only be temporarily observable, before traffic worsens again. To reduce traffic, what is needed is smart investment in public transportation options to reduce offset from highways between key transportation points, such as a bus line or a train line. Please see the following videos for more information about induced demand: https://youtu.be/bQld7iJJSyk https://youtu.be/CHZwOAllect4</p>
Feedback Form	<p>I will vote no on any new taxes. It's tough for me to see the need for more buses when most of the buses I see are empty or have just a couple of people in them. It's the same way with bike lanes. I live by the UCR bike lane on Cayon Crest and again I rarely see anyone using it. That looks like a waste to me. The one thing that effects me daily is the condition of the roads and the lack of maintenance.</p>
Feedback Form	<p>It is important to consider quality of life when making these choices. Residents already pay high cost of living taxes and expenses. So please, no more express lanes. Very few people can afford more! Come up with silutio s that are equitable for all!. I would to see more class 1 biking paths that are safe for riders in the communities. I would also like to see more walking paths in communities.</p>
Feedback Form	<p>Start using the taxes we already pay to fix the roads. Use the money already allocated and stop raising our taxes to "fix" our roads. We are being taxed out of house and home, you keep raising taxes for roads and the money isn't being used to fix our roads!</p>
Feedback Form	<p>Limit semi trucks during peak hours. Or at least from 3-6pm. Increase the quality of life of workers in the county</p>
Feedback Form	<p>Just one more lane bro... Am I right?</p>
Feedback Form	<p>Please fill potholes, and pave the road in my neighborhood 92507. Also put stops signs.</p>

Feedback Form	I attend the University of California Riverside, and students who attend here who live in Riverside may often visit their families who live in nearby Riverside county cities. A typical student may not have a car and the public transportation options are lacking and could use more routes and less stops so it doesn't take several hours to make a trip that normally takes an hour by car
Feedback Form	To reduce greenhouse gas emissions, we need bike lanes that are safe by being divided from faster moving vehicles, such as with k-rails & linear planters, NOT just lines & poles. Most people won't let their children, nor will they themselves get out on the streets until they are safer. Tree-shaded linear dividers would help slow traffic, cool the urban heat island, create safe lanes for bikes & provide for a higher quality of urban life.
Feedback Form	<p>Currently, I am a UCR student and I take the bus everyday to school. I am lucky enough to be able to do so for free, however, I've noticed no one else in the community receives the same treatment. I am especially bothered that K-12 students who rely on public transportation to go to and from school, have to pay for it every time. They above all should not be paying for public transportation to receive an education. That is absolutely unacceptable in my opinion and creates barriers for students and parents who may be struggling. My home town of Modesto, goes many months providing free public transportation to everyone in the community, no one has to pay. It would be incredible if we could have that here. If not that, I think fare should be significantly reduced. I honestly can't believe you charge literal children to get on the bus?! Overall, I think funding things like reduced or free bus fare should be top priority for our community.</p> <p>Additionally, I have found it difficult to travel to places that are only a few minutes away from me. A 7minute drive suddenly translates to a 1 hour bus ride with multiple transfers. How does that make sense? I think it would be beneficial to sit down, look at the routes created, and find the gaps. For a college city, the extensiveness and effectiveness of the RTA is pretty disappointing. I recently saw the new bus station center and while it is nice, I don't think it is being used in a way that makes sense. Every time I've been on the bus and it makes a stop there, no one gets off. It is only adding time to the ride, wasting gas, and further harming the environment. I believe that the way that hub station works should be re evaluated and made more functional for the people who ride the bus.</p> <p>Thank you for allowing me to share my thoughts, I hope they are taken into consideration and I get to see positive change soon! Have a wonderful day!</p>
Feedback Form	Better public transit reduces traffic and road repair needs. We need better rail, bus, biking, and walking options. Increasing lanes just increases traffic without solving anything. We need transit that moves faster than traffic.
Feedback Form	I hope there is a much more reliable and safe public transportation system that works all day and night. The Metrolink needs to have more later hours like 8pm-12am for people to commute back and forth from the IE/OC line or from union station to Riverside in order to have less people on the 91 freeway
Feedback Form	Reconstruction de 215 y Harley Knox Boulevard en Perris, es un asco manejo un mini coopero y se me ha quedado atorado por los gigantescos baches que están en la entrada de Harley know y 215.
Feedback Form	Debe haber un poco más de seguridad en los buses, agentes o policías de seguridad para proteger a los pasajeros

Feedback Form	For the Disneyland route, add a stop at the ARTIC. It will provide commuters with easier transfer options for Orange county buses, and attend Angels and Ducks games.
Feedback Form	First, I would like you guys to commit on local street a re-pavement Schedule of all roads of every 25-50 years, without fail. Some roads may need to be re-paved every 20 years. Next, I would like to see a rail spur into Moreno Valley World Trade Center. To slow down the number 18 wheelers going in and out every day from the Ports of Long Beach to centers of massive warehouses developments. One 100 car train can pull 200 containers instead of 200 trucks on the freeways. The same can happen in San Bernardino County too.
Feedback Form	Cccc
Feedback Form	<p>Improving the transportation has been long overdue in Riverside (and California in general). I would prioritize Safe Streets and Roads, because there are many potholes throughout the road that can provide hazardous for cars. There are also chairs and proper bus shelters missing from some of the bus stations in Riverside, making it harder for people without cars communicate, buy groceries, etc especially when it rains or if they have a lot of luggage. I've seen other places and countries such as Switzerland that prioritizes public safety above all else to the point where the roads are smooth and quickly repaired and bus shelters are safe, and I think prioritizing that for Riverside would also incentive people to use more public transpotations and also make the roads safer for cars.</p> <p>On the same note, increasing the buses and the frequence would also help out with encouraging people to use more public transportation. This in return would help for a much cleaner air as well, because the amount of cars used could be reduced. So I really appriecate seeing that now there's a 2024 Traffic Relief Plan in the works, and going through with it would be a tremendous help for the community as well. Also, having more public stations would help out as well, because I've know many people who live far away from the bus stations struggle because their neighborhood has a lot of wild dogs running around or the temperature is too hot and they have to walk a long time to even get to a bus station that might only operate once every hour.</p>
Feedback Form	Moreno Valley. 60 freeway at 215 connector should have a dedicated transition lane to the 215 south. 60 freeway at pigeon Pass Road eastbound to heacock goes from 4 lanes to 2 causing a huge bottleneck
Feedback Form	N
Feedback Form	Please stop building everything with cars in mind and actually build public transportation which benefits more to society.
Feedback Form	Thank You for for considering .the project and opinion.

Feedback Form	<p>There are several active transportation opportunities that we could leverage from a stable funding source. The Friends of Riverside's Hills paid for a master trail plan for the Box Springs Mountain Reserve. They purchased and donated nearly a thousand acres of privately owned parcels and donated them to Riverside County Parks. The Metrolink line remains a barrier to the Box Springs Mountain Reserve trails. This prevents tens of thousands of residents and students from accessing the area's major open space amenity. A bridge and tunnel are required to regain trail access. Reconnecting access and building trails connects Moreno Valley neighborhoods from the other side of the mountain, and leverages the master trail plan to access several pots of federal and state funding. Existing trails projects include linking Islander Park trails. Reconnecting access could spur new trails development. The entire Metrolink line offers a linear trail / alternative transportation network connecting communities along the route. Reconnecting the community to the Box Springs Reserve is a catalyst for active transportation and public health to align for the community benefit.</p>
Feedback Form	<p>Fixing the flow of traffic at the 60/215 split by changing the flow of those carpool lanes. There are too many merge spots. People don't know how to leave room. It backs up traffic and sends them into side streets that are plugged during school and work hours. Central/Chicago is HORRIBLE NB in the AM. Then between 3-7pm it's got constant cars turning onto central to go towards the freeway or Moreno Valley. Alessandro is another plug. Trautwein another. People don't use the interchange/freeway because it's just too crowded. The use of gps has allowed drivers to take roads they never knew existed. Victoria is also a plug mornings/evenings between Arlington/Central.</p>
Feedback Form	<p>I am a Uber driving currently living in riverside California and the traffic is honestly hurting the area and stopping me from doing my job at certain times of the day especially early morning</p>
Feedback Form	<p>We really need more public transportation options, especially increased bus frequencies upwards of 1 hour for a bus from Eastside to downtown is insane, as well as drivers who aren't trying to rush to complete their route.</p>
Feedback Form	<p>Traffic congestion at Fast Trak entrances for the 91 fwy at rush hour. There is nothing FAST about it and it's becoming dangerous. This must work somewhere, right? Why does this part go unnoticed once the lanes have been opened? It's a known issue that no one seems concerned about.</p>
Feedback Form	<p>Reparar las carreteras</p>
Feedback Form	<p>No new taxes. We are taxed more than enough in the state of California. I am retired and on a fixed income we don't need additional taxes. I have asked to have Van Buren blvd repaired for several years and the only feedback I get is finger pointing from the city and the county. Drive down Van Buren and see for yourself. Again I will vote no on any new tax even for roads.</p>
Feedback Form	<p>There should be a freeway that runs over Van Buren that begins at the 15 , continue onto the 15, and then continue over Van Buren to the 215. Too many people moved inland and roads are too congested. There needs to be more freeways to get residents through Riverside and not around it. Plus that would alleviate the congestion from all the semis going to/ from warehouses.</p>
Feedback Form	<p>For all these pop up my mansion communities, why not have the developers include roads like loops and areas for shopping into the development instead of using existing roads.</p> <p>Also, environmental mitigation should not just be air. Protect and preserve lands and wildlife. Why not keep the look of existing towns with history like Barstow? Think Scottsdale, AZ. It's not that difficult.</p>

Feedback Form	The roads and sidewalks of the neighborhood surrounding the community at Coyote Bush Rd., off of Orange Terrace Park way, between Hollyleaf and up to Coyote Bush Rd is unacceptable. Raised sidewalks from city tree roots, damages to private driveways from raised concrete caused by city tree roots; denied claims to remedy issues, falls from raised sidewalks with documented urgent care visits from falls on said walks. The city has to do better.
Feedback Form	The issue I do not see being addressed is the amount of damage being done to our roads and highways by large commercial vehicles. Highway maintenance has not been able to keep up with the damage caused by the increase in large trucks and other commercial vehicles. Is anything being done to decrease the impact of commercial vehicles on our highways?
Feedback Form	No more decades long projects, no new traffic lights, move ALL road cleaning to after 9p, and fix the main drags first.
Feedback Form	The traffic congestion on the 215 north where it merges with the 60 west/east, 91 west. More and more warehouses are being built here and traffic continues to become worse and worse. Please widen and stop the amount of trucks coming through.
Feedback Form	The influx of warehouses in our communities has increased the number of trucks on our roads and freeways. It is time to limit new warehouses. Additionally we need to create travel schedules for trucks to free up freeway space for Commuters.
Feedback Form	Keep large trucks on the freeways and off our local road(except for local delivery). Expand/ improve the freeways for the trucks to have their own lanes to free up for commute traffic. Enforce rules for semi and box trucks on freeways. They should remain in slow lane ONLY at their assigned speed of 55. Fix ALL roads, they require improvement due to many ruts and pot holes.
Feedback Form	The Metrolink system through Riverside county has great potential but needs more funding. It needs funding to expand service to the Coachella Valley and to Hemet/San Jacinto. It needs more funding to increase service beyond commuter hours. My family would be able to reduce our car trips significantly if this was done.
Feedback Form	Stop it with all these wide roads. We need more options than driving. You already know you can't widen roads enough to make them usable. LIGHT RAIL, BRT, dedicated bus lanes. A single light rail like from UCR to downtown then down magnolia to La sierra university would be the best thing for the city of Riverside and show the rest of the county what is possible.
Feedback Form	The projects outlined do not support a large section of Riverside city/county between the 15 fwy/215 fwy and 60fwy/91 fwy. The major streets that cross these major arteries of transportation are not being improved, increased, or expanded. Housing and development in this centralized area has increased population and need for commute. This increase is creating major traffic and need for infrastructure on these major streets (Van Buren, Mission, Limonite, Allessandro, Washington, Arlington). Also there needs to be an increase in accessibility to the metro line system. The stations outline the same freeways covered above and again is not supporting this large centralized section of Riverside. it would be nice to add some stops and stations to increase accessibility.

Feedback Form	<p>We need more lanes for the 91, 60 and 215 (through Riverside/Perris), but we do not want them to be express lanes. We are already overcharged for our roads and the existing express lane prices are ridiculous and can only be used by people that can afford the tolls. FREE LANE EXPANSION, NO TOLLS.</p> <p>We should have a County moratorium on warehouses. Their big rigs are causing major congestion on our freeways, especially the 60 and the 215. The big rigs are also causing damage to our freeways. The 215 through Riverside and Perris has major sections of the road that are in deplorable condition.</p> <p>If Cajalco Road is ever expanded, big rigs should be banned from using it. They should already be restricted from using that route. They hold up the flow of traffic when they travel that route.</p> <p>All the on/off ramps throughout Riverside (91 freeway: Tyler, Central, Van Buren, etc) could use some work on the traffic light timing.</p> <p>Under active transportation, the idea of nice trails sounds like a great idea, but the County needs to get a handle on the homeless population 1st. I would love to go bike riding along the Santa Ana River Trail, but do not feel safe going there alone due to the uncontrolled homeless population.</p> <p>I will NOT vote for a tax increase or bonds to complete these projects in your traffic relief plan. We already pay enough in local , state and federal taxes. The state should be giving us money for the highways and the state should be fixing the areas that are in need of repairs.</p>
Feedback Form	Bike lanes on busy narrow lane streets like Central by the Olivewood cemetery are a hazard to cyclists and drivers.
Feedback Form	<p>Van Buren is in serious need of repaving. In the Woodcrest to Orangecrest areas is the worse in any roadway I use in a daily basis.</p> <p>Have been commuter for 26 years and the 91 WB congestion has doubled the commute time even using the fast trak.</p>
Feedback Form	The last time the commission implemented a plan to improve commerce through the Riverside area, it did not take into account all the truck traffic generated from the JTPA's warehouse project . Now trying to get through the Riverside area coming from any direction is a nightmare. The RCTC's plan needs to look at or project what traffic will look like 10 to 20 years out not what it is now, because when the construction is done there already behind if they don't plan for the distant future.
Feedback Form	We live in a region of nearly 20 million people. It is absurd that we do not have a robust public transit network. The RTA is sparse and unreliable. The Metrolink only serves people with a 9-5 job in Los Angeles. No one works a 9-5 anymore. Warehouses and trucks make the already unbearable car traffic even worse. Car dependent infrastructure has turned the Inland Empire into a sprawling wasteland of strip malls, stop lights, traffic jams and strip malls. We should develop robust multi-modal infrastructure for the 21st century that is built for human beings, not cars. We need to end our dependency on the automobile for quality of life for the people of the region and prepare for a fossil fuel free future.

Feedback Form	Do not spend my taxes on building roads for trucks to use in service of the insatiable warehouses. The truck traffic causes high pollution and unsafe roads. Too much of the money is earmarked for freeways.
Feedback Form	<p>Of the top 20 Metropolitan areas in the country, Riverside is second lowest in transit ride share and dead last in transit share commuting to work.</p> <p>Instead of addressing this deficiency, the 'traffic relief plan' doubles down on widening freeways and 'connectors' which are just going to be state highways dedicated to more trucks. This plan is a subsidy for warehouse operators to drive more trucks and do more damage to our roads. It is business-as-usual, based on the belief that widening freeways will somehow relieve traffic. Getting people options for getting places that aren't roads is what relieves traffic. Yet this plan has no vision for light-rail and dedicates a tiny fraction of the budget to bike lanes that are desperately needed to get people off the roads.</p> <p>This is a plan I can't vote for. I will not subsidize yet more truck traffic on our roads, and that is what this plan will do. I will advocate at all of the community organizations I am a part of for opposition to this plan. Taxing Riverside County resident to subsidize warehouse development and highway widening is a ridiculous proposition, yet RCTC feels it is the right approach. Please stop trying to build and widen roads.</p>
Feedback Form	We really need to fix the pothole problems on all the roads. It is not only hazardous because of the damage it does to tires but also when people try to avoid them, it creates the possibility of accidents
Feedback Form	More bus routes to lower congestion
Feedback Form	Roads are deteriorating and rough!
Feedback Form	There needs to be a solution to the evening traffic congestion on central off the 91
Feedback Form	Need to add another lane on the 60 Freeway From valley way to 91 freeway. That will help Congestion.
Feedback Form	Rubidoux interchange, ramps ,bridge need a major redesign traffic is so bad going east towards the 91/215/60 interchange.
Feedback Form	Well, it seems like everyone has forgotten about finishing connecting Sierra Ave from Armstrong to the 60 freeway. This would greatly improve traffic flow and reduce congestion at Valley Way and the 60 freeway. Also finishing the widening of Limonite Ave from Van Buren Ave. all the way to 15 freeway.
Feedback Form	Metro Link needs to run morning and night and on the weekends. Lower rates so people can afford to ride the trains! Since we have no subways like New York that run all hours everyday. People have to rely on their cars. Give the public options. Geez, traffic is horrible even on weekends and into late late hours at night.
Feedback Form	Get rid of traffic lights. Create a flow state of traffic where traffic doesn't stop moving. Use better quality material for roads. Make roads smarter not dumber. Fix the potholes please it's so funny how I lowered my car and the city starts messing with the roads creating warped roads after the city is done opening up roads which is disappointing.

Feedback Form	Restrictions on the semis and tractor trailers because they are now driving across all lanes at excessive speeds.
Feedback Form	<p>The 91/60/215 interchange is an ongoing mess. Even the 60/215 interchange is challenging. Signage has improved but whoever designed the first hopefully does not still do so. The cloverleaf part is dangerous. Vehicles trying to get to the 60 from the 91 have to crossover traffic coming from the 60 to the 215 and I hear of too many accidents and semi's falling over because they take the exits too fast. Then the 215 to 60 westbound hiding behind the 215 to 60/215 south bound makes for crazy maneuvers to avoid the inevitable back up of vehicles going south that are now trying to merge with 91 traffic going south. Not to mention Colombia on and off ramps so close to the interchange. Then there is the westbound 60 joining the north bound 215 but look out don't be in the right lane or you are exiting at Central. And if you are in carpool lane on northbound 215 you have to travel across multiple lanes if you need to continue on the 215 or go west on the 91. That whole stretch is a nightmare .</p> <p>Riverside city is doing well with resurfacing streets, but the whole Brockton redo from several yrs ago is nonsense. I don't think I've ever seen anyone using the bike lanes. Put it back to 2 lanes.</p> <p>Buses in Jurupa Valley might as well be nonexistent. I would have to walk about a mile to a mile and a half catch one but be cautious with timing since they only run about once an hour.</p>
Feedback Form	This relief plan would be very helpful for the city of Jurupa Valley as main roads need major repair and completion of construction. Thank you for your time.
Feedback Form	More safety at night time from LA to San Bernardino please 😊
Feedback Form	The roads would be wide enough if we had more local businesses instead of infinite houses and empty lots where corner stores should be. This is the same basic problem with buses, our buses don't go anywhere because there's just no place to go. Whenever low ridership is blamed, it's worth mentioning that ridership is low because mass transit isn't serving people anything of value. I could ride the bus to a gas station, or an auto parts store, or a freeway onramp - but without a vehicle of my own I have no business in any of these places.
Feedback Form	Personally, I think it's a wonderful thing to have improvements on our roads and highways and wherever the buses go and I also think that it's very important to continue the improvements so people like me could have access to whatever roads we go everyday.
Feedback Form	We need a more comprehensive bussing system that is integrated with rail. And rail needs to be improved upon at a higher level.
Feedback Form	We need wider roads on mission Blvd in jurupa valley
Feedback Form	I think that the transportation system needs to be improved for ALL people.
Feedback Form	In driver education schools, mandatory to show proficiency on how to merge on and off a freeway. Using Moreno Valley on the 60 freeway opening up carpool lanes for non carpool eligible. cars to use on certain times of the day. On any freeway exiting the Southern California metropolitan area 18 wheeler trucks would only be limited to the far Right Hand Ln., #4. Especially around waystations, and enforce that law by More CHP on any of the choke points. The use of Caltrans sweepers and trash collection on the freeway could be limited to nighttime instead of rush-hour..
Feedback Form	We should make all ramps to three lanes, Make the tunnels or road from Corona to Orange County and Temecula to Orange County. Connection of the freeway to others freeway's should be at least two miles which will flow the traffic more smoother. Everyday average person spends over two to three hrs to get home from OC and LA.

Feedback Form	Please finish projects to make roads safer and more of an easy flow
Feedback Form	Regional connections and public transportation will help reduce/mitigate highway/freeway traffic congestion. Public transportation will assist students, seniors, veterans and low-income residents with school options, jobs and better access to medical providers, grocery stores etc.
Feedback Form	Every time armstrong road gets repaved, they stop at sierra. There's tons of traffic and trucks that go by, at high speeds too, and our road is really bad. Also the mission bridge is pretty bad too. I drive my daughter to rcc and it's terrible on my car. Also, the new sidewalks near sunnyslope elementary, with the bump outs, those are terrible. I have a child there too. I do alot of driving with 4 kids and 4 different schools.
Feedback Form	<p>Although you are upfront about this plan needing voter approval of new taxes to pay for it, there is no estimate for the dollar amount (millions/billions) and length of the tax. The taxes we already pay should go to most of the things you list in the plan. When will we demand that our Legislators allocate the taxes we already pay to go to essential projects? We cannot keep paying more and more and more.</p> <p>Also there should be a CA State Constitutional Amendment that guarantees these funds will not be taken by the State. The saving grace about what you are planning is that it will stay here in the area where the taxes are generated if it passes. Please use caution in thinking that the State won't try to take these monies down the road. Transportation pun ;)</p>
Feedback Form	<p>Pedestrian and bicyclist safety is probably at an all time low. It is not safe to walk in many of the areas in our community.</p> <p>I personally was hit my a motorist while in a crosswalk.</p>
Feedback Form	<p>Control HWY speed</p> <p>Allow trucks , semi , using Carpool, or “ create one exclusively for those!! Stop signs are not respected even by some police cruisers, and most crash are due to “ speeding “ why not created 3 bumps , with space 8 feet's between them, increasing the height starting 40 inches,60,80 , forcing and educated everyone from now to STOP !</p> <p>That's all folks</p>
Feedback Form	Planning for future growth is great but we need more dollars for construction and less bureaucracy

Feedback Form	<p>The 2024 Draft TRP represents a decent improvement over what was adopted as the 2020 TRP. It is encouraging to see that the amount to be dedicated to more roads has been pared back a decent amount and that the environmental mitigation category has been added and is proposed to be funded a considerable amount, including potential TOD/housing uses. At the same time, what is not explicitly stated also speaks volumes which in this instance is the timeline. Riverside County is already crisscrossed by a number of freeways and while it might be true that they are congested, they do at least exist. While some alternatives do exist, given that research has identified that congestion on freeways in the region has outpaced spending on widening them AND population growth, it is imperative that RCTC prioritize making the alternatives more attractive and robust over widening or building new freeways yet again. Additionally, it is imperative that RCTC do better in planning for Coachella Valley Rail by adding more frequencies from Day One, potentially in collaboration with Imperial County and/or LA-Phoenix rail service, so that it is a competitive project for grant funding.</p>
Feedback Form	<p>Funding distribution from the revenues should be directly allocated to local jurisdictions based on a metric (population, size, density, etc) without having to conduct a competitive process.</p>
Feedback Form	<p>Commend RCTC for recognizing importance of safer streets and roads as well as active transportation. For example, would greatly support project to make Grand Ave more pedestrian friendly and safer to walk down. Stopped using my bike to get to my local Circle K due to generally feeling exposed and unsafe while riding down Grand Ave. Would however, emphasize greater transit options along I-15 corridor between Elsinore and Corona. Current draft, though clearly attempting to address congestion, feels as though corridor is being largely neglected in terms of current transit available and options proposed by draft. Currently support the construction of toll lanes from Cajalco to Central Ave as it would help to mitigate congestion but also strongly suggest that greater efforts be placed into expanding transit services along corridor. RTA 206 currently abysmally slow or at inconvenient times, evidenced by exceedingly low ridership given amount of traffic in corridor. Suggest possibility of studying Metrolink expansion along old Santa Fe right of way through Porphyry as previously suggested by prior Representative Darrell Issa in mid 2000s and as evaluated during RCTC's Next Generation Rail Corridors Analysis: Task 1 Report. Would suggest considering potential usage of lighter train set similar to Metrolink Arrow service instead of relying on double decker cars in usage on higher volume corridors like 91 Line from Riverside headed west. Additionally support the transition to zero emissions buses via hydrogen. Do NOT support the use of hydrogen for locomotive propulsion though, suggest that either electrification be standard as is done globally or current diesel technology remain until electrification becomes viable. Possibility of being done in segments. Otherwise, support all other section of draft for Western Riverside County. Support toll roads along I-15 but very weak/questionable support for added general purpose lanes along I-15 from Corona to Elsinore due to induced demand.</p>

Feedback Form	I will be voting no on this measure because I want rail down the 15 freeway not more expanded lanes. Reroute the Surfliner down the freeway in certain areas. Provide Metrolink between at least Corona and Temecula. Thing big! Your plan isn't detailed enough for me to believe that we will see more than additional freeway lanes. No thank you.
Feedback Form	Seriously think about adding rail along the 15 freeway connecting lake Elsinore Murrieta Temecula areas to the Metrolink station in north main Corona. With the all new housing builds in these areas, more congestion is expected in the 15 freeway. Buses will drive on the same congested roads.
Feedback Form	Invest in light rail, not freeways or fast trac.
Feedback Form	Our county is under utilizing public transportation, namely rail based options. If the county is going to continue building more residential areas than commercial and industrial areas than a focus need to be put on how we access the neighboring counties where the jobs are. Adding a lane to the freeway might help some traffic in the short term but in the long term we need better mass transit solutions to accommodate the growing population.
Feedback Form	Please consider more available access to metro-link in Lake Elsinore and more trails for bicycles with utmost consideration to the natural habitat
Feedback Form	<p>Toll lanes and express lanes should NOT be permitted in any plan which looks to provide relief to traffic flow and congestion. Toll lanes are the cause of added highway congestion in some parts such as the I-15 and Corona / Cajalco area. Four toll / express lanes were added and yet traffic is worse than ever. Anytime a toll road is developed they also create a lane merge which bottlenecks the area. This puts traffic at a halt which conveniently has a direct effect on the fee of the toll / express lanes. If you ask the commuters, this was not something that was overlooked, but something that was designed that way in order to collect more revenue. Everyone knows that lane merging causes a traffic jam and it was conveniently put on both the left and right side of I-15 south in Cajalco. Not to mention it reduced the thru-traffic of the I-15 from three original lanes before the development of the express lane to two lanes after, since the #1 lane was given to the end of the Express lane. There cannot be both a pay to travel and a freeway designed to improve the flow of traffic. There is a conflict of interest there. If you want to improve traffic flow, allow the toll lanes created to be used free to the public and you'll get improved traffic flow.</p> <p>We also need to stop using concrete on the freeway and use asphalt. It is quicker to repair than concrete and the convenience of delaying the repair of concrete should not come at the expense of the commuters in the form of tear and wear to their vehicles.</p>
Feedback Form	Seriously think about the future roadway needs. Perhaps get together with the Board of Supervisors who seems to be shoving high density housing down our throats without thought as to roadway limitations!
Feedback Form	Please add commuter service to neighboring areas like Oceanside and increase service between Corona and Temecula.

Feedback Form	<p>At any given time of all days of the week, the 15 freeway is congested to the point that it takes 1-1.5 hours to drive 30 miles from lake elsinore to rancho Cucamonga and back. This commute is greatly affected by the efforts to alleviate traffic confiding by implied toll roads. TOLL ROADS ARE NOT THE ANSWER as it only benefits the project and the people that can afford to pay the fees for use. The rest of us, affected by current economic hardships, are spending more time getting to work to earn an income including the extraordinary traffic that is caused in the areas that the toll roads end or are currently under construction. BUILD AND OPEN MORE LANES FOR ALL TO USE!!!</p> <p>And the 215 freeway is completely unsafe simply because the pavement is in such a sevear state of disrepair from the 91 through Perris, causing chunks of the road to become dislodged and cracking windshields and damaging the bodies of vehicles as well as making it difficult to keep control of moving vehicles on the pitted and uneven paving.</p>
Feedback Form	<p>I wholeheartedly agree with Improving freeway traffic flow. Things are so bad out there that it borders on an emergency situation. As i'm sure you are aware, the area outgrew its roads and freeways years ago. With all of the new residential construction, the situation is only going to get worse. I-15 and i-215 and their onramps and offramps need the most improvement, in my opinion.</p> <p>In my area of Country Club Heights in Lake Elsinore, the dangerously narrow roads either need to be widened, or made into one-way streets (which is possible most areas). The latter can be achieved at little to no cost.</p> <p>The intersection of Riverside Drive and Collier Avenue in Lake Elsinore needs major upgrading. The traffic there (especially in the northbound left hand turn lane on Collier turning onto Riverside) is always backed up - 20 cars or more waiting to make the turn.</p> <p>Thank you for making this a priority. Most, if not all, of your plan is sorely needed.</p>
Feedback Form	<p>In the past, there was discussion about creating another "toll road" from I-15 to Orange county..... similar to 241.....</p> <p>if constructed, this would relieve a lot of daily commute traffic to and from OC to the Temescal Canyon area and Indian Truck trail areas.... many of these households drive I-15 to 91, etc..... this type of "highway shortcut or extension" would immediately relieve the pressure on two (2) highways and save commute time and vehicle energy costs.....</p> <p>Why is this not being considered???</p>

Feedback Form	I 15 between Temecula & Corona needs to be widened without tolls. 3 lanes is not enough for the growth in this region. Tolls roads are not the answer. Widen the freeway so trucks can have their own lane. With all the warehouses out here, trucks needs a truck lane.
Feedback Form	We need more freeways. There are too many commuters on very few freeways. Also we need alternative transportation options for public transportation. Ideally to areas where most people are commuting to for work (such as Orange County and Los Angeles).
Feedback Form	It would be great to never sit in traffic again
Feedback Form	Good
Feedback Form	15 Freeway between South of Corona to San Diego County boarder: Most of the highway is only 3 lanes which is congested when Heavy Trucks, Semis, and Vehicles w/ Trailers occupy the #2 and 3 lanes. It's effectively limiting people to a single lane at the speed limit. Auxiliary, Carpool, paid Express lanes are necessary to alleviate the standard roads. A light rail along the 15 to connect at Metrolink Corona North/ Main, extending south to Temecula, with several stops along the way (South Corona Lake Elsinore, Wildomar, Murrieta, and Temecula).
Feedback Form	Please stop focusing on cars. I appreciate the effort but our communities need to take other modes of transport more seriously. I liked the mention of protected bike lanes but I'd rather they be raised to the sidewalks and that the sidewalks be widened. This is totally doable but still very rare in our community. Am I right that there were no bus rapid transit lanes proposed? Let's make sure our buses don't get stuck in traffic and let buses have their own lanes both on and off the freeway. We need to *incentivize* public transit. Regional rail is also much too underfunded. It takes me about 45 minutes via car to get to the nearest rail line. And the times are so limited, especially on the weekend! I can see a shift happening where our community is starting to appreciate other forms of transit but it's much too weak at the moment. Communities that make their streets more enjoyable grow and prosper. Let's encourage that!
Feedback Form	More and more frequent public transportation means less cars, it would make streets safer. And Bus designated lanes would improve their efficiency.
Feedback Form	Why are you planning to continue with the toll road to the 74, why not just a couple more regular lanes on the 15 south bound. Don't we pay enough in taxes already

Feedback Form	Please fix the roads and widen freeways to help with traffic.
Feedback Form	Small simple changes to traffic flow would significantly improve congestion. Please have someone from your organization drive the 15 and 215 freeways from Eastvale to Temecula and back during rush hour 2 to 6. The off and on ramps allow for too much cheating. When the toll road added plastic pillars on the east bound 91 on ramp traffic significantly improved. Commuters are always going to find the shortcuts.
Feedback Form	I would appreciate a real resolution of my tax dollars going to something that actually works. I have no professional college degree nor am I an architect. to make something work on our freeways but I just hope that it's nothing like the merging of the 15 freeway on Cajalco. That was absolutely ridiculous. Hope they got fired because everyone who drives that feels the same.
Feedback Form	The 15 freeway heading south from the 91 is worse than before the fast track lanes were constructed. Especially at Cajelco rd. A major bottle neck for that entire area.
Feedback Form	We need freeway widening but without fastrak, carpools sure but not toll road. Better on and off ramps.
Feedback Form	Please consider tunnel connecting Orange County and Elsinore
Feedback Form	Built Maglev Train or Mono Rail instead of Bullet Train from San Francisco to San Diego. Stops at every city. Built secured parking structures at every stops. Mono Rail inside city blocks.
Feedback Form	Better signals for the intersection of Central and Diamond Dr in Lake Elsinore. It only says, yield on green. And people fly turning left not reading this sign during busy hours. We've had accidents in this intersection. Need an actual turn signal. And the traffic is horrible on Diamond

Feedback Form	<p>For the 2024 Traffic Relief Plan, I would please like to suggest an RCTC commuter / passenger rail extension through South Corona to Lake Elsinore for Metrolink service. There is an abandoned Santa Fe Railway right-of-way which is in very good condition through this area, and it runs all the way into downtown Lake Elsinore.</p> <p>The rails were removed during 1984-1985, but the route is still there and would provide a great alternative to gridlock on I-15 and Temescal Canyon Road (former State Highway 71), which often have a lot of stressful traffic. A portion of this old line is still used by BNSF to service the 3M roofing granule plant on Minnesota Road in Corona, and if the line were to be rebuilt into Elsinore, BNSF could access other businesses along it (late at night when Metrolink isn't operating) -- including the Dawson Canyon Landfill & Recycling Center.</p> <p>Could RCTC get its hands on some of that Federal DOT / FRA grant money for a deserving project -- and use it to reconstruct this particular line, thus providing Metrolink access from Lake Elsinore to the mainline at Corona? A huge empty area along E. Lakeshore Drive in Lake Elsinore (directly across from 1412 E. Lakeshore Drive) was formerly home to the turning wye track for this line, and would also be the perfect spot for a commuter platform and parking area. Thank You, [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>I have a comment for this Draft Traffic Relief Plan: Those golden hills, mountains and clay mines were beautiful to look at, and even easier to enjoy visually than anybody could from the modern I-15 freeway. It has been much too long since we last heard a locomotive's horn in Elsinore. Meanwhile, that old Santa Fe Railway right-of-way which ran from the Porphyry wye at Corona down to Elsinore is still in existence. It would merely be a matter of putting down some fresh ballast, wooden or concrete ties, and steel rail to seal the deal.</p> <p>Heck, maybe even the current BNSF would be willing to help cover the costs of the line, especially if some of the new commercial complexes along the route would agree to</p>
Feedback Form	<p>Add more commuting lanes for cars with 2 plus people. Stop putting entrance lanes from streets where there are highway intersections. There are already too many people trying to maneuver from one highways to another. Also stop the paid commuting lanes from ending in high traffic areas that bottleneck and cause more congestion. Last thing, when you exit a highway and make a turn only to hit a redlight, it causes even more congestion. Coordinate the lights better!</p>

Feedback Form	<p>Freeways are vital arteries of transportation, but the combination of poor pavement conditions and the influx of traffic, especially freight trucks from numerous warehouses, renders them hazardous. The deterioration of pavement creates potholes and uneven surfaces, increasing the risk of accidents and damage to vehicles. Moreover, the sheer volume of traffic, exacerbated by the constant flow of freight trucks, intensifies congestion and heightens the probability of collisions. This not only jeopardizes the safety of commuters but also imposes significant economic costs in terms of vehicle repairs, medical expenses, and productivity losses. Urgent action is imperative to address these pressing issues and ensure the safety and efficiency of our freeway systems for all road users. Is it possible to arrange a meeting between city officials and warehouse companies to discuss allocating funds for the proper maintenance and repair of our roads? By collaborating, we can ensure the safety of all road users and maintain the efficiency of freight transportation, benefiting both businesses and the community.</p>
Feedback Form	<p>Adding more lanes to highways will not solve the traffic problem. It will in fact make the problem worse. Induced demand is a real issue and should be solved by providing other forms of transportation for people to get around. People need more options of transportation including protected bicycle infrastructure, rail, light rail, bus, walking, etc. To end the traffic problem, we need to end car dependency. Otherwise, traffic will forever be an issue. I understand that there are zoning laws that prevent mixed use neighborhoods and areas from being built. This is what needs to change. Reform zoning laws to allow more mixed use neighborhoods. This will allow more walkability and cyclability. Please end parking minimums as well. Please build more bike paths, more specifically a bike path network. A bike path is only useful if it helps people to get to where they need to go as efficiently as possible. If there is no interconnectedness between different bike paths, then they become useless. People want to commute to work on a bicycle with confidence knowing that they can get there as safely, and efficiently as possible. Also, bicycle parking should be considered as well. If there is more bicycle infrastructure, you should anticipate more bicycle traffic, and provide secure bicycle parking infrastructure. Protected bike lanes with a physical barrier between car traffic is ideal and makes cyclists feel safe. Reduce traffic lanes on streets. Instead of having 4+ lane roads, reduce it to 2 lane roads, one lane in each direction. This will encourage people to use other forms of transportation, thus reducing traffic. Add more medians and trees along with other traffic calming strategies. Add dedicated bus lanes and/or light rail. This will help busses from getting stuck in traffic with other vehicles. It will make bus transportation quicker and more efficient, therefore a more attractive option to the public. More frequent busses are also needed. More bus stops and bus routes will be needed, especially for some neighborhoods that don't have access to them. More sidewalks and trails are essential. We could all learn a lot from countries like the Netherlands, Denmark, and Switzerland, who have some of the best cycling, walking, and rail infrastructure in the world and prioritize pedestrian and cyclist safety over anything else. Please consider all of this when going through with your plans.</p>
Feedback Form	<p>There needs to be more street lights , sidewalks, ADA compliance in Lake Elsinore , highway 74 From Florida down to central in lake Elsinore. Perris and Hemet. Shuttle busses servicing these areas need to be updated because their safety is a big concern when they have to walk into traffic when picking up passengers with mobility devices .</p>

Feedback Form	Priority should be 15 south at Cajalco. That bottleneck caused by toll ending and right lane ending is ridiculous. We need another regular traffic lane going south past Temecula
Feedback Form	<p>Rail and the regional connections need to be expedited. As the fastest growing county in the state, we're way behind the curve for the continued influx of people into our region.</p> <p>Metrolink Expansion to Hemet/San Jacinto and into Temecula are long overdue.</p> <p>Temecula, Menifee and the Hemet Valley experience horrific traffic on a daily basis, severely impacting quality of life. The regional connections for these areas need to be put in the express lane!</p>
Feedback Form	I like the idea of having express lanes up to ca-74
Feedback Form	Need to add a regular extra lane on both directions from Corona to Lake Elsinore on top of the plan toll lanes. There is too much traffic during rush hour. Take a good 35-40 mins from Lake Elsinore to the 91 interchange during rush hour in the morning.
Feedback Form	<p>There's needs to be improvement to the railroad canyon exit off the 15 in lake Elsinore. Always congested and accidents because traffic backs up onto the freeway.</p> <p>The 15 fastrac should continue for another 2 miles or so and the slow lane shouldn't end at the same time as the fastrac. Causing traffic to bottle neck and people to jump to the left avoiding all the big rigs.</p> <p>Additional exit on the freeway to feed canyon lake area. Railroad canyon has continual accidents that shit the road and causing major delays as railroad canyon is the only road in/out of canyon lake/ canyon hills area.</p>

Feedback Form	<p>This report is asking for more money from the taxpayers in exchange for what can be best described as incremental traffic adjustments, that *might* ameliorate traffic slightly for a brief period within the confines of RivCo's borders. This is not what is needed. (I mean, these all might be nice to have--a new freeway exit here, and extra lane there, fine...but these things aren't going to create long-term, lasting quality of life improvements for residents).</p> <p>What is needed, is a BOLD plan to address the largest elephant in the room: that the major connector for industry and jobs to our main neighboring county - the 91 - is GROSSLY inadequate for the task. With the limitless growth of housing that has surged in southwest Riverside County, more and more residents have poured in, with many that need to commute to OC and even beyond to LA. The 15 northbound is buckling under the figurative weight of all the traffic that continues to grow along this route, and then it feeds onto the 91, spilling into every Corona surface street like a plague. There are no true frontage roads, no "back routes," nothing that improves this and no way around this for these thousands upon thousands of commuters--and adding a lane here and there to the 91 across the county line DOES NOT FIX THIS, and CANNOT fix it for all the people that continue to flood into this county for more affordable housing. The toll lanes on the 91 are not helpful--who should have to pay another \$20 a day just to shave a few minutes off a miserable commute? (And think too about the poor, twisty 74; the death trap highway that is the route of last resort for many who want to avoid the misery of the 91 corridor.)</p> <p>Again, I say: we need a BOLD plan. Something that may seem impossible, include challenges that might seem insurmountable: but the time has come for a new freeway across the mountains, westward from Elsinore or Murrieta or Temecula into central/south Orange County. I know there's a lot of potential objections...but the OC toll roads are not that far away, really. With the ingenuity of talent I know exists today, solutions could be made to minimize environmental impact and withstand whatever hazards there might be along the way. THIS is truly the best use of tax dollars, and this route would solve so many of the problems that you're attempting to touch on incrementally with this plan. If traffic were not being funneled north on the 215 and 15 and clogging up the 91, think of the improvements in travel times you'd see. Think of the wear and tear savings on roads and vehicles. Think of the emissions improvements from fewer cars idling in traffic. And if that's not enough, think of the quality of life impacts for residents, who have access to more jobs, while still being able to get home while it's daylight to see their kids.</p> <p>If this bold new route also included a light rail connection heading westward as a necessary complement to the corridor traffic infrastructure, connecting with Metrolink in OC, it would also open up more options for commuters who would prefer to leave their cars behind, and usher in the kinds of smart city solutions you see in dense urban areas around the world. This could start a wonderful new chapter in the traffic history of this region, and you and your group could be the new heroes and masterminds ushering in a better, less congested, greener future here in the Inland Empire.</p> <p>Or, you can commit even more taxpayer dollars to just doing more of the same, with predictably miserable results.</p> <p>Your choice.</p> <p>Good luck and thank you for the opportunity to provide feedback on this project.</p>
Feedback Form	<p>Roads in Lake Elsinore are horrible I hope they get fixed and the signal at Dexter and Central a death trap.</p>

Feedback Form	<p>Fixing the off/on ramps is very helpful. I take Railroad Canyon Road for my commute and the new way is a huge improvement over the old way - - thank you for this. People still don't understand that there are two ways to get on the I-15 North from there, but that is their problem. If there was a way to get people to stop driving as though RR Cyn were a raceway that would be great.</p> <p>My husband is patiently waiting for the bridge connecting both sides of Holland to be completed. He's a teacher and commutes to San Jacinto every day, so crossing over at Newport can be quite congested.</p> <p>I drive to Vista in San Diego County twice a week. Of course, the roads need to be fixed, but the current construction on the I-15 is pretty terrible. I'm spending 4-5 hours a day in my car much of it getting through Temecula and Rainbow both ways and from the Lilac Bridge to my exit of Deer Springs or CA78 when the weather is bad . I'm always saying I would love a commuter train option to run the 15 corridor to Escondido then take the Sprinter to Vista. Adding an extra lane of traffic only invites more people on to the road. I'm not wealthy, so I'm not going to drive in toll lanes if they were added.</p>
Feedback Form	<p>Regional connections will greatly reduce the amount of traffic on our city and county roads. These projects, especially in Western Riverside County need to be a HIGH priority. Not sure if any of you have tried to drive across the Hemet Valley or down Newport Rd in Menifee during rush hour, but it can take 30 to 40 minutes to travel 6 or 7 miles. That's not good for quality of life.</p> <p>Rail is the next one. Metrolink is extremely inconvenient to use for 90% of the population in the southwest part of the county. Trains only run in the very early morning into LA, and only in the evening back to Perris. Additionally, trying to transfer to an IEOC train is almost impossible. You either miss the train by a few minutes or have to wait hours to try and travel into Orange County. Daytime service and more frequent trains would greatly improve ridership. Additionally, expanding Metrolink to San Jacinto would be extremely beneficial in reducing traffic in the Hemet Valley. RCTC already owns the right-of-way, so make funding this project a high priority!</p>
Feedback Form	Toll roads nit improving federal highway transportation
Feedback Form	There are few paved trails/lanes for bicyclists. Please make the county more bicycle friendly. Thanks!
Feedback Form	Provide alternative routes for commuters from OC to the IE.; possibility of having gypsum canyon connector to green river to avoid the 91 fwy traffic.
Feedback Form	<p>You need to bring back one of the time schedules of your bus route 206. We lost that time schedule during the pandemic due to low ridership. Well we are all back commuting and that time schedule has not been restored. This means you have all of us now adding to the worsening traffic crawl on the 15 morning and evening.</p> <p>Metrolink should have been planned and set to run down the 15 freeway and not the 215. Most of your Metrolink riders are 15 freeway commuters. Also the added Fastrack on the 15 only made traffics worse. Pushed the bottleneck further south and it's beyond expensive for only two or so miles.</p>
Feedback Form	Expand metro rail stations.

Feedback Form	Any of these are great. We need less FastTrack on the freeways and more open lanes. We need road maintenance always. We need better options for public transportation. If it was safe to travel on a bike for long distances more people might consider it. The other issue is drivers speed more often and very easily which also causes road rage and continual traffic issues everywhere.
Feedback Form	Context: I'm retired, live near Anza off 371. Most of my travel involves trips to Temecula. For me, driving safety and convenience on 79 and 371 are biggest issues. I'd like to see more left turn lanes on both, especially at Los Caballos Road, Pauba Road, Sage Road, Wilson Valley Road, Lakeshore Boulevard/Bradford Road and Lake Riverside Drive, at least. A few passing lane segments in both directions on both highways would be much appreciated, as people mostly don't use turnouts as they should, unfortunately. Also, you may have noticed the long backup on weekends on northbound 79 at Anza Road, sometimes all the way back to Pauba. Can anything be done about this? Maybe a roundabout at Anza Road and 79? That could also be an opportunity to connect to the south part of Anza Road across Temecula Creek. Looks doable on Google Maps! 😊
Feedback Form	I'd like to bring to your attention hwy 79 and Galloway Downs los cabillios>sp the weekend is not going well. I have lived in Anza 27yrs and we are now averaging a crash on both Sat and Sun. I would also add that the widening of Temecula Creek bridge should NOT be started at the beginning of Fire Season!!!!
Feedback Form	A tremendous amount of pot holes on many roads. One section of De Portola Rd. In Temecula isn't even maintained and owners of property near this section have NO way out should they need escape from fire or other emergency. Also it is just a matter of time before someone dies going down this section at night with absolutely NO warning how dangerous the road is with deep gorges and pot holes . I did extreme damage to my car when I hit this area at night unaware of it. I just missed a gorge at the side which would have flipped by car. These are the types of issues that need addressing . Also, GPS is sending traffic on 371 and 79 between San Diego/ Temecula areas and the desert. These roads are now extremely hazardous and causing multiple accidents almost daily . These roads are not wide enough or have turnouts . MANY people are driving way over the speed limits and in general dangerously with passing over double lines and on curves.
Feedback Form	We need funding for a freeway connection through the cities Hemet/San Jacinto.
Feedback Form	Metro link services alongside 15 Freeway. San Diego through Escondido, Temecula, to Ontario or new Brightline station.
Feedback Form	Traffic bottlenecks at multiple locations, freeway congestion needs to be addressed and Gilman Springs and Ramona expressway need to have multiple lanes

Feedback Form	Please bring the train to Hemet/San Jacinto soon!
Feedback Form	Gilman Springs Road between State Route 60 and State Route 79 NEEDS an additional lane. The San Jacinto Valley is growing quickly and all it takes is one person to clog the flow of commuters leaving Hemet and San Jacinto for work in the rest of the County. 1 lane in each direction is not sufficient. In addition, an expansion of the metrolink from Perris to Hemet and San Jacinto would be an awesome idea and would bring a lot of new developments to the San Jacinto Valley Communities. New Investments in our Valley would make our communities more lively and more connected to the rest of the county.
Feedback Form	I am a people mover by profession and on the road most of my life. The transportation issues are not being addressed in the ways that can help free up congestion. For one RTA methods are questionable and in my estimation need to be audited. The stress placed upon the drivers is apparent and likely to lead to a mass casualty event. The ridership is frequented by drug dealer and users, making anyone else fearful and uncomfortable to ride including the driver. Lights and camera at all stops should help mitigate some issues. My local street has been repaved so much that crest of the road is higher than the front yard and the only storm drain is several blocks down the road, that we have
Feedback Form	We need a freeway that connects Hemet to main freeways (i.e. 215) without traffic lights. Especially with the plans to increase the housing in the surrounding areas
Feedback Form	People do not understand, or observe the patterns on freeways. If you observe the volume of traffic in the fast lane, compared to the other two lanes, specifically, the slow lane, it has to be overwhelming. People enter the freeway and move directly to the fast lane and go slow. The fast lane is slower, has more cars, and slow traffic down. The slow lane moves more freely as there are fewer cars in it. Also, the big rigs occupy the middle and slow lane but more so the middle lane as they do not observe the speed limit. They take up space in that second lane as they drive slowly and so that also inhibits traffic. You gotta do something about the big rigs who don't stay in the slow lane and observe the speed limit and the number of people who enter the fast lane and don't pass anyone. The volume of traffic in that lane and the need to educate people has to be addressed. Also, I live in Hemet. Our streets are flooded, anytime there is rain because we have no drainage. If I park my car on the street, I need a boat to get to my car. The
Feedback Form	The selections I made were in response to our Listening Tour hosted by the Healthy Valley Foundation where residents, community members, CBOs, business leaders and more shared about the barriers and resources needed for the San Jacinto Valley. From 180 individual interviews so far, transportation has bubbled up as the highest need to better service the Valley. Those included, sidewalks/walkability, bike paths, lightening on streets, and reliable increased public transportation.
Feedback Form	Se necesita más vialidad para la comunidad de Hemet y San Jacinto
Feedback Form	Traffic relief on all freeways. Potholes everywhere. Identify and mitigate heavy traffic and fix potholes within 24hrs.

Feedback Form	<p>Overall I like what I see in the plans. Safer streets/roads and public transportation being a focal point is very pleasing to see. I do see there are some mentions of adding lanes to highways and I am against that in favor of other strategies to improve traffic flow. I would also hope these plans and future plans doesn't include adding to the "stroads" epidemic in our country. In fact I would love to see "road diets" take a spotlight in improving traffic and making streets safer for everyone in a revised plan or future plans.</p>
Feedback Form	<p>People don't use the sidewalks even when provided because there are so many dips for driveways. My yard was taken, without compensation for a sidewalk to be put in and it was built without the dips. mind you, the neighbors park on it and it is rarely used so to us it was mean as our neighbors across the street didn't have their yards stolen. State St. all the way from Stetson to the Ramona Express Way is in dire need of NOT pothole filling or repair, but TOTALLY REDONE FROM THE GROUND UP. I see so many people using the street to walk on instead of the available sidewalk and I don't see many people using the wheelchair ramps unless they are riding their bikes on the sidewalk and occasionally someone with a stolen grocery cart going across the street. I see all the ramps being done now and the middle barriers are STUPID!!!! Now I always have to go out of my way, wasting gas every time to get to several of the places I shop at. Also means emergency vehicles have to as well. Why don't you get rid of the barriers and totally replace State St instead of doing all these other useless things you are doing while wasting taxpayer money? I also think semis should be limited to the first lane (next to on-ramps) when there are only 2 or 3 lanes on the freeway and add the second lane ONLY when there are four or more lanes. Only give 1.5 miles to get into lane if they need to use a left off-ramp. And use cameras and give tickets for those who use other lanes. I would love to see NO TRUCKS allowed on any freeway during the hours of 5-9 am and 3-7 pm EVERY DAY. Not just M-F. It would help with rush hour traffic and the accidents that are so prevelent.</p>
Feedback Form	<p>The 10 frwy from San bernardino to Beaumont is out of control. Fix it damn it</p>

Feedback Form	<p>RCTC has done a complete and thoughtful TP. The Fair Equity provision is significant. Historically, areas that need support such as the San Jacinto Valley had originally contributed more equity to other areas in early Measure A decades where as now, the San Jacinto Valley contributes less. The coin has flipped and Fair Equity is needed. Additionally, priorities of previously listed projects such as the SR79 Realignment should be identified as a higher priority so tax payers know those promises will be kept. At the workshop the Commission identified the Coachella Rail as a potentially similarly decade long project. As projects become more costly the Commission identify those long term projects to ensure they are completed despite inflation or other long term variables impact the costs so funds early on aren't spent without a project being completed. Lastly, the disclaimer of Voter Approval in blue on page 2 should have some exclusion to these long term projects that were listed in previous measures approved by the voters. This would provide confidence to the voters that previous aspirational projects which they voted on in a previous tax measure will still be completed regardless of a new measure.</p>
Feedback Form	<p>We all know the science. More lanes are not going to solve our traffic problems. Furthermore, the Inland Empire is expected to grow in population at a faster rate than LA, Orange, and San Deigo counties for the foreseeable future. Adding a few lanes now will have extremely short-lived impacts on our congestion and it will not be cheap. Using that money to increase rail connections is a much wiser way to tackle our problems. As a lifetime resident of Valle Vista, I highly favor re-connecting San Jacinto to Perris via the Metrolink extension. However, this is a big valley, so I hope there's a second stop closer to the Hemet Ryan airport so people don't have to "park and ride" as often.</p> <p>The other thing this area desperately needs is more bicycle infrastructure. While I agree with the plan to improve street designs to accommodate pedestrians and cyclists, I do not believe it's sufficient. We need bicycle highways. After studying the geography of the Inland Empire myself, I have come to the conclusion that the best way to add bicycle highways would be to place them alongside the extensive river and aqueduct systems we have an abundance of. These lands are underdeveloped, and I would assume most are county-owned; therefore, the right of way is effectively established already. As infrastructure projects go, this would be very cost-effective and add very little to ongoing maintenance demands. I believe these may also pay for themselves in the long run. This would be a chance to give areas where past planning worst practices have left communities with blighted aging suburbs littered with strip malls and no room for parks an ample amount of greenspace that is so desperately needed. This, in turn, would likely make these areas more attractive to live in, thus raising the value of the land/property around them and increasing the tax revenue base.</p> <p>Although I heavily favor prioritizing transit and cycling infrastructure over car infrastructure, there are a few road projects I'd like to see in my area. The first would be Gilman Springs Road, a very dangerous stretch that commuters take in and out of this valley to get to the 60 freeway. This road needs an additional lane and other safety improvements, mostly pertaining to flood mitigation. The next road project I would like to see is to connect the small gap between Domenigoni Parkway and Fairview Ave, running behind Simpson Park, which would alleviate a lot of congestion for commuters in the Hemet area. This would particularly ease traffic on Stetson Ave, which is well beyond its capacity and has been for decades. This would also be needed if/when the Valle Vista Citrus Development takes shape. This would be a relatively minor road project that would have an outsized impact on traffic flows.</p>
Feedback Form	<p>More busses and trains is not the answer. I have yet to see a bus at more than 25% capacity and the train stations are so far from where workers need to go that they don't get used.</p> <p>Fix and/or improve existing roads first.</p>
Feedback Form	NO MORE TAXES

Feedback Form	<p>I believe that this plan is very crucial to improving our local communities. The Inland Empire has grown exponentially and therefore everywhere has become plagued with traffic without any safe public transportation options. Adding frequent, safe, and reliable public transit options like rail and expanding current bus routes would be a game changer for the entire region. It would be nice to get on the train and go to work rather than sit in traffic for an hour or two.</p>
Feedback Form	<p>Stop electing tax and spend democrats and elect conservatives who actually make sense</p>
Feedback Form	<p>The state, the county, the city. All are interconnected and are responsible for facilitating and managing our highways and roads. The inland empire is developing rapidly, tract homes popping up at every local lot with no additional secondary streets and roads, but more stop signs. No coordinated timing (computer age?), lights green for empty intersections, red lights for all four roads and idling cars at the intersection, did you want to also talk about weather modification (PC). More people are running red lights, here is why! Who wants to sit at a red light for 3 minutes with no other cars around. Roads also are deteriorating faster as construction trailers and heavy equipment cruise down residential and secondary roads. Which of the issues above are the biggest.....open question!! As far as investing, stop the building without the road development!!!!!! You are creating an angry mobile environment that is not sustainable. Also, which designated county officer(s) OKed a High School on a major highway going east and west out of the San Jacinto Valley, good thinking. If your bored take a jaunt on a school day down to Heritage High in Nuevo and look at the traffic mess that created!!!! Traffic backed up for half a mile, good thinking...oh forgot, six new home tracts adjacent, real good thinking!!!! (If you could forward this to County Development it would be appreciated)</p> <p>BTW - Do we enforce traffic laws anymore? Why do we have blinkers on our cars? Did you know that the Hi Beams are used for general travel? A four way stop is now who ever pulls out first. Driving with your rearview mirror is also a new thing, no need to turn your head and look! The speed limit is posted so people know how to drive 5 to 10 miles slower! Slower traffic stays in the number one lane, while cars are swerving around them trying to pass.</p> <p>Sorry for the tangent, I have lived in this state my entire life, and have become fully disgusted with the lack of a logical functioning government at every level.</p>
Feedback Form	<p>Gillman Springs in Riverside County needs to be increased to 4 lanes. Safety dividers also need to be installed to eliminate head on crashes.</p>
Feedback Form	<p>When will hemet and san jacinto see a rail line in the area and when will the rail depot be built on the ramona expressway and where abouts on ramona</p>

Feedback Form	<p>Cal trans put useless center divider down Florida Ave. It's ugly and gous on for miles. Not a shred of beauty. This thoughtless move created congestion. Plus can't turn left into any driveway for business. Must drive extra blocks and sometimes miles to turn. This wastes our gas big time especially old and disabled whom are poor. They like gas tax and it's obvious their only concern in design.</p> <p>Secondly they are making us stop for red lights with no traffic coming. This is evil waiting and waiting and waiting at every light. I declare under perjury that this occurs 80% of time.</p>
Feedback Form	<p>Regional highways and streets are super dangerous with the increased amounts of traffic they now contain. Such roads as Gilman Springs Rd, Cajalco Rd, and the Ramona Expressway have only one lane in each direction making them very dangerous. Winchester Rd used to be the same, but has been expanded to two lanes in each direction, making it much safer. The same needs to be done to the other three roads. Installing small curbs and reflectors are only bandaids, more lanes are what is needed.</p> <p>At least the Ramona Expressway has a couple of passing lanes. Gilman Springs Road has none in the northbound direction and only one in the southbound direction. I do not believe Cajalco Rd has any.</p>
Feedback Form	Muy bien que inviertan en los baches de las carreteras y e. La seguridad de peatonos
Feedback Form	Just in the past twomonths, driving from East Hemet to Fontana (my work) it is now taking 1hout and 45 minutes. Sometimes two hours to get to work. That's just teaffywith no accidents. 51 miles. It's ridiculous. I now have to leave at 6:30 am to get to work by 8:00 am. I get off work at 430pm and get home about 615 pm and that's with no accidents. if accidents it's worse. Have more jobs in my community, remote at home jobs, so we the working people can live a better quality of life.
Feedback Form	I'd like you guys to take a look at the citrus valley development out in Hemet. Stetson Ave is already congested enough with no plans to extend the right of way. My commute 4 years ago to go from Fairview to menifee to 25 minutes now it's around 40-45 minutes. This is sort of getting ridiculous and the thought of adding more houses is just going to add to the traffic problem. Ramona expressway and Florida is not enough to alleviate the traffic.
Feedback Form	Improving Charlton Ave in Hemet from Park would be appreciated alot of potholes all the way to Lake . Makes new homes in that area look bad
Feedback Form	Would like to see a prioritization plan
Feedback Form	Local streets have many potholes, poor drainage and that reduces the quality of the streets
Feedback Form	The completion of the highway 79 realignment is imperative to the growth of the San Jacinto Valley.
Feedback Form	<p>I think school aged students could ride free</p> <p>Buses could be more safe from violence and bullying and danger and bus stops could have a light or a push button to let the bus driver know people are there cause roads are dark at night in Hemet and valle vista areas and bus stops and benches could be strictly for bus riders . Thank you for your time</p>
Feedback Form	<p>The Hemet Valley has been paying for decades for the measure. That was supposed to bring the realignment of Highway 79.. We have been unfairly ignored in our community by the county. It is time to follow through on the commitment to providing this.</p> <p>Priority should be given overall to complete prior tax measure projects promised such as the SR79 Realignment that are still uncompleted.</p>
Feedback Form	Highway 79 improvements have been promised for decades, and need to be prioritized
Feedback Form	<p>I was on the committee to support the original Measure A and its next version.</p> <p>Highway #79 full funding must be part of a tax imitative to have my support.</p>
Feedback Form	.
Feedback Form	<p>I live in Hemet and part of the Ramona Expressway is a single lane which causes terrible traffic . Also, the Ramona Expressway is lacking street lighting between Warren Rd and Sanderson. /79 making it extremely dangerous. A connection from the 79 at Ramona Expressway needs to connect to 79 in Winchester because the roads in Hemet/San Jacinto being filled with pot holes from the weight of the trucks using local roads.</p>
Feedback Form	<p>In Hemet the roads are atrocious! Very very dangerous intersections and the condition of W. Esplanade is atrocious. The number of head on collision on Warren Rd from Ramona Expressway to Devonshire is extreme. The stop signs are not good enough. At minimum put solar blinking stop signs and a k rail down the center. Not the pointless curbs or plastic sticks.</p>

Feedback Form	Warren Rd in Hemet, San Jacinto is used extensively.it needs pothole work and a light at Devonshire intersection.
Feedback Form	I would love to see Metro expanded to Hemet/ San Jacinto. What is the time frame? Please fix the potholes on 74/ Florida Avenue pronto.
Feedback Form	The congestion on the 91 freeway is mostly caused, because of the fast track lanes, the counties have put profit for money over creating more Lanes so traffic can move smoothly. The 60 freeway and 215 always back up in that area. The two freeways merge which causes the backup. About our neck choke point is created. There needs to be a whitening of the freeway giving the trucks their own lane cars in their lanes this can be done without additional construction. The 60 and 10 freeways move a lot smoothly because the it does not create the same bottleneck choke point that's at the 215 and the 60.
Feedback Form	With all the homes being built in the Hemet, Winchester & Menifee area the congestion on Domenigoni to Newport will only get more congested. The only route to the 15Northbound is going straight down Newport past Canyon Hills (also a high traffic area). There should be talks of an entrance from the 215 Freeway to the 15N to minimize the traffic along Newport which is already congested because of the food / shopping restaurants. Busy building homes but where are the thoughts of highways & other routes & more schools!
Feedback Form	The Hwy 79 realignment needs to be prioritized higher.
Feedback Form	Traffic congestion on the freeway is getting worse. It's taking an hour and thirty minutes to get to downtown riverside. Also, flooded streets and potholes don't help.
Feedback Form	Two many stop signs need more controlled intersections
Feedback Form	Need more buses like in Los Angeles Metro buses run 24 /7 365 days none stop need a metro link to run late for people who commute from Hemet to Los Angeles or be like metro have a train to run from Los Angeles to Moreno Valley to perris to Hemet ca like what they have on the 105 the green line or the one train that runs from the union station to north Hollywood or the gold line from east Los Angeles to Azusa ca it would help a lot or have several shuttle buses early morning like starts at 4am ends at10pm goes around picking up people in Moreno Valley to perris to Hemet to marietta ca have certain pickups points for the shuttle bus to take to Los Angeles ca if people don't hat commute to Los Angeles and back! But I think trains and the shuttle buses will help out a lot I commute to Los Angeles 5 days a week!
Feedback Form	We need safer streets with no potholes. Flooding is a big issue and needs to be addressed ASAP.
Feedback Form	Too many trucks on the 215 between the 60 and 15 interchange.
Feedback Form	Please please please follow through on more frequent trains through the Perris line. I have to drive from Romoland to Riverside five times a week despite there being a train station five minutes away. I would literally never drive on that freeway ever again if there was a train that I could take. I have several friends and family who have been saying the same thing for years too, people will take the Metrolink if it has more than just a few extremely early departures. Nobody likes driving on that freeway
Feedback Form	Truck lanes in both directions on the 60/215 freeway would be great along with enforcement from CHP
Feedback Form	We need protected bike lanes! We need more sidewalks too. More people would ride bikes if they thought it would be safe amd a Stripe of paint on the ground won't keep a car from hitting you.
Feedback Form	We want protected bike lanes
Feedback Form	When freeways are expanded, they should not include pay toll lanes. Taxpayers pay for the freeway upgrades with maintenance and it should be just that. Toll freeways need to be separate.
Feedback Form	Wr should get a metro from moreno valley to los angeles alot us work that way.
Feedback Form	The freeways coming Moreno Valley, 60 and the 215! Such a nightmare, there are so many warehouses now and so many 🚚 trucks! Along with new housing and cars
Feedback Form	Also only 2! Lanes on both the 60 and the 215 to get out of Moreno 5 🤔🤔
Feedback Form	They are completing freeway projects, around us the 91, 10, 71, 210. It is nd has been a problem here on the 215 and 60 freeways.

Feedback Form	<p>GENERAL COMMENTS:</p> <ul style="list-style-type: none"> • Page 4 “Decisions Based on Needs” – The City would appreciate RCTC elaborate on what are the objective needs that serve as the means of prioritization. • Page 5, “Safe Streets and Roads” – It would be worth noting the paving of existing dirt roads to improve safety. • Page 13 – For percentage allocation would it be possible to reference or provide link to how the percentages were established • Page 13 – clarification on statement “half of Funds will be distributed by RCTC”through what mechanism and oversight? • Page 13 – Add “wildlife Corridors” to improvements funded from this program. • Page 14 – Correct “reconstruct interchange at Harley Knox Boulevard in “Perris” (not Moreno Valley) • Page 14 – It is not clear how funding will be prioritized. • Page 15 – “Regional Connections” list of projects shows I-10 Bypass, however the project is not shown on Map. • Page 17 – “Environmental Mitigation” Is the traffic Relief Plan the appropriate funding source to meet MSHCP obligations and RCA operational issues? What type of oversight is there for these allocations? • Page 19 – Add traffic calming measures as potential active transportation projects. • Page 19 – There is no indication of how funds will be distributed. <p>The following are project recommendations:</p> <p>On Page 14 under specific regional corridors: Consider evaluation/funding of Pigeon Pass Road corridor between 1-10 and State Route 60: Pigeon Pass Road was cut off by the County many years ago. The road should be re-established to act as a regional connection between the two main highways reducing an extraordinary number of vehicle miles traveled while connecting Universities, hospitals and assisted care living to residents in the western region. It is also part of the circulation element for RCTC.</p> <p>Consider evaluation/funding of Redlands Boulevard corridor between 1-10 and State Route 60: Redlands Blvd currently serves as a regional connection between the two main highways reducing an extraordinary number of vehicle miles traveled while connecting Universities, hospitals and assisted care living to residents in the western region.</p> <p>On Page 14 under highways: Incorporate a focused study/funding toward the improvement of I-215 and State Route 60 Interchange: The I-215 and SR 60 Interchange is a pivotal connection between both the southern and eastern portion of the Western Riverside Region. The City of Moreno valley appreciates the proposal for additional auxiliary lanes however the City strongly believes the recently added auxiliary lanes on I-215(southern) and SR 60(eastern) region have significantly</p>
---------------	--

	<p>increased the congestion at the Interchange.</p> <p>Consider evaluation/funding HOV lanes on southbound I-215 including a separate connection from SR60 to I-215: Added HOV lanes on the southbound I-215 including a separate connection from SR60 to I-215 could greater help the congestion along the I-215 corridor and encourage carpooling.</p> <p>Consider evaluation/funding of I-215 Cactus Interchange: The Cactus Interchange is situated along the I-215 connecting the southern portion of the region. The interchange serves as the primary connection to March Air Force Base and the Cities of Moreno Valley and Riverside. As auxiliary and expansion lanes continue to be funded the demand for bridge expansion is significantly increasing at a rapid rate.</p> <p>Under I-215 Corridor/Riverside, Moreno Valley, Perris: Add northbound lane from SR60 to Blaine Street</p> <p>On page 15 under highways: Consider evaluation/funding of SR 60 Theodore/World Logistic Center Parkway Interchange Project: Theodore/World Logistic Center Parkway Interchange is situated along State Route 60 connecting the eastern portion of the region. As auxiliary and expansion lanes continue to be funded the demand for bridge expansion are significantly increasing at a rapid rate. Over the pass years the Bridge has experience numerous strikes due to the truck traffic utilizing the corridor. Currently the Bridge is under repair with replacement of damaged girders from strikes.</p> <p>On page 17 under Environmental Mitigation: Consider the investment of Electric Vehicle infrastructure projects to Environmental Mitigation: The City of Moreno Valley strongly encourages the incorporation of electric vehicle infrastructure as an environmental mitigation component to provide opportunities for the subregion to achieve California's ambitious goals on climate change, petroleum reduction, and adoption of zero-emission vehicles, as well as efforts to reach air quality standards.</p>
Feedback Form	Expand the Martin Luther King bridge to make the westbound 60/215 to wider to add a lane to get rid of the bottleneck before the exit and make the exit shorter.

Feedback Form	<p>The 60 freeway does not need more lanes. Adding the carpool lane did nothing to mitigate traffic. One more lane is never the solution. It still has to merge into the 215 and it's always going to be slow. Adding a lane will just encourage speeding and cause more crashes.</p> <p>There are no safe bicycle routes from Moreno Valley to Riverside. I frequently bike commute back and forth and coming up sycamore canyon back into Moreno Valley is where I am going to die. It's that or a 20% grade up lochmoor which is not accessible for most cyclists. Gernert to Watkins could be a great bike trail if the rail crossing was passable to bikes but still closed to cars. That's an easy change that costs nothing. Open the gates to allow bikes through so we don't have to climb over it. This would be a great option for UCR staff and students who are commuting from Moreno Valley, and is part of Moreno Valley's master bicycle plan already.</p>
Feedback Form	<p>The plan doesn't seem to address the interchanges at 215/60 and 215/60/91. Without major improvements there, I don't see traffic flow improving in western Riverside much.</p>
Feedback Form	<p>The 60 freeway going in/out of Moreno Valley is heavily congested. It would be nice if the freeway could be flat so people wouldn't be slowing down or not able to climb the inclines. I believe it would help ease congestion. Also, the big rigs use every lane on the 60 East causing congestion. They are not supposed to be in the number one and two lanes. <u>It takes me an additional 30-45 minutes to get to work due to traffic.</u></p>
Feedback Form	<p>The massive increase of big rigs on the 60 fwy and 215 fwy for Moreno valley and Riverside has caused more traffic time. For instance, to get from Ontario (15 fwy area) to Moreno valley, it used to take 45 minutes to get home. Now it takes 2 hours for the same drive. For Moreno Valley, so many warehouses have gone up which causes more traffic congestion with 60% more big rigs on the roads and fwys, and those heavy trucks damage our roads and fwys. Because the 60 fwy in Riverside is so bad, I and most people take some streets. Now to drive 17 miles for Moreno to Riverside, it is a 45-60 minutes drive. And it's not just big rigs, Moreno Valley has exploded with new homes and apartments. Our streets our congested. Furthermore, truckers don't care about the rules of the road. They drive in any fwy lane they want. Lastly, sales taxes have increased for the city of Riverside to improve the city streets. I've seen no improvement since the sales taxes have increased. So where is the extra sales tax going?</p>
Feedback Form	<p>Please seek alternative solutions other than highway expansion in order to mitigate traffic congestion. Studies have shown time and time again that it does not work due to induced demand. Please consider expanding transit networks and implementing protected bike lanes to reduce the amount of personal vehicles on the road.</p> <p>Citizens of Riverside county deserve the freedom to choose from different modes of transportation for a trip, whether it be walking, cycling, using transit, or even driving a car.</p> <p>I occasionally ride my bike to get around. I primarily drive but if the paths were protected, I would use my bike much more often.</p>
Feedback Form	<p>Ensuring the monies, if approved by voter to stay in the designated area of the Traffic Relief Plan and not diverted to different areas of the county.</p>
Feedback Form	<p>Que en verdad se Hagan arreglos a los caminos y calles. no arreglos por encima tapando y no arreglando bien las calles.</p>

Feedback Form	Las Carreteras especialmente las que comprenden en área desde Riverside pasando por Moreno Valley,Perris,están totalmente deterioradas debido al incremento de el paso de camiones pesados en el área. Debido principalmente al aumento de logística en el area,y a la continua lluvia que se incrementó este año,,Pd:mi vehículo y muchos otros se han deteriorado de suspensión rines y llantas
Feedback Form	Gilman Springs Road needs lanes added. This road/highway has an extreme amount of daily traffic and congestion is extreme.
Feedback Form	Anything to help relieve the traffic in 60/215 interchanges both ways
Feedback Form	Stop building warehouses so the truck traffic stops increasing. Create and ENFORCE truck traffic routes through town so they don clog up the surface streets
Feedback Form	Sinceramente nesecitamos mas carreteras y transporte público para poder desahogar mas las carreteras Con vías accesibles a mas lugares Así los locales podríamos usar mas transporte publico
Feedback Form	Moreno Valley population growing so much and causing so many potholes and bad roads to and from Moreno Valley. Moreno Valley can fix their road but Riverside can not. For instance, on Day street, the east side of Day street has a smooth road, while the west side of Day streets in full of potholes and looks poorly maintained. Lastly, the 60 and 215 fwy are packed with big rigs hauling cargo. Cause major grid locks.
Feedback Form	Necesitamos más carriles de bicicletaen en las calles de moreno valley, y más señales
Feedback Form	I was looking for the RTA. 18 that goes Down. cottonwood Avenue.
Feedback Form	The more fluent and constant bus transportation for the needy citizens and/or emergencies, the least traffic on the freeways. If people could wait 5-10 minutes in a bus stop to ride to work instead of waiting 30- 60 minutes it would be less stressful for them and their own schedule so they can achieve more of their personal business to do on the same day!
Feedback Form	address congestion by adding lanes to freeways so that trailers/semi-trucks are restricted to specific lanes . Currently I see them in every lane except the commuter adding
Feedback Form	There are many students that use public tranporation including k-12. Please make it possible to bring back youth riding for free.
Feedback Form	Dedicated lanes or express lanes along freeway medians for transit bus services would make the service reliable in terms of travel times. Local transit buses or ride share vans / cars could take people from their homes to the freeway bus stations and viceversa. Since the region to cover is large, perhaps independent contractors similar to Uber and Lyft could do the job of taking people to the nearest freeway bus station.
Feedback Form	Please get this approved! I would love an extra lane on the 60 as well as all the other improvements mentioned!
Feedback Form	Most of traffic lights in moreno valley are not calibrated. It seems that thay are always green for the street with no cars and red where the cars are waiting. Example 4 way intersection, 3 street are waiting for more of 30 sec for a green while the street with no cars has that geen
Feedback Form	No new taxes. This voter doesn't support a new sales tax

Feedback Form	<p>For forty plus years I have been commuting between Moreno Valley and Loma Linda, between faculty obligations at Loma Linda Uni. and private practice in MoVal. It used to take 25 minutes to make the commute; now between 6:45AM to 8:30AM or 3:45PM to 6:3, it can easily be more than an hour and it's the same time factor either via Reche Canyon or San Timateo Cyn Road(much worse if there's a train blocking the roadway). I am aware that there is some resistance from some elements in the Redlands community, however in the interests of the greater good, widening the San Tim. Canyon route would be the most economical and physically feasible, plus rather than putting a increased traffic strain at the 60/215 interchange, it would be better to "back load" MoVal to the east(particularly as a large amount of the San Tim. Traffic relates to medical staffers heading to and from the regional medical center). Currently there are few residential properties that might be affected by imminent domain issues as compared to Reche Cyn and the terrain is more amiable to a widening process. The last seven years, in particular, has seen a dramatic increase in the amount of traffic and delays transmitting these local routes; however still a bit less than taking the freeway options.</p>
Feedback Form	<p>Paying fees to try to get home sooner because of congested freeways is an insult to every homeowner & person that pays their taxes. You must find a way to relieve the congested freeways without charging the residents. a Add more lanes. I commute and it takes more than 2.5 hours to get home- using the Fastrakcommuters need help!</p>
Feedback Form	<p>I believe the highway solutions are a temporary band-aid to an ever growing population to riverside in the next 10 years. Adding lanes is not enough. Look at San Diego and Orange County as examples of smart solutions. If the lanes are going to increase on the 60 and 215, there needs to be ways to also increase flow through the pass where both freeways merge. The 15 freeway in San Diego has a great tool in which lanes are increased during certain hours of the day. I believe that type of invitation needs to be applied to the 215/60 area. Traffic is only going to get worse with new warehouses and new construction throughout Moreno Valley. Adding one extra lane is short sided and not enough. Please consider getting advice from neighboring counties that have taken innovated steps to improve highway solutions.</p>
Feedback Form	<p>I commute from Moreno Valley to Upland, On a good day it averages 1.5 hours to get home for what is supposed to be a 30 min drive. The traffic on the 60 is out of control going in and out of Moreno Valley. Something needs to be done ASAP</p>
Feedback Form	<p>Our rads and transportation are just terrible and i wish we had a way to get From Moreno Valley to Commerce , Montebello, Los Angeles.</p>
Feedback Form	<p>Big truck traffic seems to have increased. Is there a way to minimize their time on the freeways?</p>
Feedback Form	<p>Stop planning for yesterday's problems. That 5 years from now you will build. Build for the future to reduce issues</p>
Feedback Form	<p>Even a marginal increase in enforcement of established laws for vehicle registration, vehicle insurance, and driver's licenses will eliminate most traffic density issues. At the same time, increase public subsidies of buses by less than 1% and make them free, at least during rush hour.</p>
Feedback Form	<p>On I-15 northbound (and southbound) in Temecula separate the through traffic from the traffic exiting or entering the freeway as the weaving causes most of the chaos there. A physical separation or barrier would help to do that.</p>

Feedback Form	<p>Definitely support rail service into Hemet and San Jacinto. Zero emission busses destroy the environment by the environmental destruction necessary to make the batteries and to date there is no good solution for their disposal. The busses are heavier and damage the highways more. The fact is that a good transportation plan with existing busses would take cars off the road creating a more sensible and cost effective way to combat pollution and global warming. We do need to widen freeways and intersections as mentioned, but we are not using the monies collected from fuel taxes for the purposes for which they were collected or we wouldn't be in this situation.</p>
Feedback Form	<p>Developers continue to build houses, warehouses, mini malls with city and county approval without any thought to how the additional traffic will impact existing houses and businesses . Freeway on and off ramps as well have long been obsolete. Freeways can't keep up with the growth. In many areas there is not room to expand roads, businesses and houses are right next to freeways.</p>
Feedback Form	<p>Good morning, I'm a Moreno Valley, CA resident. My daughter goes to a private school in Riverside, CA. This drive is supposed to be a 25 minute drive. We actually spend an additional \$1,000 per month on office space to be close to her school so we are not driving back and forth in morning and afternoon traffic. Example: One day recently, she forgot her backpack and lunch at home. I had to drive 1hour each way to get home and then her backpack to her school. The commute in 2019 was about 35-40 minutes leaving at 7:20 am. We continually leave earlier and earlier to beat traffic, which means our daughter needs to wake up earlier and earlier. We now leave at 7:00am or risk not getting her to school by 8:15 due to traffic. The clog is the 60 -215 interchange. It's not really that interchange, it's the horrible 4-5 lanes coming together along with cross traffic and lanes leaving, making all traffic from 60 having to shift. Even in the HOV is horrible. This same interchange is now clogged almost every morning and every afternoon into evening. Once we are out of that interchange, the traffic flows. We also take the streets as well...taking streets is about 50 minutes due to all red lights. From 215 going into the 60 fwy is forever clogged no matter what time of day. Please fix....it's just really bad design.</p>

Feedback Form	<p>I would not like to see a majority of the funding and projects for this Plan go towards highway and road widening and expansion projects (highways, regional connections, environmental mitigation total 62%). Yes, our region will grow in population, but with the right multimodal planning it does not have to grow in traffic and vehicle congestion. As someone who comes from LA County, I do not want to see Riverside County repeat the same mistakes as LA County with freeway widening and sprawl, which increases pollution burden and traffic to neighborhoods. The best way to avoid this would be to adequately plan for robust improvements to public transportation and active transportation at this stage and moving forward.</p> <p>The plans for public transportation and active transportation are not fleshed out with enough detail, making me feel nervous that RCTC does not have an adequate grasp on what it should entail for transportation mode shift in the region. These things are not nice-to-haves and we should not settle for bare minimum. With regards to the public transportation plan: I support the plans for passenger rail, including increased train service frequency on Metrolink lines and expanded rail service to the Coachella Valley. I hope this new rail project is fast-tracked and costs are controlled. I do not think we need to expand parking lots at train stations--improve first/last mile connections first with bus and bike connections and see what capacity is truly needed after ridership goes up. Bus service should be expanded and frequency increased. Small-bus circulator routes in downtown areas would be preferred above micro-transit. Additionally, RCTC should work with Metrolink and rail authorities to electrify the rail lines with overhead catenary electric technology to reduce emissions and improve service. An investment in electrification with this technology (and NOT hydrogen or battery electric) will pay dividends in terms of increased ridership, faster trip times, and reliability. Work with advocates like Californians for Electric Rail and electrification efforts for CAHSR to get this done.</p> <p>With regards to the active transportation plan, greater emphasis needs to be placed on planning and construction of a network of safe bike routes throughout the county, but especially in Western Riverside County, in order to provide protected bike network infrastructure for people commuting to jobs, schools, and homes. Bikes and e-bikes are a primary mode of transportation for many people in Riverside County currently. Students and workers find it to be a convenient and cheaper way to get around versus owning a private vehicle. Counties and cities in California can reduce traffic and improve public health by investing in protected bike paths on all major arterial roads. This includes Class I and Class IV bike paths on roads. Class II and Class III bike paths are dangerous and not safe. Riverside County could be an amazing place if we had connected and protected bike paths everywhere, but especially near job centers, housing, and schools. Recreational trails are nice, but they often do not serve the critical need of connecting people with everyday destinations. Funding for active transportation should be much higher than 3% in order to make meaningful progress. It should be at least 15%. This funding could go towards updating city bicycle master plans to include Class IV bike paths or creating a county-wide plan for implementation. It should also go towards awarding funding for implementation projects, building out the plan with every street repaving, and assigning higher merit to projects that build Class I and IV bike paths.</p> <p>Thank you for soliciting feedback from the public. I hope you do take it under strong consideration to: modify the plan funding allocation to put more towards active transportation and public transportation, and to take these two modes seriously in considering the traffic relief and improved safety and mobility it would provide.</p>
Feedback Form	Free up the carpool lanes for general use except during rush hours. This is done in Moreno Valley on the 60, and midday and weekend traffic is better for it.
Feedback Form	I've lived in Moreno Valley for 61 years and as long as I remember the 60 freeway going east and west have had two lanes going in and out of Moreno Valley. Over the last 40 years traffic has increased warehouses have been built bringing in more big rigs, and we still have the same two lanes. We need to turn the carpool lane Going into Moreno Valley and out into a general purpose lane. It seems like all the freeways around Moreno Valley get more attention. It's our turn. It also seems like more cars in the carpool lanes are full of single drivers. Thanks
Feedback Form	Intersection 215 y 60 improvement is needed.
Feedback Form	Potholes, Potholes, Potholes!!! Highways and city streets! Traffic on the 60/215 freeways needs to be #1 priority. Smoothing out the fast lanes and carpool lanes on the 91 fwy #2 priority it causes damage to cars being such a rough ride on suspension and tires! Not to mention an uncomfortable ride for passengers... We need to Teach new drivers how to merge on to freeways correctly... that would help a lot of the traffic anywhere. Take away public transportation... the RTA runs all day and pollute the air with methane... almost just as bad as carbon monoxide from car exhaust!
Feedback Form	The housing keeps increasing in the Moreno Valley but nothing has been done with the freeway! The traffic is insane, coming in and out of Moreno Valley.

Feedback Form	The bottleneck needs to be fixed from Heacock St to Box Springs Rd.
Feedback Form	As a Moreno Valley resident who works in the City of Riverside, I would like to have an option to take public transit that does not require 2 hours both ways of my day. I also would like to mention this plan does not really include Moreno Valley. I do appreciate an extra lane on HWY 60, but we really need more than one extra lane, or additional roads/routes out of Moreno Valley into the Inland Empire in which commercial trucks would not be permitted. As warehouses continue to pop up in our region, there must be other alternative routes for the trucks or residents (not both) to travel.
Feedback Form	I am glad to see that 25% of the funding is allocated to public transportation. But I think we need to further increase our investment into public transportation. I would like to see more rapid transit provided as a viable option instead of driving
Feedback Form	Vote NO....im over voting for more taxes each year to make things better...only to see things getting worse. We the public are TAXED out. We can't afford gas, auto I insurance, food and utilities! YSY STOP
Feedback Form	Address the traffic flow in and out of Moreno Valley/60&215 freeways. Increase frequency rapid public transportation options around the county to reduce reliance on highways.
Feedback Form	We are not sure what can be done, but trying to get out of Moreno Valley westward is always very slow...every day, every hour.
Feedback Form	Please invest in alternative modes of transportation.
Feedback Form	Seria muy buena idea que los encargados de actualizar y cambiar las rutas por lo usen el autobus , que vivan lo que pasamos los usuarios dia a dia , que vean los resultados de sus ideas, lo frustrate que es llegar del punto A a el punto B , el que inviertan casi 2 horas de un viaje que no toma mas de 15 minutos en automovil , tal vez asi hagan los horarios mas coherentes
Feedback Form	Moreno Valley is the 2nd largest city in the county and there is limited routes to get in and out of the city.
Feedback Form	I appreciate the plans for the 215 and 60 hwy's. The warehouses that now line the 215 put additional strain on the 215 from the 60 to Harley Knox. The semis lining up on the southbound Harley Knox off ramp currently cause delays for drivers. I hope the reconstructed Harley Knox interchange is built to accommodate the length of semis so they are no longer blocking through traffic.
Feedback Form	Pedestrian safety and speeding enforcement should be the last concern.
Feedback Form	I dislike the limitation of this survey. Many improvements are needed to all growing surrounding Riverside county cities. The 60 Hwy in Moreno Valley needs widening and a Metrolink to connect MV to Coachella Valley. MV needs to add more safe bus shelters throughout the city while adding more routes and extending route hours.
Feedback Form	Something has to be done about the traffic on HWY 60 through Moreno Valley. Huge amount of truck traffic and semis out of the lanes they should use cause the 60/215 to be backed up no matter the day.
Feedback Form	We need more focus on our freeways and the increasing traffic and congestion. We need better roads that are not easily destroyed by all the truck traffic. If we continue to build the warehouses we have to have better roads that don't fall past
Feedback Form	Congestion at the 60/215 junction is unbearable The roads condition on the 215 south of the 60 between MoVal and Menifee is REALLY bad! It tears up my car tires having to drive on it. Gilman Springs rd is dangerous. Too many accidents. How can we make that stretch safer?
Feedback Form	I have seen a big increase in warehouse/distribution centers in the Moreno Valley/Riverside area which has increased the big rig traffic. It's a nightmare everyday because of these trucks. Also the 215N and south from Alessandro ave to D st in perris has numerous potholes that make that stretch of freeway very dangerous to drive. I personally have had to replace my windshield twice and one tire because of the current conditions.
Feedback Form	The Corona crawl is the worst stretch of highway on the 91. You have two lanes of fast track and it's \$20 every morning to ride it. This entire section of road needs to be reeengenerated. To many bottlenecks because of all the entry points and you need to build a bypass for those who can express past the 55 split from the 60.
Feedback Form	we actually need more cops writing tickets. People not obeying the law. Running red lights, not stopping at stop signs etc.
Feedback Form	More/better maintenance is needed on our existing freeways and highway connector arteries. We also need more regional connections and flow within the county. If we are going to have to share the road with this influx of semi trucks from the many distribution centers, we need better flow and capacity for them and the everyday commuter.
Feedback Form	The Plan was very well written. Great job to all who contributed. Please be mindful there are potholes along HWY 74 that were not properly leveled and are able to cause dangerous damage to vehicle tires/alignment. Please have someone fix these potholes along HWY 74 as soon as possible. Thank you so much for your dedication to safety.
Feedback Form	...

Feedback Form	Glad to see you will upgrade the I-10 at Beaumont Ave intersection as well as add express lanes. Keep up the good work.
Feedback Form	Highway congestion reduces quality of life for residents. We need a better way to reduce vehicles on the road. A push for public transit (train) that connects our community to LA and SD will reduce the number of vehicles on the road. We also need to have more protected bike lanes and dedicated uninterrupted bike paths for our active residents. E-bikes will be a big factor in reducing traffic in our local streets and also increase local outlook because seeing more bikes on the road rather than cars creates a more active and more involved community. Some of our bike lanes are not protected and are not safe to bike on considering the speed of traffic such as Clinton Keith.
Feedback Form	Connecting the toll lanes from Corona to Escondido should be on the discussion. The traffic from Murrieta into Riverside is bad. The traffic from San Diego both heading south in the AM and coming north in the evening are both terrible.
Feedback Form	Traffic worsens when lanes consolidate. The 60 to 15 interchange is an issue but I don't see that in the plan. The extension of express lanes at Cajalco is good.
Feedback Form	There needs to be a seperation of funds in Western Riverside county. There should be north west Riverside county and a south west riverside division of funds.
Feedback Form	No! Do not submit a ballot sales tax increase! Hello ! You live with in your means. Dont take more money from the people !
Feedback Form	I think that while freeway congestion is essential to address, with more rail options we would be thinking ahead and providing infrastructure so people can change their habits once infrastructure is available. Also, quality of life comes with activity and safe ways to do are critical and show that health and wellness are valued by our community.
Feedback Form	Proposed passenger-rail expansion throughout Western Riverside County (Banning, Beaumont/Hemet, San Jacinto) is appreciated, but added rail lines extending into the I-15 Corridor areas (Corona, Lake Elsinore, Murrieta, Temecula, Wildomar) is imperative. Additionally, more bus transit options (and scheduled hours/routes) connecting the aforementioned areas to existing rail infrastructure is needed.
Feedback Form	Please finish building out all the extra lanes on the I-15. They were designed to be built out and it's long overdue as more and more houses are built between Temecula and Ontario.
Feedback Form	We need railway commuter service connecting Southwest Riverside County (Murrieta/Temecula) to the rest of the rail system to get to Riverside and Corona. We also need to get rid of express lanes or at least allow carpools to use the express lanes for free (like they do in San Diego County).
Feedback Form	Please prioritize traffic relief along I-15 between Temecula and Corona
Feedback Form	There are improvements being made to the northbound portion of 15 from 79 to 215, which may or may not be effective. There is no plan to fix the southbound side from 215 to 79s, which is just a big of a problem in the morning.
Feedback Form	The 15 freeway is the worst. It's become horrible, both ways. The 91 has always been bad, even after they "improved" it
Feedback Form	Regional connections are important too.
Feedback Form	So many new houses have been built that really change the traffic load on surface streets, entrance and exit ramps as well as the freeways themselves. People also are not considerate drivers and feel the left lane is theirs to cruise in. Also, passing on the right-hand side is so common and dangerous. In many states it is illegal!
Feedback Form	There are almost 250,000 people in just the Temecula/Murrieta area at risk because of the daily congestion on I-15 through Temecula, and more importantly for large-scale escape to the south and west in the event of a disaster. Whether it be earthquake, water-system poisoning, fires, or any other type of issue, WE ARE TRAPPED without adequate or reasonable ways to move the daily or emergency volume of souls through the area. HELP!
Feedback Form	We need more public transit and rail options in the inland empire. Bring a new rail system to change the way residents live here. All the lakes in the area can be clean and publicly accessible one day. Imagine that and all other public attractions easily accessible by transit for all of the IE.

Feedback Form	<p>Currently I see the two biggest issues facing the county are affordable housing and transportation. We need to prioritize rezoning to allow for more dense housing with additional investments in public transportation. We know that adding lanes wont help and building more houses just leads to more cars on the road and cycle continues. Riverside has an opportunity to start investing in robust public transportation, rail not busses. We need ways to move our people around efficiently and the highways aren't cutting it. I am incredibly passionate about this subject and I know the planners and engineers generally are too. Even CalTrans is starting to change its tone in regards to freeway expansions. Insanity is repeating the same thing over and over and expecting a different result. Its time for progress here in Riverside.</p>
Feedback Form	<p>Thanks for asking us these questions. But.....You folks need to ditch the moniker "Safe Streets and Roads." Prop 47 was the "Safe neighborhoods and Schools Act" and it's been just the opposite - the word "Safe" has been bastardized and politicized.</p> <p>Money going into "Safe Streets and Roads" doesn't always go to those objectives and winds up as bike lanes (the fraction of people who ride bikes to work is so small that it can't even be counted!) we don't need, or hiking paths nobody will use. We don't need "Road Diets" like we are seeing in Los Angeles. Let's add general purpose lanes (not toll lanes) to the freeways and highways, improve the intersections and time the lights to improve traffic flow. Anything we can do to make it easier for handicapped people to negotiate intersections would also be a good way to invest.</p> <p>The vast majority of people won't use public transportation unless forced to do so as it is not perceived as safe.</p> <p>What I'd really like to see is a line item accounting (in understandable language) of where the money goes, published in a media where we can all access it.</p>
Feedback Form	<p>With all the influx of apartments and housing developments in the area, I see a very big problem with infrastructure, water, electricity, gas. Grocery stores. I think there needs to be a more term on building until the whole infrastructure is safe, secure, and withhold all the people that will be moving into the county. It's going to tax or infrastructure real heavily. We don't have enough highways in the area to hold all the population. We don't have enough freeways.</p>
Feedback Form	<p>I worked and commuted to and from Riverside from Murrieta from 2016-2018. RTA Bus 208 was really helpful. However it was discontinued sometime ago. There is also a lack of local public transportation within Murrieta. The arterial streets are limited by the lack of bicycle lanes/paths for our children to commute to and from school. I hope that this TRP addresses the commuters needs and also the local community to keep the cities to move forward. Thank you.</p>
Feedback Form	<p>Insufficient efforts on expanding highway systems to connect to other counties in timely manner.</p>
Feedback Form	<p>Commuting to/from San Diego and Orange County from the Temecula Valley is horrible on our existing freeways. The bottle neck at the NB 15/215 split is a nightmare anytime after 2pm backing all the way to Fallbrook. There needs to be a road through the the mountains between Temecula and OC that takes congestion off the 91.</p>

Feedback Form	Please add a plan for HOV/Carpool lanes from Rainbow through Temecula to Murrieta. North and southbound lanes. Make them a toll if you have to. People would pay to get through that traffic. It takes my husband almost 2 hours every evening to get home from Escondido. In the morning it's about an hour and a half. It's brutal. We love living here but the cost of time and exhaustion is really difficult.
Feedback Form	We need to make I 15 wider, 215 has way too many potholes. Can't go even speed limit on sedan. And faster construction. The construction by fallbrook takes too long and the end was rescheduled like twice
Feedback Form	High-speed rail between LA and San Diego would cut traffic on the highways the most. Please consider this as a long term project.
Feedback Form	<p>Since moving to Temecula in 1992, (ranch & sheep area) I'm feeling Stuck here now due to the Traffic on the 15 & 215. In my eyes, with all the constant building of new. WIDEN the Freeway or put a Rail system from S Riverside to San Diego. My Heart Hurts for the Commuters. I was one of them!. Do it soon & make it a 24/7 Project. We need space. It's so bad on a car to idol up the hill home. (3 hours)</p> <p>If you need any Help making this happen. Please contact me. I'm a Retired Circuit Design Engineer...</p> <p>We can't even think of going to the Beach unless you want to add 3 hours there & 3 hours home. Every Day not just during the week days.</p> <p>Also make the Temecula & Murrieta Population Signs Correct with the Population. Those are from 12 to 13 years ago.</p> <p>Thank you Kindly</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	Work with Orange County to build connect multi lane connector between the 5 and the 15 to replace or supplement Ortega Highway.
Feedback Form	I'd really like to see another lane added to the 15 south by Cajalco road. There's so much traffic because we lose two lanes (fast track ending and merging). There's also traffic on the 15 north by Temescal Canyon in the mornings and it's really frustrating. There have been multiple accidents in that section of freeway too. Thank you for asking for our opinions.
Feedback Form	The cost of toll lanes is overwhelming to most of the people who can't afford to live where they work. Lower the cost or else make more car pool lanes that are free.

Feedback Form	<p>So glad that a plan is in place, much of what you detail was already in the works. Where are the solutions??</p> <p>1-the same historical issue remains - employees commuting to Orange, San Diego and LA counties for work. Its a fact but no one deals with it. Need a freeway through Elsinore to Org Co. Need more Fastrac lanes. Need truck traffic off commuter hours.</p> <p>2- the increases in housing being built in Menifee, Murrieta and Temecula have already increased traffic on already jammed 15 and 215. More and more are being built. Adding one lane is not going to do it. It's becoming a nightmare. In my 55+ community everyone is talking about leaving Murrieta due to ridiculous utility increases, high taxes, impacted healthcare so it takes months to see a doctor, crowds, traffic, etc.</p> <p>3- truck traffic in the Inland Empire is horrendous. Truck traffic needs to be managed. Moreno Valley 60 is awful. 215 is awful. With all the warehouses being built it will only get worse. Stop building transfer warehouses without managing the truck traffic.</p> <p>4- public transportation needs to include train from Corona to San Diego Balboa Park, Mission Bay, University at La Jolla</p> <p>These are just to name a few.</p>
Feedback Form	<p>Jefferson/magnolia should have a stop light put in! There is way too much traffic there for a stop sign. It should also have a crossing guard for school time. We have seen many people almost get hit there. Murrieta has a huge problem with red light runners. We should have red light cameras the city has become a crazy, scary, reckless, nuisance with people, not obeying traffic laws.</p>
Feedback Form	<p>I like what you are doing with the Winchester/215/15 improvement. I think what would really help also is having a bypass put in between the border patrol station south of Temecula to the 215/15 interchange. That way those who are just passing through don't need to worry about on/off traffic. There's plenty of room in between the north/south bound lanes to put the bypass in. Also for trails. One would be perfect along Murrieta creek that is like 13 miles long from wildomar to south Temecula. Thank you for your time with this feedback.</p>
Feedback Form	<p>Interstate 15 should be widened to 4 lanes both Northbound and Southbound from Corona to the San Diego county line. There should also be an interchange where Nutmeg crosses Interstate 15. Commuter train service should exist along the Interstate 15 Corridor.</p>
Feedback Form	<p>Please connect a carpool/fast track lane along the 15 freeway from the 91 freeway to the Carpool/ Fast Track lanes in San Diego. Theirs is adjustable to allow for changes in traffic and moves traffic nicely. This will be of a huge help and allow both carpool and fast track customers to use the lanes.</p>
Feedback Form	<p>It would be helpful to have more off road or separated bike lanes like the Santa Gertrudis bike trail. It would be nice to be able to bike between Murrieta and Temecula without having to ride along Jefferson, perhaps along Murrieta Creek that ties into the Santa Gertrudis bike trail.</p>

Feedback Form	Please have someone come in and recalibrate the timing of all intersection lights. The timing of all the major intersections are off. They do not match the speed limits, and cause many to run red lights. This endangers pedestrians and other motorists. It also causes a 15 min drive home take 35mins. With the growing community the timing of the lights need to be re-evaluated.
Feedback Form	We really need a new lane from 79 south to the split. The traffic and pollution caused by the back up is horrendous. There's enough room in the median to add a lane. It would be super cost-effective and relieve a lot of greenhouse gases from traffic jams.
Feedback Form	We need sidewalks on Murrieta Hot Springs and Winchester near the French Valley airport. We need a carpool lane and an extra lane from here to San Diego (15 South). On Winchester rd going towards the 15 freeway, the lanes need to be fixed!
Feedback Form	Murrieta Hot Springs needs relief. The traffic is awful and about to get worse
Feedback Form	I support all of the highway improvements especially the new interchanges and additional regular lanes. These should be our first priority.
Feedback Form	Start and complete the I-215 North Project. Add carpool lane and re-stripe to add one additional travel lane. No Fast pass lanes. The exit drop lanes add more congestion from drivers cutting in at the last moment. Also, re-stripe the I-215 NB to 60 freeway underpass to accommodate a carpool lane and 1 additional lane if possible, major congestion there, its the choke point. Start and complete the I-15 South Project. Add carpool lane and re-strip to add one additional travel lane. No Fast Pass lanes. The exit drop lane at Cajalco exit on SB I-15 is a <u>maior choke point</u> .
Feedback Form	Please add rail options in Temecula/Murrieta. A train connecting LA to Temecula, and Temecula to SD, like along I-15 or something, would be incredible and save so much time. I would gladly pay my tax dollars toward that. Also a better or at least a safer connection between Murrieta to Beaumont would be great. San Gorgonio Pass, using the 79, is useful but the roads in Hemet and Beaumont are really dangerous. The traffic can be really bad on the 79 in those areas. So a lot of drivers take the side streets, like Warren road and Ramona expressway in Hemet. Those two roads are super dangerous, potholes are everywhere, roads are cracked, in the rain the roads get really flooded making the potholes more dangerous, and traffic suddenly coming to random stops. Thanks for listening to my opinion. Really hope to see some major improvements to our infrastructure and traffic problems.
Feedback Form	Need to fix Temecula traffic nightmare. More lanes and extend French valley exit to date so Winchester isn't so bad.

Feedback Form	<p>215 freeway from Van Buren south down to exit 74 to Hemet and possibly a bit further, the freeway in both directions is badly chewed up and in desperate need of repaving, has minor potholes and bad uneven areas</p> <p>Flooding on local streets is getting worse from parts of Hemet, Murrieta and Temecula.</p> <p>Overall congestion is worsening on 91, 215 and 15. Commute times are getting worse.</p>
Feedback Form	<ol style="list-style-type: none"> 1. Improve traffic flow on West bound Clinton Keith Rd from Murrieta through Menifee to the 15 Fwy interchange. Currently, lanes vary from two to one at several points causing bottlenecks and safety issues. 2. Reassess the traffic signal programming and traffic flow at the newly constructed Clinton Keith Rd - Leon Rd intersection. Traffic backup is being caused by "No Turn On Red" from Southbound Leon Rd onto Westbound Clinton Keith Rd.
Feedback Form	Pave or surface the 150ft (approx)section of Menifee Rd between Clinton Keith Rd and Los Alamos rd.
Feedback Form	Thank you for including the public in these decisions! Keep up the good work =)
Feedback Form	As a retiring Riverside to San Diego commuter, Bus rapid transit would help tremendously. Major transportation hubs thought out the major I.E cities. Carpool lanes from the lower I.E, Murrieta, Temecula, Menifee, etc. To San Diego County. I currently work for MTS in San Diego as a communications dispatcher. I'm retiring after 37 years in two months. I've watched the transportation grow with the city. Here in the I.E. the transportation has stayed the same. Park and rides could help.
Feedback Form	<p>The lack of public transit in the Temecula valley is appalling. There is no way to get to any point of interest, let alone commute to work via public transit. Which causes further traffic issues (i.e. freeway congestion)</p> <p>The freeway decisions seem to make little sense in terms of merging from onramps to the freeway. (see Winchester to the 15)</p> <p>Lastly I believe a lot of the woes caused by local traffic could have been improved with smarter decisions or via using a roundabout. (See Clinton Keith / Leon intersection. An improvement was just done that has massively slowed down traffic: Leon southbound can not turn on red when seemingly it would be a huge improvement to traffic flow of the Clinton Keith eastbound just was not allowed to do a u turn).</p>
Feedback Form	Hwy 15 north/south congestion in the morning and afternoon commutes is huge issue. It should not take 2 hours to drive from Escondido to Murrieta during commute hours.

Feedback Form	<p>The plan doesn't do a lot to solve the biggest headache in Western Riverside county - namely the fact that NB 15 turns into a parking lot after 2:30 in the afternoon. The highway construction will help. But we know that over 100,000 people drive into San Diego county every day. As we've seen numerous times all over the country, adding highway lanes doesn't solve the problem. Since most of this problem exists in San Diego county, and would require coordination with the state.</p> <p>There are two ways to reduce traffic: provide low cost remote office facilities in Temecula & Murrieta so that people can commute to a local office instead of into San Diego, use the median to put in a train system. Admittedly, this option is going to be expensive, and will require the state, but could be done as part of the High Speed Rail program</p>
Feedback Form	I like it
Feedback Form	<p>Hello, I currently live in the city of menifee. To get anywhere, I have to take Briggs road going north towards Scott road and the road is failing to be safe. Anytime winds or rain come through, potholes are forming and just get more worse by the day. What's even worse if the trees along it that are uprooting the road, causing heavy bumps to form. I have complained about the condition of the road and yet the county is slacking about it. Residents are fed up, and I'm getting tired of having to fix my vehicles due to the horrible conditions. The times I have to veer over risking my safety is very concerning and IF the road is bulldozed and done correctly along with abatement of any uprooting trees, the road would be much safer. Please take the time to read this and consider.</p>
Feedback Form	Easing the flow of work traffic, as well as weekend travel, is the biggest issue that needs to be dealt with. It takes forever to get anywhere now due to the growing number of people living here. Our current infrastructure was not built to withstand this growth in population.
Feedback Form	Add additional North Bound and South Bound lanes on the I-215 corridor between Murrieta Hot Springs exit to Cactus Exit.
Feedback Form	Add additional lanes for Northbound and Southbound lanes on I-215 between Murrieta Hot Springs and Cactus Ave. Please no drop lanes, make it a full 4 lanes the whole way.
Feedback Form	Add additional lanes Northbound and Southbound on I-215 between Murrieta Hot Springs Exit and Cactus Ave. No drop down lanes, make it a full 4 lanes each direction.
Feedback Form	Plans all sound great and desperately needed. I am wondering if it would be possible to put cameras on streets that are notorious for speeders and accidents. My reasoning is that I live near Whitewood Rd in Murrieta (Riverside County) and since that road was completed there have been several fatal accidents. The speed limit is 45 MPH and yet people drive like it's a freeway. There is a high school and elementary school off of Whitewood and I fear for the children. Thank you for giving us a chance to have input.

Feedback Form	<p>I appreciate the work being done, however, I am not a fan of raising the sales tax but I understand if there is no other way it may need to be done. The freeway and street congestion should be addressed as a priority. I believe most people are commuting outside of the area so I don't think much money needs to be put on expanding bus service. I think the responsible thing to do is to work with the planning people to stop focusing on growth with all these houses and now apartments before building the infrastructure to support it. Once you try to build it when the need is urgent it seems the price just goes up and you need more before you even get caught up with what you needed in the first place.</p> <p>I thought I saw something about tolls but don't remember that being talked about. But I am against all tolls. We triple pay for everything as it is, so no more tolls, if tax</p>
Feedback Form	<p>Although I drive, I avoid the freeway as much as possible. When there is new construction, I find it confusing. I need to go to Rancho Bernardo for healthcare and live in Murrieta. I had hoped I could pick up transit here and go directly to that area. I was unable because Riverside doesn't go into San Diego. I wish there were better connections so that I could get to for example Scripps in La Jolla or Rancho Bernardo. For me, it's having things communicated more simply so the entire process is easier to understand and that there are many more options of how a person can get from point A to point B. I don't mind driving if I didn't feel like I had to drive 100mph so I didn't get pushed off the road. I truly believe there should be a slow lane for older people and those who just aren't in a hurry. We have as much right to travel safely to our destination. Folks are living longer. Perhaps a rail system with connections from here to San Diego would be nice. But not having to drive into Oceanside to ride the rails. This probably isn't helpful. My</p>
Feedback Form	<p>We need more public transportation such as a train system not toll roads. Trains will get people to their destinations not toll roads which has cause more traffic</p>
Feedback Form	<p>Driver acceptance of speeds, rules-of-the-road, road conditions, road signs and safety, their vehicle condition, and the absence of law enforcement on the highways is a major concern. Number of vehicles missing headlamps, bumpers, fenders, mirrors, taillights, is a safety concern. Pickup trucks exceeding safe speeds and driving aggressively!</p>
Feedback Form	<p>I would like to see the transportation of the bus 217 be Reinstated. I would take the bus from downtown to Escondido. And then take the 217 to the Promenade mall in Murrieta.</p> <p>It would be nice to add a rail from san diego or from escondido Murrieta.</p> <p>And the traffic on the 215 is horrendous. They need to do something about it to alleviate it.. I could say more, These are the few importants. Thanks that. I needed to say.</p>
Feedback Form	<p>I would like to see a lane specific for motorcycles only to eliminate lane splitting.</p> <p>Too many people who drive autos and trucks are extremely inconsiderate not allowing room for motorcycles to pass. This creates an extremely dangerous situation.</p> <p>I would also like to see drivers in tge fast lane going too slow be ticketed.</p>
Feedback Form	<p>Along with the current project at 2:15 15 split in Temecula, the best bang for resources is to add a lane from San Diego County line to the split. There's enough room in the divider some bridges need to be widened, but the amount of greenhouse gases, from this unnecessary traffic, every single day is astounding</p> <p>Not to mention, lost production and quality family time</p>
Feedback Form	<p>The 215 between menifee and 60 is in Need of serious road repaired. There are chunks out of my tires because the they is so bad. Chips are all over my windshield from loose asleep flippin up from the pot holes.</p>
Feedback Form	<p>I'm all for the plan as long as faster highways are free to all. Not making faster by adding a toll. All the highways are backed up too because all the construction going on. Also you have a lot of people that don't want to wait in line and cut you guys should block off lines so there no cutting and causing traffic jams and accidents. Like if its a only turning lane then add those white traffic poles so they have to turn and not block others who are trying turn or help cutting and accidents.</p>
Feedback Form	<p>It's great to add lanes on the 215 between hwy 60 and Van Buren, since the carpool lanes never got built.</p> <p>The southbound bottleneck is occurring because of the traffic getting on at Van Buren. The additional lane needs to go further down almost to Harley Knox.</p> <p>Northbound between Eucalyptus and box springs needs an additional lane on the connector.</p> <p>I experience these locations daily and they are the biggest contributors to the backups during high commute times.</p>
Feedback Form	<p>Public transport particularly metrolink should be available as a local solution to travel from Perris to Riverside and San Bernardino not just as a commuter line. The tracks are there and with the congestion on the 215/60 interchange in Eastern Riverside it would be a great alternative to passengers allowing for more freight movement. Also allow Van Buren and Ramona Expwy to be accessible to trucks not just Cajalco which is only a 2 lane road. Riverside and Perris need to live with their choice of allowing all the warehouses in the March Jpint Powers, and stop funneling all commercial traffic through roads that aren't capable of handling more freight traffic</p>

Feedback Form	Although all areas are important to be realistic on what is priority is the traffic, there has been a huge migration of LA and OC county residents to the Western Riverside area and those freeways and highways are just not keeping up. I can drive around a pothole, I can assure my own transportation, I can make my own dirt trails to travel through w/non motor transportation, trust me there is a lot of options, BUT ONE THING RESIDENTS CANT CONTROL IS THE IMMENSE TRAFFIC CONGESTION! FOCUS ON THE HIGHWAYS AND HOW NOT TO CONSTRUCT IN THE MIDDLE OF TRAFFIC. ACCOUNT FOR OT FROM THE GENERAL CONTRACTOR IN YOUR BID.
Feedback Form	215 between Perris and Blaine.
Feedback Form	The 215 and 60 merge has become quite horrible in the past few years something definitely needs to be done about that because it creates traffic for miles in every direction.
Feedback Form	Stop building these warehouses the trucks are killing our roads
Feedback Form	The north 215 connection to the 60 with all the truck traffic needs its own truck lane so they aren't merging with normal car traffic.
Feedback Form	Pot holes everywhere on Romona Expressway between bridge st and Sanderson Traffic Congestion on 215 freeway between Nuevo Road and the 60 freeway also traffic congestion on the 60 freeway between Day Street and Main Street
Feedback Form	The ridiculous amount of warehouses being built out here has impacted the highways/roads more than anything. The highways need to have capacity increased and need to be maintained. The 215 freeway from Nuevo Rd to the 60 is in deplorable condition due to potholes. FIX IT
Feedback Form	Traffic congestion and maintaining of the roads are a big issue in the Riverside County areas.
Feedback Form	Traffic congestion from Nuevo Rd to the 60 to 91/215. Too many semi trucks that are destroying the roads and freeways. The pot holes on the freeway and along with the ones on Ramona Expressway to Sanderson make driving even more dangerous.
Feedback Form	My husband used to drive to OC every day. He now drives to Fontana. It takes him longer, sometimes up to 3 hours, to get home from Fontana. Ridiculous. The 215 between MoVal and Perria might as well be dirt. It's filled with holes and overlay of asphalt. It's destroying our cars. Do better.
Feedback Form	Road qualities are horrific. This is not unknown. Also we need enforcement of existing laws that lead to safer roads. These 2 go hand in hand.
Feedback Form	We need to fix our congested freeways. We sit to long in traffic. Potholes are everywhere!
Feedback Form	Please keep trucks in their designated lane. Yesterday I followed an 18 wheeler eastbound 60 between 15 freeway and 215 freeway in the carpool lane. He created his own traffic jam. So many times all the lanes have trucks all the way across all lanes and cars cannot get by. It really causes issues OR limit trucking to the hours of 7pm to 7 am allowing all lanes to be used.
Feedback Form	Good info. Graphics and pictures help a lot.

Feedback Form	<p>For years, we have been told over and over that the latest gas tax would repair our roads and not much has happened. And now you want to raise revenue to " fix our roads" again. Where did and does all the gas tax money go??? I seen new signs all over the place and the Riverside County Dept of Transportation scrapes and grades the sides of the roads out in Western Riverside County to the point, they are usually in better condition than the roads. Unfortunately, the roads themselves are still a mess. Mockingbird Canyon, El Sobrante and Lake Mathews Drive as well as Van Buren- a main thoroughfare. (There's a huge hump on Lake Mathews where the road crew "fixed " the road that washed out and it's horrible. But I guess it was more important to put 3 speed signs in less than a mile and a half on Harley John/Washington and 4 on Markham in less than a mile. What a waste of our money!! And so many directional arrows but missed the one in the curves on Gavilan, South of Multiview, where there's been so many accidents. This plan also does not address the nightmare of the 215/60 interchange at all but I assume maybe that's CalTrans?</p> <p>What I'm saying is that before all the new work on offramps, it would be nice if driving our roads would be a smooth ride instead of Rough Road ahead.</p> <p>Thank you for listening.</p>
Feedback Form	<p>As more and more homes are being constructed, it is clear the area badly needs more regional connections. The one that would solve the most problems the fastest is the proposed Elsinore-Ethanac Expressway. Most of the traffic congestion right now is due in large part because everyone has to go around certain areas.</p>
Feedback Form	<p>Would like to see the carpool line added to junction fwy 215 and 15 all the way to fwy 76.</p>
Feedback Form	<p>Potholes all over 215 freeway and Perris</p>
Feedback Form	<p>For the last 16 years there's certain areas in Mead Valley that have major flooding. The county of riverside has done absolutely nothing to fix. Yet our property taxes have gone up. Our safty and our vehicles take the fall for cal trans improper use of funds. Clark st, cajalco, nandina all have sink hole that create ponds. Who hold these jurisdictions accountable. Yet the count allowed a gas station to be built on the corner of brown and cajalco on are where there was a natural flow of water. The area was alter and the ground for the gas station to be constructed this only caused major flooding to the streets and home in the area.</p>
Feedback Form	<p>There is no fixing any of our traffic problems until our county leaders wake up and see how allowing overpopulation is destroying our rights towards quality of life. I laughed at most of your ridiculous plans that will only provide a short-term band aid, if that. I feel sorry for the employees of your transportation dept. even they know there's no way of improving congestion nor keeping up with maintenance. How do you think RCTC will maintain the added lanes when you can't even come close to maintaining the mess our roads have been allowed to become. A cousin from Texas came and said they were shocked how bad our roads have gotten and how unfortunate this once beautiful area they remember has been destroyed with congested everything, including ugly, nonstop warehouses and big rigs, I could only agree. Has anyone done a factual study on the number of big rigs each individual warehouse places on our roads and freeways? Now everywhere we go depends on what time it is, this is ridiculous and destroys any thought of going anywhere. Please work closer with the planning dept that encourages massive high-density housing and warehouses.</p>

Feedback Form	<p>With all the warehouses being build in Mo Val and Perris it's a disaster. All of these big companies should be responsible for our freeways and roads. Maybe a bridge for the big rigs to use. This is causing tire damage and crack windshields. Traffic is so bad, what use to take a 25 minute drive to Riverside is now taking over an hour. Please take in consideration all of the public concerns and safety. Thank you for your time.</p>
Feedback Form	Thank you for keeping the roads nice for us.
Feedback Form	I have driven roads in just about every city within the county since 1993 and i am extremely familiar with the condition and maintenance of each and every road.
Feedback Form	
Feedback Form	Some areas in Riverside county, you can't even get to work if you don't have your own transportation.It is impossible to take public transportation there is none. No way for kids to get to school, if parents have to go to work. I'm not even going to mention pool seniors. there is absolutely nothing for them period
Feedback Form	I support this plan to better our community and the roads we travel.
Feedback Form	Future plans look very good.
Feedback Form	I live on Theda Street which intersects with Ethanac Rd. I having been waiting to hear about the funding for the Elsinore Ethanac Expressway. Ethanac is a dirt road. There are big rig companies actively driving semis up and down this road. Another semi place is going up just across Theda from my house. I wish this project would get off the "to do" and get done. Very unsafe road.
Feedback Form	We really need the Ethanac to elsenior connector Ethanac expressway to 15frw
Feedback Form	<p>I am glad something is going to be done about Harley John as new business has come into the area the offramp has been overflowing with trucks that make it impossible to turn right when you are exiting from the southern bound side. The offramp is frequently backed up into the freeway. It is very frustrating as this is how I get home</p> <p>Also Inhave noticed thaat every time the freeways get backed up there is almost always an interchange involved. There need to be more lanes to make the transition smoother. This is true everywhere, not just in Riverside but Inhope it is addressed and fixed</p>
Feedback Form	Stop encouraging big rigs to use roadways not intended to handle them and catering to this businesses instead of residents. It's dangerous and outrageous!
Feedback Form	Need turn signal on Alexander St and cajalco and no semi trucks turn on same road due to small st ... require permits for local delivery and nomore parking for semi trucks

Feedback Form	La autopista 215 entre la eucalipto y la salida nuevo, está en muy malas condiciones, el deterioro que tiene la capa alfaltica está en pésimas condiciones, generando un deterioro en suspensión, llantas y otras cosas en el auto, en tiempo de lluvias, se vuelve más peligrosa, y las grietas generan más accidentes. Es urgente que el condado mire esta problemática que hay en esta autopista que comunica con el sur del estado.
Feedback Form	As a resident of Riverside, my entire life, 65 years, my opinion is that it has become a disaster. Politicians getting richer by constructing housing, which cannot be supported safely in our tiny space. Riverside used to be an open space full of orange groves and beautiful scenery. It's now become a place full of crime, homelessness, and people on top of people. Quit developing it! Try and preserve what is left of Riverside.
Feedback Form	I completely agree with our need to draft a traffic relief plan. The state of our road infrastructure in Riverside County is definitely in need of improvement. The amount of time it takes to travel short distances is frustrating and the safety hazards on the roads are concerning. It's clear something needs to be done to address these issues. However, I am frustrated with the thought of another potential increase in taxes to fund these improvements. There needs to be another solution, then consistently taxing the hard working constituents of Riverside County.
Feedback Form	Extending lanes on the 215 from tge 60 to van Buren is fine but south of van Buren the traffic is bad. The pot holes in the lanes don't help. With all the warehouses and logistic companies increasing the traffic tge 215 needs the same attention as given to the 15 and 91 freeways. The huge potholes in all lanes eventually cause an accident that will be blamed on cal trans letting the lanes deteriorate
Feedback Form	The 215 freeway going southbound Eucalyptus to D St needs to be repaved. Roads are rough and hard on the cars suspension.
Feedback Form	The increase in Diesel Trucks on the highways coming from the warehouses has caused much traffic congestion. I believe something should be done for easier flow of traffic and safety. How about giving truckers only lanes. Definitely need to widen freeways to much traffic now.
Feedback Form	A lot of issues are lumped under one all-encompassing title: Transportation. But where does the money go? Road projects that never get completed because the workers lounge around beyond completion dates waiting for the next fiscal year? Not all of us want to fund railway and bus service for the same reasons. But those are the same people who WILL vote FOR less-expensive road/infrastructure repair, as long as it's handled responsibly. It's like a Senate bill containing a lot of pork and pet projects. These funding requests need to be presented to the taxpayers as individual ballot measures so that we the people can decide.....
Feedback Form	
Feedback Form	Lower warehouse constructions
Feedback Form	As a frequent commuter on Highway 215 one of the primary concerns I wish to address is the deteriorating state of the roadway, particularly the prevalence of potholes along both northbound and southbound stretches. These road hazards not only pose a risk to vehicle integrity but also contribute to traffic slowdowns and safety hazards for all road users. Specifically, I have observed significant congestion between the Ramona Express and Placentia exits on southbound Highway 215 due to drivers reducing speed to navigate this hazardous section. In addition expanding the number of lanes, particularly in areas prone to bottlenecks, could help accommodate the increasing volume of traffic and mitigate traffic jams. Adding one more lane or even an HOV lane along the entirety of Highway 215, rather than limiting it to specific sections, could incentivize carpooling and optimize road capacity utilization.
Feedback Form	I biggest complaint is the 215s-60w freeway. I think a truck lane would definitely be helpful. On any given weekday the third and fourth lanes are lined with truck traffic for miles. This should definitely be addressed quickly. I truly wonder how much the County thought about the truck traffic that caused by an influx of warehouses in the County.
Feedback Form	Thank you for getting community involve in this issue. after a couple of rain seasons and multiple alteration of roads for new construction. our local streets and regional roads/connections are in need of attention and repair. this as consequence will reduce traffic congestion on the freeways. (example: if local road "cajalco" that connects perris area to corona. gets improved with multiple lines. it would reduce traffic at moreno valley 215 -60 fwy intersection)
Feedback Form	We need to fix the southbound 215 between Ramona Expressway and Placentia Ave. we can also expand the freeway between Nuevo road and Ramona Expressway. There's plenty of room to the side of the highway

Feedback Form	I truly hope you can reconsider Ramona Expressway/Cajalco. It's a major street/makeshift highway that connects from Corona to Hemet. The 215 Ramona Expressway exit is highly congested and needs major reconstruction. Cajalco from the 215 to Corona needs immediate street widening. 1 lane is not enough for all the commuter cities who utilize Ramona expressway/Cajalco everyday.
Feedback Form	Fwy 215 between Ramona Expressway and Nuevo Rd need tremendous repairs.
Feedback Form	The 215 fwy from the 215/60 interchange needs to be fixed. The lanes are full of potholes and falling apart. Something needs to be done to improve the lanes and traffic
Feedback Form	Fix and widen the 215 fwy
Feedback Form	Main issue is the 215 freeway between Van Buren and Nuevo exit. The freeway asphalt is covered in potholes which damages cars and spraying asphalt rocks from the potholes. This needs to get fixed asap. When driving through that nasty road it represents our community. This has been an issue for years and nothing has been done about it.
Feedback Form	No more Toll Roads!! We need more lanes that are safe to drive on. So many roads and fwy's that have potholes or the roads are breaking apart. We continue to get cracks on our windshields because of the damaged roads and fwy's!!!
Feedback Form	Please you need to fix 215 in Moreno Valley- Perris. My car already broke. Who and when is going to fix it?
Feedback Form	Fix the potholes on freeways and streets
Feedback Form	Too much traffic on the 215 fwy in Perris there build a lot of house and warehouse and the traffic is getting bad and on the 215 fwy passing Ramon express all the way to Nuevo looks like u off roading everyday on the freeway 🚗 with all the pothole I drive threw it everyday the traffic is bad everyday looks like Los angels traffic..
Feedback Form	In
Feedback Form	215 & 60 merge by Moreno Valley needs to be expanded as there is way too much traffic in that conjunction. Also, add lighting along the freeway and paint the highways white reflective lines. I use to live in AZ and they have lighting along freeway adding visibility.
Feedback Form	The 215 fwy really needs some attention Everything is focused on the 91 and 15 fwys. Your forgetting the other main freeway. It services a lot of commuters and commerce. Start planning better
Feedback Form	North bound 215 freeway is dangerously effed up.
Feedback Form	You need to fix our freeways . Tires getting popped and are full of big broken blacktop on freeways more on north and than on south 215 fwyalso Ramona expressway has lots of pots holes . The pot holes start a year after whatever company you use to lay down black top. Invest in better quality
Feedback Form	This plan is well thought out and articulated to the public. I like the different focus areas that speak to different community members. The pedestrians need transportation solutions, while the commuters need pothole and highway solutions—excellent multi-spoke solutions.
Feedback Form	Please finish the 79 realignment from Temecula/Beaumont. that would reduce traffic on the 215/60 freeways from Temecula through Moreno Valley and bring more industry, jobs, and taxes through the French valley, Winchester, Hemet, San Jacinto valleys to help support the increased population.

Feedback Form	I support the traffic relief plan. As a resident of San Jacinto who commutes to other areas of riverside co for work, it is important to ensure we have safe streets and roads, traffic congestion relief, and more available ways to get around the Temecula, Perris, and San Jacinto Valley
Feedback Form	Add passing lane northbound Gilman springs road between lambs canyon and Alessandro. Better drainage on Sanderson, Florida and Gilman springs drainage.
Feedback Form	Please help with congestion on 60 fwy and through Gilman. When there are accidents on gilman it's the absolute worst
Feedback Form	Time to repair, not just patch, the local residential roads.
Feedback Form	Increased options for Metro Link during the day. Currently only morning and nite.
Feedback Form	Our roads in Riverside county are in desperate need of repair. Driving around my town of San Jacinto you basically need a 4x4 because of all the potholes. Our roads are old and they need to be fixed. I popped one of my tires on my car because of the condition of our roads. With all the taxes we pay and the price of gas at the pump this is shameful where is all of our money going too???
Feedback Form	Our streets are terrible and we need more commuter assistance
Feedback Form	Please prioritize highway 79 realignment. It is long overdue.
Feedback Form	The San Jacinto Valley seems to be an area that is disconnected from all major freeways. With 4 main roads that that connect the valley to the freeways that have stoplights, it is not efficient for most residents who work outside of the valley. Something needs to be done to connect our valley to the main arteries since more homes are being build in the valley and population is drastically increasing.
Feedback Form	The roads of the city of San Jacinto has a lot of potholes, and traffic studies need to be done. Population is drastically in San Jacinto and more traffic studies need to be done. Certain streets need traffic calming and other busy streets need to be have more flow. The San Jacinto valley is transitioning from a rural to a suburb and transportation infrastructure needs to be addressed.
Feedback Form	<p>The local roads in all of riverside county are horrible. They're riddled with pot holes and they just keep filling the holes with loose asphalt and it doesn't fix anything.</p> <p>The 215 freeway from the 60 interchange and past Harley knocks are horrible. Rough roads, and continuously dodging potholes and putting ourselves at risk of injuries. I don't understand where all of our tax money goes. The state keeps taking more and more from us and we don't see anything done with the local roads and highways. The traffic is also horrific. INVEST IN OUR ROADS AND LET US SEE OUR TAX DOLLARS BEING USED PROPERLY!!</p> <p>Everyone should take a page out of Yucaipa's book. Their city council and mayor only get 500 dollars a month and everything else goes into the city. It should be a civil duty and not being paid hundreds of thousands of dollars salary to work for us!</p>

Feedback Form	Get gilmans spring rd. To a 2 lane on each way.too dangerous with just one each way.accidents delay going home.still speeding by some drivers.
Feedback Form	I also suggest getting rid of the diamond lane on the 60 fwy in Moreno valley minimally. The fwy is so congested with 2 lanes of semi trucks that it slows traffic to a stop. Diamond lanes in general do not solve the intended purpose. Instead we simply have parents driving their kids or friends going together for company to the store that they often wouldn't go to otherwise. A waste of precious space!
Feedback Form	The potholes on major San Jacinto streets are dangerous. The areas flood, making the potholes bigger. Potholes on Ramona Expressway, State St, and Esplanade need repair, to name a few. Gilman Springs road needs dividers along the full route to avoid head on collisions.
Feedback Form	As a San Jacinto resident, I am glad to hear about the Mid County Parkway project. The Hemet and San Jacinto valleys have always felt very isolated from our neighboring communities. I would love to see more robust public transportation services countywide and would welcome a shift away from car-dependant infrastructure.
Feedback Form	A lot of dangerous potholes
Feedback Form	The roads in San Jacinto and Hemet are atrocious and the safety on our public transportation needs to be improved desperately.
Feedback Form	Gilman Springs need a solution
Feedback Form	Reactivate and improve Davis Road from Lakeview through to World Logistics Center Parkway. Realign Alessandro Blvd at the crossing and install traffic light. Demolish WLC bridge over the 60 Freeway and rebuild for expected traffic.
Feedback Form	San jacinto has no sidewalks the street lights are low n outdated there's no transportation not even for handi caps
Feedback Form	Start with the roads in low socio-economic areas. Not a single major road in my city is in good condition. Our community can barely afford to survive and car repairs because of the road conditions are an additional cost that is not only not affordable but can start a chain of unfortunate events for someone.
Feedback Form	It's just going to get worse if we don't do anything about the amount of cars that will occupy our roads and freeways because of how much cheaper it is to live in Riverside County.
Feedback Form	Connecting Menifee to i-15 with a straight and fast road would greatly improve the the safety and time needed. Also connecting Lake Elsinore and surrounding area to RSM, Irvine with a straight, fast and multi lane road would contribute to improving lives of the residents in this area - currently they are effectively cut off. The poor build and upkeep of local roads in my area makes traveling quite unpleasant and bad for my car.

Feedback Form	The I-215 freeway between the 60 freeway and D Street in Perris both north and south bound needs to be repaved. It's terrible and has caused chips on my windshield multiple times and a flat tire once due to loose pavement flying around. The roadway has really broken down.
Feedback Form	Understanding that this would costly and long term project, but a BIG NEED for southwest Riv. Co. Is to add an additional freeway. There are a lot of residents that live south of Diamond Valley Lake and north of Hwy 79. There continues to be more and more homes and businesses going up in this area. There is no close freeway access to this part of county that is rapidly expanding and growing. Traffic in this area must travel long distances and through a lot of traffic just to reach freeway access. RCTC needs to work with CalTrans on the design, development, and construction of a new freeway that reaches this part of the county. It would be great too if it ran through Hemet. Those residents must travel 20 - 30 min just to reach a freeway! When you look at neighboring Orange and LA Counties, they have much more freeway access than that of Riverside County. That's my "2-cents" regarding traffic in southwest Riverside Co.
Feedback Form	Connecting rail from Perris to San Diego would close the loop on transit for inland communities. As a commuter to San Diego, I would benefit from being able to commute via train daily as well as others I know that live in the area.
Feedback Form	We need trolley service in Sun City and everywhere. Trollies go back and forth up and down the same street all day, several of them so there is no two hour wait like bus service. Make waiting areas COVERED. Put in decent benches, not metal ones sizzling in the hot sun of August.
Feedback Form	Also, bike lock ups should be in front of EVERY store, not just ONE at the far end of the strip mall from the place you need to go. Put barriers between the bike lane and traffic. Paint the bike lanes green so they can be seen.
Feedback Form	Given the increasing cost of living expenses, gasoline, and car insurance, investing in more options for affordable public transportation, including safer and barrier protected bike lanes, which will be an outlet for those who want to make it to work daily but can't afford a car and car insurance.
Feedback Form	Used RTA regularly to commute to work. The schedule has never recovered from covid. I can't take a bus early enough from Menifee to get Hemet.

Feedback Form	<p>The reliance of cars to commute to city centers, shops, parks, and schools is a major problem that is a top cause for traffic in suburban life. When top priority for local transportation is put on personal vehicles instead of busses and bicycles it creates major problems for towns which include pollution, isolated communities and traffic on roads, streets, and highways.</p> <p>I'd like to suggest you guys look into urban forms of transportation engineering that would allow our community to flourish rather than become beholden to car ridden life.</p> <p>Suggestions off the top of my head include:</p> <ul style="list-style-type: none">- Dedicated bike lanes so people are encouraged to explore and commute the town safely. Bike infrastructure also needs a lot less maintenance since they do not cause the amount of damages to roads cars do.- Dedicated bus lanes so that busses do not get stuck in public traffic. People choose to not use the bus system because it has major flaws currently. Having busses have their own lanes on major roads and highways will allow them to get to their destinations quicker and will promote people to use them more.- Advocate for the removal of parking requirements in city ordinances. Parking lots take up major space that could rather be used for commercial and residential needs. Parking lots are not efficient as most spots are not being used throughout the day.- Advocate for multiuse comercial and residential zoning. A big part of reducing car traffic is taking out the need for using cars to get to critical areas. By having critical buildings nearby all neighborhoods the need to use cars would cut. <p>I do understand that these are major and some would say radical ideas being out forth but these are design ideas that are beginning to be implemented across the country that are creating more close knit and prospures cities.</p>
Feedback Form	<p>Introducing dedicated bike lanes to roads and streets can be an easy and cheap endeavor by using cones and planters to prototype these ideas before fully investing into permanent changes.</p> <p>I hope these ideas will get a serious consider and that we can disrupt the communities failed ideas to just add more car lanes in order to reduce traffic when in reality it is just more space for more cars to fill up. Our current trajectory will just create more traffic and infrastructure problems so it would be best to maneuver away from these traditional suburban sprawl "upgrades" and instead create more urban environments for people to use and enjoy. Thank you.</p>

Feedback Form	Why is there no passenger rail to the Menifee, Lake Elsinore, Temecula, and Murrieta areas? There are a large number of commuters who travel the Los Angeles area every day. The commuter rail to go to Coachella Valley is much less warranted and should've been a much lower priority. Please look into commuter rail options for the future in the southern river areas. No one cares to have additional toll roads on the I-15, commuter rail is a much better option.
Feedback Form	Public transportation to and from Ontario airport! Bus, shuttle from Temecula stop Menifee, Moreno Valley... More RTA express routes to places
Feedback Form	Provide school bus to local students, so we have less traffic and improve the livelihood of the family.
Feedback Form	The emphasis should be on freeway congestion and poor road surfaces
Feedback Form	215 South starting from Moreno Valley to D Atreet in Perris is full of potholes and uneven pavement that can damage vehicle tire alignment and balancing
Feedback Form	* Highway traffic congestions are now more expensive for drivers due to higher fuel prices. * More big rigs are on highways due to rising logistic distribution by rising online sales * so many Warehouse facilities are located in Riverside county * many residents commute to San Diego or Orange Counties for work.
Feedback Form	Traffic is a huge problem from San Diego through Riverside. Please expand the 215 and alleviate some traffic that flows through Newport and Domnigoni always racing and accidents.
Feedback Form	Good, reliable, safe public transportation is the best solution. Developers should be required to study impact of new developments and provide offsetting funds to mitigate the impact.
Feedback Form	My road is not even paved its dirt No city or county maintains it It is a disaster. An easement is taken yet no city of Menifee or county of Riverside cleans clears maintains or improves it. Why are we all on dirt roads and have to try to get onto fast moving highways.
Feedback Form	No right turn on red lights. There are way too many off-ramps that a driver making a right turn can not clearly see traffic coming fast in the curb lane.
Feedback Form	Most folks that travel the 215 near Harley Knox and Cactus have either had a cracked windshield had to replace it or know's someone who has. Myself personally have replaced one windshield in the last year and have a brand new crack on my 2024 vehicle. I think you need to start with fixing what you have first and move to the big projects after. Also what would Caltrans decide to do highway work in this area in the middle of the day? This just happened a week ago.
Feedback Form	*
Feedback Form	It takes 3 hours by train to get from Perris to LA. This makes it 6 hours round trip, not including time to/from the station. Why are there no express trips even once a week. I would love to be one less car and take my family on the train to LA for the day, but that's impractical with the current scheduling. Why even have a Perris station with the early start and the length of travel time!?
Feedback Form	Traffic through Temecula and Menifee along the 15 and 215 freeways is dangerous and extremely slow due to poor flow
Feedback Form	It would be nice to have trains to take to San Diego or the desert from Menifee, but I think the biggest issue are the freeways and relieving the traffic.
Feedback Form	Senior Transportation is a priority. School transit programs are needed. Easy access to local transportation and education should be available. Highway traffic is unable to handle existing traffic and with more and more housing coming into local cities, RCTC should work with local cities on how to minimize traffic.
Feedback Form	Yes our roads are a disaster but I'm retired & can't afford more taxes. Make the companies with the big warehouses pay for freeway improvements. The trucks are a large part of the problem & will only get worse when all the dang warehouses are fully utilized. Local officials allowed all the warehouses in, so make those Corporations pay to be here.

Feedback Form	I did not see anything about re-paving I215. The road is crumbling on both sides of the freeway due to the increased truck traffic from all the warehouses, and the new residential construction along this corridor. The worst of the road is between Cactus Ave and Nuevo Rd. My windshield was just cracked for the third time from debris kicked up from the road. The roadway needs better paving not just a thin surface like has been done. High heat or heavy rain immediately erodes the surface.
Feedback Form	I like all the work on the highways. With the increased warehousing and trucks on the road the freeway traffic is becoming a nightmare.
Feedback Form	Road surface of 215 between Menifee and riverside needs to be fixed as soon as possible.
Feedback Form	The 215 freeway from Menifee to Moreno Valley is in desperate need of repair. Potholes and uneven pavement is dangerous especially when it rains.
Feedback Form	The north end of the 215 needs repaved and the interchange from the 215 to the 60 is horrible and you need to get ahead of it. It should have been taken care 10-15 years ago. The truck traffic is ridiculous and they keep adding more warehouses.
Feedback Form	Public transportation is lacking and hard to rely on. There should be more options between cities, like express busses from Temecula to Menifee or riverside and visa versa. Especially since menifee is the fasted growing city in Riverside county and most people need to commute outside the area. More local connections help people stay in the area with local jobs.
Feedback Form	Fix the 215 between Cactus and Ramona express way to many pot holes.
Feedback Form	I just moved to Menifee a few weeks ago from Seattle and I'm pretty shocked at the lack of public transportation here. We need buses going up and down major arteries like sun city Blvd. All these new houses being built between the shopping centers and there's no bus running up and down the street to take the kids, elderly or poor to their destinations.
Feedback Form	Traffic merging onto the interstate should have its own lane. Too many vehicles are merging to moving traffic. Causes too much congestion and even more traffic. Why are there stop light so close to the exit ramps this always causes the traffic as well

Feedback Form	<p>Hello,</p> <p>I am a concerned resident from Menifee. I am excited that Menifee has grown exponentially in the last 4 years. I am excited about the new shops and restaurants available in my city, that being said. I feel everything is at Newport Road. That road is now is ALWAYS filled with traffic, though I am excited for the new shops I am concerned about the addition of the Amphitheater and no clear use of public transportation. I have lived in San Francisco, France and San Diego what all those cities have in common is public transportation in the form of Trams. No one now adays uses busses due to the stigma associated with it that being "dirty and unsafe." So, I feel a one tram that goes back and forth from the start of the Amphitheater to the end Newport road where it becomes Domenigoni Parkway would be a great addition is lowering traffic and adding a new form of public transport. The empty lot next to Arco could be used as parking .</p> <p>Regards, A concerned resident</p>
Feedback Form	<p>I support this plan, however, there is one gaping whole. I live in Menifee, east of the 215 freeway in the Heritage Lakes community. It does not address the traffic on McCall at the 215 interchange. Development continues at a break-neck pace in the new communities of Winchester, east of Briggs Rd. All that traffic is funneling onto McCall to access the 215 freeway. This plan has nothing to resolve this ever-growing problem of congestion on McCall as these new communities try top access the freeway. Access to the freeway is becoming increasingly difficult day-by-day. Domenigoni Pkwy is already over-burdened with traffic. The proposed new freeway access in this plan is too far south to off-load the traffic from these communities. McCall needs to be widened and the freeway interchange needs a complete overhaul.</p>
Feedback Form	<p>I support the plans to invest in our transportation infrastructures. However, I'd like for public transportation to be at the top of the priorities. We lack a reliable and people friendly system that connects our region. We have to find a way to provide public transportation at an affordable rate as an option. As it is, the metro link is certainly not affordable when traveling with your whole family.</p>
Feedback Form	<p>Need congestion relief in merging from 215 to 60 in both directions and the highway roads need to be fixed.</p>
Feedback Form	<p>We need more relief on our freeways and roadways. The 215 freeway between Moreno Valley and the 74 is one giant crater and needs to be addressed ASAP.</p>
Feedback Form	
Feedback Form	<p>There needs to be a better fix to our local highways instead of toll roads. No one should have to pay on top of what taxpayers already pay for more efficient highways there needs to be more highways and more lanes on these highways.</p>
Feedback Form	<p>1 Menifee is in dire need of better routes and more frequency. Newport road should be a major focus with circulators from both the north and south that have operating hours for employees in the restaurant and retail area with service until 9 or 10 pm. Working with the city on funding can help get this sooner then later. Neport rd isnt even near finished and it already a traffic nightmare. 2 line up better schedules to match the Metro Link at both south Perris and Perris stations. These schedules just dont line up leaving Menifee residents stranded in Perris when coming from LA. PLESES PLEASE PLEASE fix this. 3 There is no public option to get to San Diego from the Menifee Murietta Temecula area. This is just crazy that you are not partnering with San Diego transit to fix this massive gap with the nations 7th largest city. Even if an all day trip from Perris via Union station to Oceanside where possible, it would simply take too long to be viable. want to talk more about this? > [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>The 215 is almost like driving on a dirt road at this point.</p>

Feedback Form	Getting around on local roads is unsafe, congested, and poorly structured for active transportation use. More facilities need to accommodate pedestrians while being suitable for commutes and public transportation use. Different modes of transportation should be exhausted before more funding is dumped into automobile usage which plagues our roads, worsens our standard of living, and damages public infrastructure at a steadfast rate. Cars will not disappear overnight but one mode should not be prioritized above the rest, thank you.
Feedback Form	Traffic congestion on the I-215 and Hwy 60 interchange is in need of significant improvements. If there were quality rail transportation from S Riverside County, drivers could have a better alternative than sitting on the 215.
Feedback Form	The city of Menifee has now become one huge traffic jam. Too much new development and no infrastructure.
Feedback Form	We have been promised for over 20 years a bridge over Salt Creek in Menifee. No signs of a bridge but instead 200 condos next to it that's already impossible to make a left on to Bradley Rd. The potholes right now caused by the river of water flowing across the road is unbearable. Every time we look on the city's website, the bridge project always sink to the bottom of the list. We are getting a "Holland Bridge" across 215 to NOWHERE before we get a bridge to cross the river every time it rains. Do you realize this cuts off half the city? Whenever we are cut off from shopping in Menifee we take the long way to the freeway and just keep going to Murrieta or Temecula to shop. That's how much the roads are impacted by the flooding. But then, it's difficult to get through any of these towns. That new construction on the 15 to the 215 needs to start miles before Temecula Parkway, not at Winchester.
Feedback Form	We need more public transportation options - more times added to the existing transportation, run later times
Feedback Form	215 freeway from the 60 freeway south to highway 74 is terrible potholes all the way through.
Feedback Form	.
Feedback Form	Stop building new homes. Enough already. Menifee building boom has ruined quality of life.
Feedback Form	215 long Bittlenecks in AM and PM to merge into 15 and later to merge from 15 to 215. Horrible traffic delays! Many streets like Bradley street streets chopped up
Feedback Form	I would love more public transportation options, but the roads need to be fixed and cleaned first
Feedback Form	The school busses should be put back in service in Menifee. Don't know how the parents can wait in lines to drop children off and pick them up in another few hours. Waste of time, gas and creates such pollution. Would also eliminate lots of traffic ,local.

Feedback Form	<p>Looks like a good comprehensive plan. There needs to be follow thru at all levels though. Please don't just paint a pretty picture and keep kicking the can down the road from one fiscal year to the next. I work in the transportation industry (heavy highway construction) and would be happy to talk to anyone if you are looking for community feedback.</p> <p>**PLEASE ADDRESS THE FAILING SURFACE HMA ON THE I-215 BETWEEN THE 74 AND THE 60...THIS STRETCH IS BECOMING VERY DANGEROUS TO DRIVE ON WITH 3" TO 6" POTHOLES ALONG THE WHOLE CORRIDOR, TO SAY NOTHING OF ALL THE ROCK CHIPS AND BROKEN WINDSHIELDS THAT EVERYONE IS INCURRING.</p>
Feedback Form	<p>What about improving safety? There was yet again a horrible accident on the west-bound Railroad Canyon/Newport Rd. between Canyon Lake and Lake Elsinore. Drivers negotiate the downhill curves like it's The Grande Prix causing frequent accidents and road closures. Is anything going to be done about that?</p> <p>I am happy to see rail expanded, this is the only country that under utilizes rail as a daily commute option and it is entirely because it is not convenient (or competitively affordable) for most people. Is there a plan to increase Metro hours of operation? I'd like to go into Los Angeles for theater and recreational events more often but Metro doesn't run late enough on weekdays or on weekends when I could use it. The hours really need to be expanded, and promoted, as more than a commute-to-work option. It would open up all the wonders of Los Angeles to people in Riverside County to enjoy.</p>
Feedback Form	<p>The growth from the Hemet and Menifee valleys have caused the East to West arteries to get clogged on a daily basis. Railroad Canyon, Hwy 74, Bundy Canyon and Clinton Keith have become heavily trafficked and very dangerous roads to travel on. These streets were never meant to handle this rate of traffic and with limited enforcement, they are now raceways. Railroad Canyon is three lanes with multiple radiuses, and no super elevations in the road design. There should be median barrier installed and guard rails in place at these turns until the road is properly constructed for this speed and flow. To help the flow at the bottom of the hill, bring back the WB #2 lane entering at the NB I-15 ramp and eliminate the carpool meter which is not needed at this date and time. Highway 74 congestion can be alleviated during rush hour traffic by timing the signals from the I-15 to Conard based on the WB heavy AM and EB heavy PM, but taking into account the High School start and end times. Clinton Keith is really the only road that has a police presence, but is so inconsistent with the number of lanes from the I-215 to the I-15 that it does not move with any regularity. I do not travel Bundy Canyon because it is only one lane for a large portion and has almost as many attributable deaths as Railroad Canyon. Please feel free to contact me. Sincerely, [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>Please fix the 15fwy</p>

Feedback Form	Connect lost road in lake elsinore to Bundy canyon in Wildomar to relief congestion on railroad canyon to 215 and 15frwy, alternate access to freeways when Railroad is shutdown.
Feedback Form	Only picked safe streets and roads because I couldn't do highways twice. Adding lanes to the 15 and extending the fast trak would relieve a lot and starting that now since there are a massive amount of homes going up in the lake Elsinore and south of that areas. By the time all these communities finish it will drastically increase an already congested freeway
Feedback Form	Passenger rail service needs to be connected from Perris to Escondido transit center. Need to improve the Temecula and Moreno Valley traffic congestion areas.
Feedback Form	As a lifelong CRT Group 3 power wheelchair user who does not drive and relies on being able to "wheelchair it" or take public transit to and from my home, I felt extremely triggered and unsettled by your 1/23/24 presentation to the Temecula city council, as I don't feel that it sought to rectify any of the issues that are important to this city, region, state or country's future or to me. Instead I feel like it sought to perpetuate a way of thinking and a way of doing things that is fast becoming outdated. If you have been paying attention to Strong Towns or any other organizations advocating for our future, you would no that what you talked about ain't happenin' no mo' because it's not inclusive, it's inefficient, environmentally irresponsible, unsustainable and doesn't do anything to solve the problems of major traffic congestion or overall connection and livability. Next time one of your representatives gets up in front of the Temecula City Council to speak, I want to hear you speak about the progress you are making with regard to transit oriented development, trains, high speed rail and improved connectivity within and between cities and within our region. I think many other people want to know about the progress of those things too.
Feedback Form	Hello, Thank you for this opportunity to write a suggestion. I can only imagine the costs would be great, but with concurrence of San Diego county, there is a way for both county's to make money back by constructing a light rail system that connects Riverside residents to the city of San Diego along the I-15 corridor; connecting with the already existing rail system in San Diego. The volume of everyday commuters from all cities along I-15/215 (Temecula, Murrieta, towards Corona, towards Riverside city) this only makes sense. Ultimately the gains of reduced congestion, pollution control, and revenues generated overtime could make such a project profitable and our wonderful IE area more sustainable. Thank you again, [PERSONAL INFORMATION REDACTED]

Feedback Form	<p>Temecula is the heart of traffic and it is only getting worse. The constructions do not help. Most people in California are commuters making certain hours unbearable. Something must be done so there is not so much back lock from Mission Road to the 215 and vice versa.</p> <p>Another issue is every time it rains roads flood because we don't have the infrastructure since "it doesn't rain in California." California clearly has been getting more rain so we need to adapt road so they aren't hazardous and flood EVERY TIME it rains. It is also nearly impossible to see the lines marking lanes on the highway when it is raining heavily causing more safety concerns.</p>
Feedback Form	NO NEW TOLL ROADS. That is a double tax. More lanes. better interchanges.
Feedback Form	<p>The fact that this plan is "aspirational" and involves voter approval of a sales tax is a critical variable.</p> <p>Curious how this gets generated ? Through the. Riverside County Board of Supervisors? California State Legislature?</p> <p>Curious about the triggers, logistics and potential timing of this.</p>
Feedback Form	<p>Adding lanes and building more roads has not been effective to move autos throughout our region. It's time that we switch focus and funding toward active transportation and public transit to ease the number of car trips. With the construction of new developments along our Freeway Corridors, it is imperative that we provide alternatives to car travel that will continue to congest our freeways and roads without these options. It's high time we provide a train from Riverside / Corona to the southern boarder of RIVCO in Murrieta / Temecula. Along with a rail, we should have dedicated bus lanes from the Southern Boarder to Riverside / Corona, (that might be the first step, which provides more transit options within the cities and developments). First and Foremost we need to provide SAFE infrastructure for Cyclists, Walkers, and Mobility Device users. We could do much more to develop Active Transportation Corridors to connect our cities. Cities will then me more motivated to build SAFE active transportation facilities.</p>
Feedback Form	<p>Please don't waste any more of our tax money on busses!! People don't want government forcing them out of their personal transportation choices. I have observed public buses in our area for years and I can testify that they consistently run with no more than 2 or 3 people on them! Here's a bus with 30 to 50 seats and mostly empty. If you feel like you just have to spend money on public transit like this at least apply some common sense and buy small passenger vans instead. Less costly, less difficult to drive and maneuver, less road surface damage and well suited for the limited need.</p>
Feedback Form	<p>Traffic southbound 15 from Temecula to San Diego County is ridiculous! 2 hours to go 30 miles does not seem feasible and it is straight up dangerous. I have children that commute to college in North County San Diego and it should not take more than 40 minute to make the commute. My kids take alternate routes which take them through dangerous winding roads due to the traffic.</p> <p>In the afternoon the traffic on Northbound 15 is even worse. Once you hit the border patrol station it takes about 40 minutes to reach the Rancho California Road exit which is only approx 3 miles away. A Fastrak lane with NO EXITS in Temecula needs to be put in to take drivers straight onto the 215 to alleviate traffic on the highway and city streets. This would greatly help our communities quality of life while having to commute.</p>
Feedback Form	Using fastrack as an integral part of easing traffic congestion is a mistake. It creates a pay-for-use process with yet another method of gouging revenue stream -- really 25\$ for an I-15 stretch ending at Cajalco?
Feedback Form	<p>It is no surprise that our roads have not been able to keep up with our growth. as an example, I moved to Murrieta in 1994 when the population in Murrieta and Temecula was a combined 50k. Now they are topping 220k without one additional lane on the 15 freeway from the SD county line to south Corona. I know there are many reasons for this, but the bottom line is that our freeways are just getting more and more crowded without any sort of relief. I was hoping RCTC could look at what was done down in San Diego County on the 15 freeway where they are able to contract and expand the center lanes depending upon the rush hour times. I don't know what that system is called, but it sure seems like it could also benefit us here in Riverside County. We desperately need those additional lanes up and down the 15 freeway from the SD County line to south Corona.</p> <p>Thanks</p>
Feedback Form	Please extend the HOV lanes from Corona to the HOV lanes in San Diego county or at least to Temecula.

Feedback Form	<p>I am a Temecula resident. Even though construction is taking place now with the I-15/French Valley Parkway Improvement project, that will help, but not solve the problem. There are two more on-ramps that bring heavy traffic to a stop. I have a solution.</p> <ol style="list-style-type: none"> 1. The I-15 north and south bound have plenty of room for expansion, in the middle. Let's start with north. Many drivers are just trying to get through Temecula. Create two express lanes in the middle (free lanes where drivers cannot enter or exit Temecula ramps) to expedite traffic passing through Temecula. 2. When the I-15/French Valley Parkway project is complete, make sure that there is no traffic signal for westbound Winchester to the Northbound 15 on-ramp. As of now, the signal when red, backs up traffic on Winchester, completely blocking the Ynez intersection (the biggest intersection in Temecula), so no movement can happen at all. <p>I hope this helps. I should have been an engineer.</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>The 215 frwy starting from the 60 frwy to s/of the 74 is a disaster. The Roadway is rutted, uneven and full of pot holes. This condition has existed for years. The Roadway is so broken up, that tires of other vehicles kick up broken asphalt striking vehicles behind them. When is Cal Trans going to resurface this roadway?</p>
Feedback Form	<p>We need more aggressive partner planning between Riverside and San Diego counties. Or state level planning for the 15 freeway system. For example, why isn't there a dedicated or alternate truck route? They compete with commuters coming/leaving the Temecula valley. It was probably nice having a weigh station in the middle of nowhere 30 years ago, but now it's not in the middle of nowhere, and it's a nightmare. HELP!</p>
Feedback Form	<p>It is incredible that there are so few public transit options, not interested in buses. Need rail.</p>
Feedback Form	<p>Temecula desperately needs additional regular lanes (AND carpool lanes) on 15 N and 15 S from the 215 split to the Riverside county line. Work with San Diego county transportation board to extend lanes even farther south to at least Escondido. There are tons of commuters that use that route every day and are extremely frustrated and stressed out with that weekday drive back and forth.</p>

Feedback Form	Highway robbery aka exspress lanes. People are willing to live in cities other than where they work but can not afford the lanes. Not enough hours in the day to commute and have work/life balance. More free highway for EVERYONE, not just the ones that can afford it. SIMPLE
Feedback Form	The county needs to seriously start creating a long term modern plan for future transportation including railways, light railways, and a network of public transportation routes surrounding rail stations.
Feedback Form	Remove gates from side streets that blocks access to alternate routes. It will decongest and provide alternate routes.
Feedback Form	Some of the things you're planning are great, but by the time this is funded and completed, the improvements will be obsolete. Extending the Express Lanes from Cajalco to Hwy 74 on the 15 isn't enough. These lanes should extend to the existing lanes coming up from San Diego. There also needs to be another option than Ortega Hwy to get from Western Riverside County to Orange County.
Feedback Form	Please construct a 2 lane corridor with no exits or on ramps that connects the 78/15 to the 15/215 split. This corridor will change direction based on rush hour.
Feedback Form	With improvement of on & off ramps to the highways, the highways will be overloaded and create increased travel times which in turn costs drives more time and money, it is also worse for the environment. Recently you added an on-ramp at Placetia and north bound I-215. This has added 10 to 20 minutes to my drive. Think ahead and start planning to add a 4th lane each direction on I-215 from Hwy 60 to I-15. AND NOT A TOLL LANE that screws the average driver from being able to utilize it!
Feedback Form	Hello my name is [PERSONAL INFORMATION REDACTED] and I live in Temecula. While there are quite a few proposals, the Mid-County Parkway and the SR-79 Realignment are the two projects Im most excited to see realized. With so much development happening in the Winchester area, and more people commuting for work towards Temecula/San Diego, this Realignment is sorely needed. My only concern is how will the built out areas towards the Promenade Mall deal with the increase in traffic capacity from the North? How are you planning to mitigate bottlenecks?

Feedback Form	<p>Upon careful consideration, we believe that the expansion of freeway lanes, including express lanes, may not be the most effective solution to our traffic woes. Ample research indicates that lane additions often fail to alleviate congestion; at times, they may exacerbate the situation.</p> <p>Our advocacy is for a significant shift in investment towards enhancing public transportation infrastructure. The efficacy of such a transition is exemplified by the Netherlands. In the 1970s, they faced challenges akin to ours but pivoted towards prioritizing public transit—a move that has reaped continual improvements and widespread benefits.</p> <p>The Netherlands' strategy also included the narrowing of streets to moderate vehicular speed, thereby elevating pedestrian safety and creating a more walkable urban landscape. Moreover, they have seen positive outcomes from the reduction of mandatory parking spaces for businesses, a policy we believe could be beneficial if implemented here.</p> <p>To address the needs of a growing population, a robust and reliable public transit system is imperative. It offers residents viable alternatives to private vehicles, fostering a more sustainable and efficient transportation ecosystem. The absence of such options in regions like the Inland Empire only serves to underline the potential benefits of a comprehensive public transit network that could alleviate freeway congestion.</p> <p>If you would like I can share the studies supporting our stance, and we are hopeful that, together, we can steer our county towards a future where public transportation and walkable communities are not just aspirations but realities.</p> <p>Thank you for your dedication to our county's mobility and for considering our perspective.</p>
Feedback Form	<p>Regional connections are where RCTC can help the most. While our region will continue to depend on freeways for the foreseeable future, the draft plan highlights several opportunities for more sustainable investment in transportation; in particular, it should be a high priority to connect the Temecula/Murrieta valley to the rest of the public transit network in Southwest Riverside County. Additionally, the Butterfield Overland Trail-- newly designated as a national historic trail-- presents a unique opportunity to advance active transportation.</p>

Feedback Form	<p>I would appreciate that this plan be funded in a different manner other than yet another 1% tax increase. All of the incremental .5% and 1% tax increases to fund all the wonderful positive items; police, safety, fire, roads, infrastructure sounds great but it adds up and the residents of California are all being taxed into oblivion. Let's start reallocating some of the existing tax dollars collected and if necessary from other programs and initiatives to implement portions of this plan, Funding simply needs to come from a different source other than yet another tax regardless of whether it is a tax where the money stays "local" or not. We have heard this gambit before (Measure S in Temecula), a tax is still a tax regardless of if it stays local or not.</p>
Feedback Form	<p>Prioritize Temecula Valley</p>
Feedback Form	<p>I don't find any discussion of funding mechanisms and necessary time lines for implementation. Biggest problem will be the total cost and extended time to generate the monies and complete portions of the work.</p> <p>Each area of work shown has a heading "examples are" . There then must be many other items not given as examples - total cost and time must include these. Is there a complete list somewhere?</p> <p>The use of the text "fix potholes" is a big turn off for me - placed there like apple pie, nobody could object but it really has no place in this type of plan presentation</p>
Feedback Form	<p>Please remove the toll roads, we are poor people going to work everyday and we can not afford the toll roads. My kids walk from school every day because i can not afford the 15 south tollway to get home fast. Please no more tolls. I know this messed is useless and you guys don't even care about the poor people.</p>
Feedback Form	<p>50% of expenditures coming in Environment and Public transportation is just crazy. Additional public transportation will require even more dollars to subsidize once implemented as few want to utilize this option. It's a waste of public dollars. We already pay one of the highest fuel tax rates and registration in the US, where is that money really going? Are we getting our share? I hate to say it but this just seems like another Government boondoggle that will waste even more tax dollars and make little to no difference in traffic or congestion.</p>
Feedback Form	<p>We are not planning the cities right. We have to drive too much. We need more walkable areas. Too much traffic is on too few streets.</p>
Feedback Form	<p>We need freeway expansions and carpool lanes to help with traffic that gets worse and worse each year.</p>

Feedback Form	<p>I have drive between Temecula and March, ARB in Moreno Valley for the past six years. I am now a new Chick-fil-A restaurant owner in Murrieta near the new Costco. My children also drive to their sports in Menifee and Murrieta several times a week. While I excited for the construction at I-215 and I-15 northbound interchange. The I-215 Southbound interchange needs work. Mostly because traffic bottle necks and is horrible for folks try to exit at Murrieta Hot Springs road so they can drive two blocks and re-enter I-15 Northbound. It is crazy that there isn't a smooth transition from I-215 Southbound to I-15 Northbound. Two major intersecting freeways that require getting off the Southbound I-215 freeway to use surface streets, to then go Northbound on I-15.</p> <p>I was hoping with the existing work going on already at the I-15 and I-215 Northbound interchange that this other issue was going to be fixed as well. But that doesn't seem to be the case.</p>
Feedback Form	<p>No direct public transportation from Temecula that runs to Oceanside or Perris/Corona is a huge inconvenience, especially to those of us with the inability to drive long distances. When I lived in Fullerton, I was able to navigate public transportation easily and efficiently anywhere between Ventura and San Diego. In Temecula it's nearly impossible to visit family in Orange and LA county through Metrolink or Amtrak. And the coastal route from OSide to Orange County being shutdown compounds the problem.</p>
Feedback Form	<p>I support initiatives that will increase the options for active transportation in our county.</p> <p>Active transportation, such as walking and cycling, can have many benefits for the environment, health, and safety of people and communities. Active transportation can help reduce greenhouse gas emissions, air pollution, traffic congestion, and noise, as well as improve physical activity, mental well-being, and social interaction. According to the World Health Organization, cycling and walking can help reduce physical inactivity and air pollution, save lives, and mitigate climate change¹.</p> <p>Safer roads are also essential for promoting sustainable transport and preventing road injuries and fatalities, which are a major public health and development challenge. According to the World Bank, road crashes are the leading cause of death for people aged 5-29 years, and cost countries between 3-6% of their GDP. Safer roads can be achieved by improving road design, enforcing traffic rules, raising awareness, and enhancing emergency care.</p> <p>Reducing fossil fuel consumption is another key aspect of sustainable transport, as it can help lower the dependence on oil and gas, which are finite and volatile resources that contribute to climate change and air pollution. Reducing fossil fuel consumption can be done by improving vehicle efficiency, switching to low-carbon fuels, and promoting public transport and shared mobility. According to the International Energy Agency, governments can reduce oil reliance in transport by incentivizing public transport use and improving the experience of walking and cycling².</p>

Feedback Form	I would have like to see two lanes added onto the 15 freeway starting about 1/2 mile south of Temecula pay to 1.5 miles north of Winchester road. I think the monies used to build the new bridge over the 15 fly and the additional lanes and construction going as of now will in no way solve the daily traffic problems in the morning going South bound and in the evening going north bound. A two lane road built in the middle of the freeway that can be closed off and change directional flow of traffic in the morning going southbound than gated off and changed in the afternoon going northbound would have been far more effective. I would also like to see expansion of Romana Expressway and Gilman springs road as they were never designed to handle the flow of traffic that both roads handle at this time. It's beyond time to expand them roads there are to many collisions and deaths on these two roads.
Feedback Form	Overall looks good. Of course, there were not very many specifics to the plan, but I think there are good intentions.
Feedback Form	From lake street. All the way to Corona every morning backed up. Getting worse every month.
Feedback Form	I am a professional driver and drive to Ontario Airport and San Diego Airports daily, using the I-15, I know exactly what's needed. Express lanes should be added from Escondido, connecting to Riverside and San Benrnadino. As improvements are being made to the I-15 I -215 juncture, to improve merging through Temecula, it's the shear volume of large semi-trucks heading North to warehouses in Riverside or South to San Diego that add to slow downs for daily commuters. This creates back-ups and slow downs jsut shear volume which the current improvements will not alleviate. Splitting lanes by motorcycles is also very dangerous and deadly practice. It is a bad policy to reconsider as accidents and fatalities slow traffic for lengthy investigations. It totally blocks through traffic for hours on end. Interstate fifteen is the only way North or South to get to San Diego or Riverside/San Bernardino to the North. There is plenty of room to add express lanes, HOV Lanes, and motorcycle access lanes without dangerous policy of splitting lanes. I also believe a high speed rail system from San Diego, North to Riverside could be a great investment connecting Metro Link in Perris and Amtrak to Los Angeles and East to Las Vegas The solution is not just one adjustment like the current I-215, I-15 juncture in Murrieta. It is a combination of additional lanes specifically express or Fast Trak lanes. Please feel free to contact me as my input to get some longly needed change would make my life and many other commuters lives safer and easier. Thanks for allowing my input. - [PERSONAL INFORMATION REDACTED]
Feedback Form	1) Need a stop light at Highway 79 and Los Caballos Rd. This is a very deadly intersection and almost impossible to navigate during peak weekend traffic. 2) Need to connect Anza Road to Pechanga Parkway for better traffic flow to Eastern Temecula
Feedback Form	Add metro connectivity
Feedback Form	1. Please add express bus connectivity between cities. (Existing roads can be used, cheaper than rail). 2 Use self driven (e.g Tesla FSD) buses for last mile connectivity within cities.
Feedback Form	Traffic bottlenecks at Temecula exit is constant. We need better faster way to get to San Diego, like expressways, freeways to get to San Diego other than I15 and train services.

Feedback Form	<p>With the amount of traffic constantly flowing on Hwy. 15 we desperately need HOV lanes. The amount of back up on the freeway is just horrible. Sometimes it takes me 20 minutes to get to my exit into Temecula. Escondido has that wonderful HOV lane that should have been continued both ways, but it comes to an end and you're left with nothing but frustration. There are so many cars on the road nowadays that the 15 corridor seriously needs these HOV lanes. Many trucks are driving in the two right lanes nowadays, leaving drivers with only two lanes. No wonder so many people are getting so crabby on the roads. I know there's a reluctance to add HOV lanes, but why?</p>
Feedback Form	<p>I'm pleased to see that the work to relief the congestion and long backups on I-15 North and the 215 intersection is well underway. One comment is the I-15 Southbound is still a mess and I read they have run out of building materials or supply chain issues. This was supposed to be completed in Jan 2024 and is not close to being done which add a lot of commute time to work ~ 30+ minutes each day. The drive home on I 15 North is getting worse and worse with traffic now backed up to Fallbrook exit in the afternoons adding 30+ minutes to my commute. All told I'm spending 5+ hours per week more in my car to go to work.</p>
Feedback Form	<p>I have lived in Southern California for more than 45 years. During that time I have not seen even one new freeway built in Riverside County. We are in desperate need of at least 1 or 2 east-west freeways that would extend to Orange County from the central and southern parts of Riverside County, and also to places east of the 215 and 15. We probably will also need at least one more north-south freeway. I don't understand why something has not already been done considering the massive need for this, and all the CFD and other fees homeowners have been paying for more than 30 years.</p>
Feedback Form	<p>On the south side of Temecula, Ynez Road is reduced to one lane in places , and has a stop sign. This creates a bottleneck everyday with traffic backed up.</p>
Feedback Form	<p>Need more lanes on Interstate 15 North and South, to help with commuter traffic to and from San Diego.</p>
Feedback Form	<p>Need to resurface or at least fix, all the bad pavement on Interstate 215 North and South, through Perris. The roadway is in bad shape! Small rocks fly up all the time! Should be much better for cars and all the big rigs who drive through that area.</p>
Feedback Form	<p>Of course I-15 and I-215 need all the help they can get. They are the two main arteries that connect SW Riv Co to the rest of the world.</p> <p>Butterfield stage has mostly clean new asphalt, but the end of Butterfield Stage Road near Morgan Hill is full of potholes. I believe that if it's not addressed soon, it will be unrepairable and need to be completely repaved.</p>

Feedback Form	The freeways need all of the money. Getting anywhere on any freeway is a complete joke. Spending HOURS every day on the freeways make everyone abt to move out of califonia.
Feedback Form	Since the shutdown in 2020, there has been no bus service into San Diego County. Those buses were an affordable mode of transportation between the two counties for work and recreation. Please reinstate those bus routes. The traffic between the 76 and the 15/215 split is outrageous every evening Monday-Friday. And, the traffic in Temecula during the weekend is becoming a problem.
Feedback Form	Highways must be improved including pavement rehabilitation, especially in the truck lanes. Bringing METRO to Temecula would be a big help. (As would a train to San Diego - but I know that is beyond what you are doing now.)
Feedback Form	The highways will continue to be a problem until there are alternatives to them. At this moment, there are few to no choices for those of us who commute to San Diego and need flexibility that vanpooling and other rideshare options currently don't provide. We need more and better service to San Diego County to get people out of their cars, clean up our air and reduce traffic congestion. Currently, if I want to take transit to my job, it would take about three hours each way... and I'd have to leave work two hours before my work day was done if I wanted to get home. That's not acceptable. We can and must do better.
Feedback Form	A high speed rail system needs to be installed in the middle of Interstate 15 from San Diego through Escondido and all the way North to Riverside. There is a Metro Link train terminal now in Perris but citizens who feel freeways too dangerous to drive on could board in San Diego then transfer in Perris leading into LA. I also hope connecting with that rail would traverse to Las Vegas for recreation with trains offering lunch and dinner. I took an Amtrak train from Riverside to the midwest (Chicago) and throughly enjoyed it. If residents in Temecula could borad at a station in Temecula or Las Vegas tourists who want to enter our booming wine country for affordable access
Feedback Form	I cannot grasp why the transition from northbound 15 to 215 at Murrieta is still slated to be two lanes plus the flyover lane. It needs to be a three lane transition in both directions (plus the flyover). The traffic stagnates at this intersection and has done so for over 15 years. Why can't this be properly resolved? Also, a Fast Trak lane from 15 Northbound at 76 to past the 15/215 split would alleviate more issues. I've lived in Temecula since 1987 and the traffic here is worse than San Diego's. The northbound 15 traffic stops at Temecula EVERY SINGLE DAY.
Feedback Form	Provide consumers incentives to utilize public transportation (car insurance credit/discount, gas credit, etc), instead of continuing to penalize the public (transportation bonds, FastTrac), with the reduction of lane availability options on the freeways. Fast Track Idea - During NON-Rush hours' times, the lane should be open as a FREE Carpool option.
Feedback Form	Thank you for allowing input from the citizens whose lives are affected by, and whose money pays for, the proposed goals and objectives in this Plan.

Feedback Form

I will start with the most urgent problem I encounter. It is one that has increased monumentally overnight and I believe will begin resulting in deaths and lawsuits very quickly. Namely, the weekend traffic grid lock caused by the massive growth of soccer tournaments held at Galway Downs.

A little background may help. I moved from Temecula to Aguanga in 2017. For each of the past 6 years, I have driven on Highway 79 South 14 times per week for 48 weeks. That totals 4,000 times in which I have driven past Galway Downs. I tell you this because I have seen the traffic problems Galway Downs' massive escalation of soccer-fields-for pay have brought upon citizens wanting to travel Highway 79 South safely.

The problem consists of FOUR contributing factors. All three must be solved to fully eliminate the safety threat that exists. However, if that cannot be done then I still believe two, or even one, can help mitigate some the danger.

Factor One:

The congestion is caused by Galway Downs operating weekend soccer tournaments using their approximate 20 soccer fields. (Side note: The San Diego Union-Tribune, January 23, 2012 states the Galway Downs Soccer Complex would not be built because of complaints, including inadequate roads, from citizens. Yet here we are anyway in 2024.) I would love to talk to those in 2024 who said in 2016 there would not be a traffic problem. I digress.)

Saturday morning, March 9, 2024 I drove Aguanga to Temecula. In the morning I was in line behind approximately 140 cars (I have recently begun counting the westbound cars in line as I travel eastbound back to Aguanga). I set my odometer to document our speed for the next 1.2 miles was 2 miles per hour. The cause? Vehicles leaving Galway Downs on Los Coballas Road (responsibility of the County) turn right onto west bound Highway 79 heading to Temecula.

Saturday afternoon, March 9, 2024 I drove from Temecula back to Aguanga. I counted 180 cars stuck on west bound Highway 79 once again due to vehicles leaving Galway Downs on Los Coballas Road (responsibility of the County) turn right onto west bound Highway 79 heading to Temecula.

Sunday, March 10, March 10, 2024, I drove from Temecula back to Aguanga. I counted 220 cars stuck on west bound Highway 79 once again due to vehicles leaving Galway Downs on Los Coballas Road (responsibility of the County) turn right onto west bound Highway 79 heading to Temecula.

Having spent 35+ years in the hotel casino resort business, I fully understand the impact on regular traffic when special events for thousands of additional people are conducted. As such, I feel reasonably confident that my calculations for the soccer tournaments the past two weekends paint an accurate picture.

Please note:

Highway 79 South is only two lanes. The speed limit varies from 50mph to 55mph. West bound traffic comes from the Palm Springs area, all the desert recreational areas, and of course commuters from Anza

Feedback Form	<p>Of course commuters don't mind. Performing calculations, approximately 1,320 arriving soccer player cars turn left from Highway 79 onto Los Coballas Road. No left turn lane exists on Highway 79 to make this happen safely.</p> <p>Of course the arriving soccer player cars have to go back home so approximately 1,320 departing soccer player cars turn right from Los Coballas Road onto Highway 79. No stop light or stop sign on Highway 79 exists to make this happen safely.</p> <p>The total soccer cars going through the intersection divided by the approximate 22 hours of play, equates to 235 additional cars per hour using that intersection.</p> <p>Factor Two: The 140 -200 west bound vehicles stuck at 2 mph all arrive at old two lane bridge built in 1934 before they can enter Temecula. Because it is narrow, and I because a damaged concrete railing on the bridge has never been repaired traffic slows down even more. Other bridges on Highway 371 and 79 South were replaced with wider bridges in the past three years; not this one.</p> <p>Factor Three: On the west side of the bridge is a three way intersection controlled by a traffic light. With 140-200 cars approaching at 2 mph, the light sometimes only lets four cars through before turning red again. I am not the only person to have witnessed and complained about this. To complicate matters, the left hand turn lane [onto Anza Road] used by east bound traffic on Highway 79 is chronically over filled thus stopping regular eastbound traffic altogether. That could be the argument for the light turning red so fast; however, that is not a safe solution.</p> <p>Factor Four: There are three eastbound Highway 79 South lanes (also known as Temecula Parkway at that particular stretch). They quickly condense into one eastbound Highway 79 South lane as the road moves from the city to the county. Backups, especially when soccer tournaments are beginning, are again a safety hazard. Drivers' patience is wearing thin and some are getting aggressive.</p> <p>Gladly, you do not have to take my word for any of this. The CHP stationed 2-3 officers in this troubled area the past two weekends. On two different occasions, I saw CHP officers out of their vehicles directing traffic to make it safer.</p> <p>Secondly, you can easily do your own observations and/or studies of hourly traffic volumes using road traffic sensing "hoses". I'm positive you find the increase in traffic during soccer tournaments far exceeds what is safe for those areas I mention above. It is only matter of time until the law suits and deaths begin,</p> <p>So what can be done? You have far brighter and more experienced professionals than I. However, in the short term a simple yet effective solution can be borrowed from a number of hotel casino resorts I have worked at in various states. Namely, require the owner of Galway Downs to hire off duty CHP, Sheriffs, and other law enforcement</p>
Feedback Form	<p>I live in the Temecula/Murrieta portion of Riverside County, and the existing infrastructure in the area has not kept pace with the population growth in our county. For those who live in the area, their transportation options are limited almost exclusively to driving due to the lack of high-paying jobs in specialized industries in the area. I have been hearing of projects like the I-15 auxiliary lanes and the I-15 Smart Freeway Pilot Project as ideas to control traffic congestion, but these solutions will only work for us in the short term and not solve long-term issues. We need HOV or express lanes on I-15 since we already have the space for them, and we also need to extend Metrolink/expedite high-speed rail to create viable alternatives as well. We would like to see another high-speed rail station planned for either Lake Elsinore (if along I-15) or Menifee (if along I-215), and we would like to see at lease one new Metrolink station in Menifee; we would also welcome your collaboration with Metrolink in developing other innovative solutions such as turning the Inland Empire-Orange County line into a full loop that would also link with the cities and communities of Riverside, Moreno Valley, Perris, Menifee, Murrieta, Temecula, Fallbrook, and Bonsall (along I-215, I-15, and State Route 76 toward Oceanside). Thank you for your consideration.</p>

Feedback Form	<p>I have been employed in the Public Works Transportation sector my 40+ year career (Contracting). Here are a few of my concerns.</p> <p>1) Why does "Environmental Mitigation" need a quarter of the budget? Most if not all of the transportation projects are mainly on agency owned right of way that already falls under this jurisdiction. Besides, if an agency wants the property, they use eminent domain and seize it for pennies on the dollars.</p> <p>2) Born and raised in So. California and to be quite honest, car pool lanes are a waste of tax payer money, Californians do not use carpools to the extent of spending that much (tax) money on. Toll Roads (Regional Connections) are another waster of money. I know in my lifetime I have paid my fair share in gas taxes and other "Bonds" to build these roads and then charge me again to use them? Do I use them, only out of necessity to travel anywhere without spending my life in traffic, they should be open for all. Its commonly known that as soon as an improvement is open, its out dated</p> <p>3) Smart or intelligent traffic systems that adapt to traffic demands are more in need then anything else. I frequent the I-15 in San Diego county and the mobile barriers that can be moved to open additional traffic lanes in each direction should get more review and implementation than any other spending.</p> <p>Thank you</p>
Feedback Form	<p>PLEASE hire the correct contractors to fix the highways and roads of potholes, deficiencies, and straight up dangerous road conditions that have been in place for the past year. Roadway projects are strung out and cause more congestion while you add more projects on top of them.</p>
Feedback Form	<p>Pave some roads around here. The county loves and collects the tax revenue from the Temecula Wine Country wineries. Yet the same county puts nothing back into getting out here. De Portola, Rancho California, Anza, everything out here! My sister-in-law bent a wheel while driving on de Portola, the pothole has only grown bigger since she bent her rim. How long before we get a round-about or stop signs at Monte del Oro and de Portola? Another half dozen killed due to two blind curves. Or just more run of the mill car crashes and roll-overs?</p>
Feedback Form	<p>Get trucks out of car pools, have trucks travel at night after 8 pm to 3 am.</p>
Feedback Form	<p>The traffic on the 15 is a nightmare</p>
Feedback Form	<p>I feel that most people who work in San Diego migrate from riverside county this creating a long stretch of traffic on the freeways with absurd wait times in traffic. I experience horrible traffic when leaving Camp Pendleton and going home to temecula because all the people going home to Perris, murietta, Hemet, menifee, lake Elsinore and all other above cities. I believe new transportation systems need to be introduced to reduce the traffic and environmental footprint.</p>
Feedback Form	<p>Traffic relief in and around Temecula and in the 15 fwy to the 91 fwy. Housing is continuing to be built without addressing the street and freeway traffic issues.</p>
Feedback Form	<p>I live in Temecula and worked in Coronado, it would be nice if there's a train that drives from LAX to SAN and stops through major towns and POI places. Those extra time I can save from traffic can be spent with my family instead of the road...</p>

Feedback Form	<p>I believe all of the points listed above are important and difficult to solve. However, I believe that the longest lasting change to any of the problems will come through comprehensive building of public transportation options. I am a new resident to Riverside county and I too am unimpressed by the highway traffic to move through the region. However, every place that I have lived, I have read these transportation action plans where the plan is front loaded with highway widening projects and once the freeways are taken care of, we'll build out bus then rail lines. Highway widening is a stop-gap measure at best. Any relief felt by those using the widened highway will only feel relieve for a few months to a year at best. The only long-term solution to highway traffic is to reduce the amount of traffic, not to increase the number of cars capable of being on the road. Too many of our residents commute incredible distances to centers of work. Either work must be brought to them in the form of increased business investment in the area, or they must be provided with viable alternatives that allow them to travel to places they need to go. I understand the problem is not easy and I understand that I am also one of these long-distance commuters out of county, but the only reason that I must use the freeway is that the next best alternative would take half a day of travel to arrive at my destination. The solution only becomes harder if you wait to build out the transportation solutions until the freeway is completed. That will only lead to the real solutions being much more expensive to replace what will then be existing infrastructure. Please make it so that trips within our cities and outside of our cities have viable transportation alternatives.</p>
Feedback Form	<p>TRAINS!!! Why does every other industrialized nation have trains that cross their entire country with hundreds of different routes and frequent schedules, but America still has its head up its ass with demanding that everyone drives a car? It's absolute bullshit. There should be high-speed rail connecting every major city with light rail connecting inside those cities. There should be enough trains that cars become unnecessary. Stop catering to the auto industry and start investing in rail infrastructure everywhere. It will create tens of thousands of jobs. It will benefit people and the environment. Build an Inland Empire Express train that connects San Diego to Ontario to Fresno to Sacramento to Portland Oregon to Seattle. Stop talking about it and get it done.</p>
Feedback Form	<p>The other states in this country LAUGH, when told we're from California. Taxes, government and infrastructure are a mess. Stop raising taxes and get stuff done with what you have.</p>
Feedback Form	<p>Railroad tracks should be extended along I-15 to ease the traffic congestion. Public bus service and frequency also should be extended to serve new neighborhoods like nearby Temecula and Murrieta.</p>

Feedback Form	<p>Please consider adding a bypass lane for all Northbound highway traffic not exiting in Temecula. This would divert a number vehicles around Temecula during rush hour</p> <p>I have been commuting to/from San Diego every day since 2018. Traffic is only getting worse. I have seen this work effectively in other areas of the country, and reduce congestion.</p> <p>Something more has to be done to address the amount of congestion on the highways</p>
Feedback Form	<p>Diaz Rd needs to be opened up to continue from Temecula into Murrieta to relieve congestion on Jefferson. The highway congestion trickles down to the local streets when those of us going shorter distances can't take the highway and instead crowd the streets. Opening additional streets would help. So would actual usable public transit.</p>
Feedback Form	<p>The freeway traffic in Temecula is ridiculous. It takes over half an hour just to drive through Temecula. They approve too much new home construction without the giving consideration to the already heavily congested roads. Everywhere else the traffic is fine or not as bad on the 15 freeway, but always at a standstill or VERY slow through Temecula. STOP approving more new home and apartment builds in Temecula.</p>
Feedback Form	<p>We need safe surfaces to drive on and instead of carpool lanes, open those lanes to everyone to help spread the volume of traffic.</p> <p>Tell the governor we don't need et trains in his backyard. We need safe and accessible roads throughout the state. O</p>
Feedback Form	<p>It took us 1.5 hr to drive from 91/15 junction to Temecula 3/23/24 plus 1 hr on 91 east from Long Beach. 2 1/2 hrs total in rain on a Sunday. If we ever had to evacuate Temecula for any emergency we would not be able to move. Scary.</p>
Feedback Form	<p>Nice to see proactive thinking</p>
Feedback Form	<p>We desperately need a car pool lane on the northbound I-15 from Rainbow, south of Temecula, through Murrieta. Both the I-15 and Rainbow Canyon (Hwy 395) almost shut down with commuter overload from 2:30 pm to around 6:00 pm every week day.</p>
Feedback Form	<p>I HAVE BEEN LIVING IN TEMECULA SINCE 1984 WHEN THE SIGN ON THE I-15 SAID POPULATION 5000. BACK THEN THERE WERE 3 ON - OFF RAMPS, SINCE THEN ONLY 1 OFF ONLY RAMP HAS BEEN ADDED. WHAT EVER HAPPENED TO THE PLAN TO ADD RAMPS FROM NEAR PECHANGA CASINO TO GET ON THE 15? THE NEW MODIFICATIONS AT THE I-15 / I-215 JUNCTION WILL NOT HELP AT ALL THE LONG TRAFFIC LINES ON TEMECULA PKWY. HEADING WEST WAITING TO GET ON THE 15. MOST OF THAT IS CARS COMING FROM THE CASINO. ALSO THE NEW OFF RAMP FROM THE 15 SOUTH FOR TEMECULA PKWY. IS RIDICULES SINCE MAJORITY OF THE CARS USE THE RIGHT LANE ONLY BECAUSE AT THE STOP LIGHT THERE IS NO RIGHT TURN ONLY LANE AND YOU HAVE TOO WAIT IF ANOTHER CAR IS THERE WAITING THERE TOO GO STRAIGHT</p>

Feedback Form	<p>The highways are a mess in Western Riverside County and will continue to get worse due to unrestrained growth which sadly has no real correction. Funding for any of the projects should be obtained from reallocation of existing collected tax dollars including gas taxes, sales taxes, and the CA "general fund". Suggest reducing politicians "pet" projects that due to metrics are proven to be wasteful other than making politicians look good politically.</p>
Feedback Form	<p>The biggest change that we need here especially in California is less traffic on major freeways/highways. I definitely think there needs to be more Toll Roads with additional lanes on more freeways. The cost of Tolls definitely needs to be less and more affordable for the public. It should never cost 16\$ to go 3-4 miles. The roads need improvement <u>to prevent major accidents and fatalities from happening and occurring so often. Please help us improve our roads and keep us safe. Thanks!</u></p>
Feedback Form	<p>The traffic is so bad that it seems more needs to be done possibly carpool lanes also through Temecula. There is no time of day anymore that the traffic is bad.</p>
Feedback Form	<p>The I15 corridor from the 91 interchange to Lake Elsinore is in detrimental need of relief. I have lived in Wildomar for 30 years and have commuted to Orange County for years. In the last 5 years, due to the increased building of neighborhoods in and around the Corona, Lake Elsinore, Wildomar, Menifee, Murrieta and Temecula areas, the traffic on the I15 has increased dramatically. Where it used to take 30 minutes with traffic to get from Corona to Lake Elsinore, it now takes 1 hour. That corridor NEEDS to be increased by at least 1 regular lane and 1 Carpool lane. Toll lanes only provide a minimal amount of funding and are just as clogged as the regular lanes. We need more options. It already costs an arm and a leg for gas, car repairs and is a huge strain on commuters. Please consider NOT adding another lane to be used as an express lane. Thank you.</p>
Feedback Form	<p>Add at least one additional lane on the I-15 in both directions from Lake St. in Lake Elsinore to Cajalco North, and to San Diego County Line to the south. It takes me 45 minutes to get from San Diego to the Riverside County Line going North in the evenings, and then another hour to go 7 miles. It's beyond ridiculous. Spending 25% of allocated funds on Public Transportation is yet another waste of time and taxpayer funds. No one is using Public Transportation now in SW Riverside County, and there is no suggestion that they will do so in the future. BUILD MORE ROADS AND ADD MORE LANES WHILE WE HAVE THE REAL ESTATE TO DO IT!!!</p>
Feedback Form	<p>Please widen the 215 and 15. At least, please fix the torn up freeway on the N/B and S/B 215 in the Moreno Valley area.</p>
Feedback Form	<p>Adding lanes to freeways and other roads has been proven time and again to be ineffective at reducing congestion. please consider greater prioritization of public transit, and lowered speed limits which consistently lead to lower congestion, lowered VMD, reduced emissions, and lowered casualty rates for all road users. https://en.wikipedia.org/wiki/Induced_demand</p>

Feedback Form	Eliminar las fast tracks
Feedback Form	Please help the commuters that travel to LA and SD. Need railroad system that connect all of Southern California
Feedback Form	Good afternoon. In researching the issue and have found a way to have much-needed passenger train service returned to Lake Elsinore and the surrounding area. Our former railroad branch line (the ex-Santa Fe Railway "Elsinore District") will be perfect alternatives for travelers to Interstate 15 and Ortega Highway. It would certainly prove vital for local RCTC Metrolink service as well. being situated in the long Temescal-Elsinore Valley. a place with only one freeway in or out.... Interstate
Feedback Form	Traffic is only getting worse, the morning commute on the 91 east/west is dangerous! Please, NO MORE TOLL ROADS! We pay taxes for those roads then again to use them-expensive! Potholes are everywhere, they are never fixed
Feedback Form	For me it would be nice if the number 8 23 would run more like every 45 minutes run later in the evening till like 9:00 p.m., thank you for letting me give you my opinion.
Feedback Form	The highways must get relief. The toll roads only made it worse.
Feedback Form	Please work with the city to SLOW the building of new homes and apartments until the roads are developed. We are in grid locked traffic, but the city approved to build hundreds of new homes apartments. The children from French Valley all have to funnel down to Chapparral High School on an already congested Winchester road. But let's build more homes before roads. Maybe build more schools and parks to help with morning commutes
Feedback Form	Designing communities that require usage of a car to get anywhere is the downfall of this region. We need to change our planning so that people can get to a store, go to school, go to a restaurant without getting in their cars. Spending more money to widen roads isn't the answer. Giving people options to replace some of their trips with a walking, biking, or public transit is.
Feedback Form	We do not need more "Toll" lanes, we need to add more general purpose lanes that will actually provide traffic relief, most residents cannot afford the prices of the Toll lanes. Riverside County Transportation needs to build roads and not rely on developers to improve only the portion that touches their project, this creates more traffic and an incomplete road. The development of Riverside County is way ahead of infrastructure which causes our traffic problem.
Feedback Form	The 215 needs a carpool lane as does the 15. Highest priority. There needs to be light rail (trolley) between Temecula, Hemet, Menifee, Perris, Murrieta and Temecula. A Triangle. It would facilitate people getting to the Metro Rail. This is the second priority. Neighborhood bus service to get to/from the Light a rail system. The frequency is very poor and the routes practically invisible. This is the third priority. All that I see in your plan is a bandaid that would have helped 15 years ago. People need to plan for what is needed 20 year from now, when all the open areas are being
Feedback Form	There needs to be another route other than the 91 freeway. It is so congested. Or add more additional lanes or overpass that allows for more traffic flow.

Feedback Form	For 92596 area and surrounding areas— there is no public transportation available and it is critically needed especially to the rise of new communities. Public transportation is a necessity especially in this day and age— those that are mostly affected are school-age youth who are either in the process of acquiring driver’s licenses or are below the means of affording a vehicle, the elderly who can no longer operate a vehicle, the disabled— who have no other means of transportation other than from relatives who, 99% of the time, are full-time employees!
Feedback Form	Not enough planning to alleviate congestion and road damage on 215 between Perris and 60/215 interchange. Traffic has turned into a nightmare and the freeway is in a constant state of disrepair. It’s dangerous to commute through the area. As you are aware, this is due to the explosion of warehouses and trucking companies utilizing the area. As this economy continues to grow, plans need to be made for truck only lanes, ramps, and service roads.
Feedback Form	Winchester Road congestion, lights need to coordinate to increase traffic flow. Appears many turn lanes are too short. Counted 60 vehicles turning from Winchester Rd to Murrieta Hot Springs. Took me 3 lights to turn. Flooding on Winchester Rd going North near Pourey; flooding on the rt hand lane. Never addressed. Rt lane almost completely flooded. Each time 6 cones and 3 signs are placed. Please repair drainage. Dirt In rt lane, no drainage never repaired. Cars are down to one lane. Dangerous as vehicles are changing to left lane increasing congestion. When building homes, traffic should be address. More home more roads,
Feedback Form	<p>Two concerns today.</p> <p>1) Why can water not be diverted off Winchester Rd by Pourroy Rd North of the French Valley Library either to the drain 15-20 feet from it or to the creek bed/ marshland next to the road. This is my second winter here and it continues to just have a flooded sign as the water covers one lane of traffic. I asked on Facebook public forum and was told it’s been like this for 16+ years.</p> <p>2) Funding for Pourroy Rd and Auld it gets extremely backed up during commute.</p> <p>Can someone contact me and explain the flooded road why we cannot get it off the road? [PERSONAL INFORMATION REDACTED]</p> <p>Thank you</p>
Feedback Form	Two hot spots must be reviewed and corrected. North bound 215 hwy 60 interchange is a disaster everyday and all times of day. The other is Westbound 91 and 15 interchange is awful every day and is unsafe.

Feedback Form	<p>i vote NO to the on and off ramps on the french valley parkway bridge over the 15</p> <p>"Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15 Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road"</p> <p>it will just turn date street into another winchester road and that is a road with homes on it, kids biking, people walking to parks. we need another overpass without the congestion of people entering and exiting the freeway. how many times do we all say "oh that business is over on jefferson, oh yeah nevermind i don't feel like fighting the traffic" and we'll go elsewhere. the southbound offramp is already there, that is nice and clean and never congested, that is all that is needed.</p>
---------------	--

Feedback Form	<p>At the RCTC annual workshop in Palm Springs, the Metrolink spur from Perris to San Jacinto was in the TRP and it was mentioned as a priority project. It seems strange that it is no longer in the plan after being supported by the RCTC members.</p> <p>I advocate for the full spur to Esplanade in San Jacinto as well as an active mobility rail trail along that 17-18 mile spur, with priority given to the Downtown Core and Business Park areas of Winchester as a Transit Oriented Development under the Winchester Community Plan. This trail would be great for improving healthy lifestyles and economic development,, including tourism for all of the communities along the route, including Perris, Menifee, Winchester, Hemet and San Jacinto</p> <p>It would be ideal to do the engineering for both the rail spur and the rail trail at the same time, so we can use the geotechnical and and other rail easement specific studies needed for both. I intend to meet with RivCo parks dept. to discuss the rail trail further and would welcome the opportunity to discuss this with RCTC staff as well. Please feel free to call me at the number provided in this survey. 951-775-1323</p> <p>Businesses along the trail would have the option to allow entry from the trail, This would improve those businesses sales and make the trail a great place to walk, jog, get a cup of coffee, a meal, pick up groceries and so much more.</p> <p>Community building is an important benefit of such a trail. I envision an urban trail through Winchester's Downtown Core, at least, similar to the Rail Trail in Charlotte, NC. Here's a link to their page, if you want a good initial way to visually understand. https://www.charlotterailtrail.org/</p> <p>The Infrastructure Investment and Jobs Act can be a source of funding if we make our interest know in developing an active mobility trail and extending rail service to an underserved area of the county, in need of Environmental Justice. In my opinion, the initial trains on this spur could be much smaller than our current Metrolink trains, such as the ones shown on the Charlotte Rail Trail page referenced able, reducing the noise impacts of the trains and lowering the costs of the engines and passenger cars.</p> <p>Again, I urge the inclusion of the Metrolink spur from Perris to San Jacinto as well as the Rail Trail from Perris South Metrolink station to San Jacinto in the TRP..</p>
Feedback Form	<p>If the County wants to decrease traffic on the freeways, something needs to be done about the big rigs. I understand that the warehouses are in the Inland Empire to stay, so there should be dedicated big rig lanes and policing to prevent big rigs from riding next to each other across lanes on the freeway. The fact that big rigs block traffic while riding next to each other instead of behind each other in the far right lane slows traffic and increases wear and tear on all lanes of the freeways. I am talking specifically of the 215 NB and SB. Additionally, increasing the number of Metrolink stations and stops would encourage me to take the train to work. I live in Winchester and work in Riverside and would love to take the train, but the train from Riverside back to Perris doesn't leave Riverside until around 5 p.m., long after I've gotten off work for the day. If the trains came and left every 30 to 45 minutes from Riverside to points South, I would purchase a monthly rail ticket in a minute.</p>

Feedback Form	<p>I live in the Winchester area off Winchester HWY79. There is a lot of new building going in, but the roads WILL NOT SUPPORT the future. The road ways are CONGESTED! The county needs to REQUIRE expanded roads BEFORE more housing is built. For example, Washington Rd from Benton Road to Auld Road is HORRIBLE! Pouroy and Auld is a nightmare during traffic hours. School time is a nightmare. It takes 25 minutes to do an 8 minute drive! More houses mean MORE students attending school. BUSES are not free, so parents drive. Winchester Rd is a crazy and more students headed from The new houses on Washington Rd ALL THE WAY to Chaparral High School MORE CARS! Slow the residential build until you get the roads. ROADS FIRST!</p> <p>Also can someone do something about the flooded road south of Winchester (HWY79) and Pouroy Rd? Dig a ditch so the water goes to the creek or divert it to the drain 20ft to the north?</p> <p>These are COUNTY roads! Please talk to the building department and SLOW THE HOUSING BUILD TO BUILD THE ROADS!</p>
Feedback Form	The freeways are absolutely ridiculous. I feel if they had transportation between large cities it would help reduce the traffic. For example, if they had a commuter train or bus that goes from Temecula to Riverside and Temecula to Orange County, Temecula to San Diego, etc. etc. that would be extremely beneficial.
Feedback Form	My biggest problems are the bus stops. Too far away one from the other and a big space of time between one another. From 45' or more.
Feedback Form	Please prioritize the train line extension to San Jacinto.
Feedback Form	I would love to hear more about how RCTC is initiating or contributing to collaboration with San Diego, Los Angeles, and Orange Counties to expand mass transit and train systems throughout these densely populated areas. Light rail and last mile options from these train systems would also make these options more feasible for everyday commuters. Safe, fast, and efficient transportation alternatives for people who sit in traffic for hours a day. Having single rider commuters as the default method of transportation is more expensive and harmful over the long term. I would love to see an investment in our future through mass transit.
Feedback Form	I still need to read the draft
Feedback Form	North and South 215 between Moreno Valley and Perris, the road surface is dangerous. I get warnings on my car that I am losing traction when driving on the highway surface.
Feedback Form	Traffic keeps getting worse! Please do something to reduce traffic congestion for those of us that work in OC and live near Temecula
Feedback Form	Infrastructure needs to keep up with the growth
Feedback Form	The SR79 is long overdue and should be a priority for RCTC.
Feedback Form	Trucks should not be on the roads during rush hour in the morning at least 5am to 8am and at night 5pm to 8pm
Feedback Form	I recognize I am not a resident, but believe two regional connectors might benefit the overwhelming traffic on the 91 freeway. Create a tolled expressway, exempt Riverside residents from the fee, similar to Jamboree Road in Irvine, along 14th Street to Martin Luther King Blvd to ease the traffic along the 91/215 transitions and a similar expressway along Cajalco Road and Ramona Expressway to encourage travel south of Riverside instead of through Riverside.
Feedback Form	Thanks for updating me.
Feedback Form	Toll lanes are built for revenue, not to solve traffic.
Feedback Form	Seems like some changes to improve roads, highways have made traffic worse.
Feedback Form	Finish the Metrolink Perris line all the way to San Jacinto.
Feedback Form	No plans to ease the chokepoint traffic jams on 15 North at the 60 or 10 East at the 15? Ridiculous.

Feedback Form	<p>The bottle neck that was created by the express lanes on Southbound 15 at Cajalco. An additional lane should be to Weirick Rd. if not beyond.</p> <p>I would like to see the 6th St. bridge over the 15 Fwy in Norco widened. That is also a bottle neck for city streets</p>
Feedback Form	<p>The rush hour traffic through Norco is ridiculous every weekday evening. The traffic backs up on the south I15 6th street off ramp all the way on to freeway lanes just waiting for disaster. The long lines of vehicles “cutting” through Norco on 6th. Street, California ave., Crestview dr.and Arlington ave. Causes irate drivers to use Crestview dr. and many are driving way faster than posted speed of 25 mph and not even slowing down for the stop signs.</p> <p>If there was another bridge across the Santa Ana river, drivers would have another way into Riverside and another way to access the I15. You can cross the river at Hamner, the I15 and Van Buren (which is also the worst traffic jamb every weekday afternoon) and now with all the people now in western Riverside it is time to consider another crossing maybe at Etiwanda ave. I live on Crestview dr. In Norco in the 4500 block and it is dangerous for my family and for the neighbors trying to get out of our driveway and from Allview st. There have been more than 30 accidents on Crestview dr. over the 35 years since we moved to the nice quiet Crestview, a residential neighborhood that shouldn't have to have simi trucks and irate drivers speeding through our neighborhood. Thank you for listening.</p>
Feedback Form	<p>Realistically, there is not a good way to travel efficiently outside of driving. Public transportation via bus or train would go a long way in relieving heavily congested freeways and surface streets. I would prefer public transport over driving, but California has little to offer in this capacity.</p>
Feedback Form	<p>Thank you</p>
Feedback Form	<p>I-15 SB of the 91Fwy. NB I-15 from Lake Elsinore to the 91 Fry. Another on-off ramp is needed to I-15 between the Street Norco and the 60 Fry.</p>
Feedback Form	<p>Take away all toll road to make traffic flow faster and make the 241 and 261 public free way to get faster to other city</p>
Feedback Form	<p>There needs to be on ramps and exits in the middle dividers, connecting to the fast track system, such as used in San Diego. Main focal points are Lincoln and the 91 as well as 6th St., Maple and the 91. An exit and on ramp to the fast track system from Green River would also help. These exits and on ramp don't need to connect to the 91 system like they do now. The bottleneck of the 91 where Green River meets is caused mainly because you have too many connectors all coming together at one point. The lack of exits and ramps spread throughout the fast track is the reason for this congestion in one area alone. The 241 should connect directly to the 71 and to South Corona 15. this would relieve so much pressure off the 91.</p>
Feedback Form	<p>Thanks</p>

Feedback Form	Extend the 15 freeway south toll road lane to Temescal canyon.
Feedback Form	Test
Feedback Form	<p>Fund Metrolink! Services levels are pitiful. 2 trains in the morning on the 91 line is a joke.</p> <p>Stop pouring billions into highway interchanges - the 91/60/215 is still a mess - and will always be if driving is the only viable option to get out of the county.</p>
Feedback Form	the only area I see need any flood control issues is norco. their flood control on their roads are very bad. but otherwise the most urgent is freeway congestion and lots of local potholes and sruff
Feedback Form	More highway lanes, not toll lanes
Feedback Form	I would like to see the County building diverging diamond interchanges (look at Missouri) more roundabouts (a vehicle in motion emits less pollution than one that is stationary at a stop light or sign), construct green T interchanges, and a undertake a County wide traffic signal synchronization effort (https://www.sccmo.org/210/Gateway-Green-Light).
Feedback Form	After the rain this winter the potholes have increased very very badly.
Feedback Form	Ease up traffic between Gypsum Canyon and Green River going east on 91. Another flyover maybe. Would help in times of natural disaster to have more than one way out of Green River.
Feedback Form	The condition of our roads is horrible & harmful to our tires & suspension.
Feedback Form	<p>For far too long, the commuters between Orange and Riverside counties have suffered due to a lack of surface street alternative whenever there is a problem with the 91 freeway, which is typically an accident or overturned vehicle blocking several lanes and backing up traffic in Corona or even into Riverside.</p> <p>For the average commuter, there needs to be at least one or two service street options that connect Corona to Anaheim Hills or Yorba Linda. I am one of the fortunate ones whose job is only 14 mi away from my house, but on some bad days it could take me an hour to get home if there's an accident between Gypsum Canyon, the last exit in Orange County; and Green River Road, the first exit in Riverside County.</p> <p>Heaven for fun that there is some sort of calamity or attack that would take out this vital artery for more than a few hours. It would greatly impact the ability for people are first responders to move between counties. Orange and Riverside counties need to figure out a solution for this vital issue.</p>
Feedback Form	It should not take over an hour to get from point A to point B when you are less than 5 miles away or let alone in general. The 91 E freeway is absolutely ridiculous! What is the point of paying for the toll pass when it's the exact same traffic?! Make it make sense! Please and thank you.
Feedback Form	Not enough is being done to relieve traffic congestion on the 91.

Feedback Form	The 91 corridor between Orange County and Riverside County has at least doubled in it's congestion in the past 5 years. There needs to be some kind of change to this freeway corridor to help commuters. I have been doing the same commute for 14 years. I only drive from Green River in Corona to the 57/91 interchange and going in the morning can take me 20 minutes to only get to Weir Canyon in OC and coming home at 3:30pm takes me regularly well over an hour with using Fastrack. It has impacted my health to the point I was forced to change my work hours in hopes to drive during less congested hours and I'm only 37. The past changes of lessening merging lanes (like the Green River West onramp and the 241 East offramp) did help greatly in my opinion. Thank you.
Feedback Form	The traffic through the Inland Empire has gotten out of control. We drastically need more options connecting us to Orange County. The 91 bottle neck from Green River to Gypsum Canyon is always a terrible drive for millions of commuters. I live off of Green River and avoid driving to OC at all costs when it is not necessary. Not only that, I avoid traveling to Riverside or even South Corona, also, and for the same reasons. Traffic literally locks us in our communities and makes what should be a 15 minute drive into sometimes an hour or more. I am unsure how to fix it, but it is broken.
Feedback Form	I'm in the Green River HOA community off Crestline and there's limited walkability out of the community. Traffic congestion on Green River Road is problematic in the weekday mornings
Feedback Form	If you will be asking to raise my taxes so that road and freeway improvements can be made for those people who travel through Corona I am strongly against any improvements at all. Quit building so many houses here. Quit taking my money.
Feedback Form	Bus schedules are decent and effective. Metrolink is amazing but the schedules are not the best. I have plenty of options in the morning to get to class but I never have a way back home because the times to go back home are too early when I have night classes which is the majority of the time (I take the IE and 91 perris line to get from Corona to Riverside) My options most of the time are to take the train in the morning but take the bus coming back and it just takes too long especially since I work straight after class. Overall, more night train schedules would help not only me but many students who can't deal with traffic or want to save time and energy when go to and from school.
Feedback Form	Please get rid of bottleneck on 91 EB @ 15 fwy.
Feedback Form	Most concerned about improving traffic on interstate 15 and 91 fwy corridors.
Feedback Form	To many trucks. Not enough general purpose lanes. Get rid of the Fastraxk.
Feedback Form	There needs to be more public awareness and outreach about things that are happening in our county. Especially where it comes to what is being done for our county
Feedback Form	Stop adding toll roads without end dates / time periods. The 91 is a struggle because of where the rollroads merge Commuter trains with more frequent scheduling would make it more accessible.

Feedback Form	Mi comentario sería que nos brinden más trasportes en especial a la hora de estudiantes en la mañana
Feedback Form	There's been a project on McKinley st in home gardens that is going to take forever to complete. And RTA needs to bring back routes that they suspended service during COVID-19
Feedback Form	I believe adding the additional lanes near Hwy 241 is very essential the amount of daily congestion is unbearable.
Feedback Form	N/a
Feedback Form	The 91 and 15 freeways are in desperate need of relief from congestion caused by builders building 100s of housing tracts and no limit on #of homes per roads that lead to other counties. More inlet and outlet roads are crucial to relieve the dangerous congestion thru the Corona area as well as many other areas! A building moratorium should be mandatory or more routes thru the mountains approved!
Feedback Form	<p>Policies to limit big rigs on the freeways (particularly the 60 freeway) during AM and PM rush hour are needed. It would be best for big rigs to travel through our county 6PM - 6AM but not during the day.</p> <p>The 215 freeway needs to be widened and the surface maintained consistently.</p>
Feedback Form	<p>Riverside should have bike lanes that are separate from the road just like in the Netherlands, not just a painted bike gutter like we have right now. Especially the ones going to schools and college where there's barely any bike lanes or even a painted one.</p> <p>There should also be a tram or a fast bus like in Canada to connect from train station to another so that there would be less congestion from people trying to board on trains that are miles apart from each other.</p>
Feedback Form	THE CONGESTION ON THE 15 IS OUT OF CONTROL. 15 AND THE 60 AND 15 AND THE 10
Feedback Form	I would like to see guard rails up on 55 fwy N merging onto 91 fwy E around Lincoln St as traffic gets very congested and bogged down due to many drivers cutting in and also a high risk for accidents, they did this on 241 approaching 91 fwy & very helpful. Expand La Palma down from Yorba Linda into Corona for cars, there is no highway paralleling 91 fwy from Gypsum Canyon & Green River, which is very frustrating. Also if a car accident, fire or mud slide in that area on fwy makes me nervous that can't escape & can be a huge risk to drivers to not exit freeway.
Feedback Form	We need truck lanes for big rigs on all our freeways, the 60 and 215 freeways need to be widened to include more lanes, the 215 needs to be resurfaced regularly (it is full of potholes), there needs to be regulations to limit big rigs on our highways during rush hours.
Feedback Form	No more frastrak for govt profit
Feedback Form	I'm glad the county is building new rail in the desert, though I'm hoping we can build more rail in western riverside county where the population density is larger. I'm hoping our county looks into new light railways such as trams in downtown riverside branching out to places such as UCR, RCC and other popular sites so students and those without a car can get around the city easier. It would also be nice if the county got funding to construct something similar to the new Metrolink Arrow route from San Bernardino to Redlands using small Stadler rolling stock. Maybe there could be a new smaller light railway that could connect the cities of Eastvale and Corona to Riverside. I am glad there are freeway construction projects taking place but we already know about induced demand, if more freeways are built and more lanes added it will add more drivers to the already congested freeways. The IE population of both counties has boomed to about almost 4 million people and it will get bigger, and if no public transit is provided traffic and travel times will absolutely get worse and likely start to rival Los Angeles. Inland Empire Counties should start investing in safe, clean, multimodal forms of public transit such as buses, trains, and tram lines in order to get people off the region's congested roads.

Feedback Form	There is not enough inter city transit options, especially on the very Western edge of Riverside County in the city of Eastvale. The area would be perfect for a light bus route or shuttle that circles the entire city going along the main streets of Limonite, Hamner and Citrus. The city is building new dense housing right alongside the I-15 off ramp. And we are receiving a Walmart Super Center in the next year and without ways to lighten the congestion, the city will become completely inundated by traffic.
Feedback Form	<p>Need to add the following projects:</p> <ol style="list-style-type: none"> 1) Widen Ontario Ave underneath I-15; it is 3 lanes west of the freeway, 1 through lane under the freeway, and 2 lanes east of the freeway. Not hard to see where the congestion is and what needs to be done... 2) Foothill Pkwy/El Cerrito Rd @ I-15; the SB on ramp needs 2 lanes and a dual right turn lane should be added on EB Foothill Pkwy for that SB on ramp. There is a lot of traffic congestion because of the single lane on the on ramp and only a single right turn to the on ramp. A lot of people use Foothill Blvd (from Greenriver Rd) to bypass the SR-91/I-15 interchange and it causes backup from I-15 to Crossroad St. 3) Magnolia Ave interchange on I-15; there are 2 major problems with the configuration of this interchange: <ol style="list-style-type: none"> a) The SB off ramp is too close to the El Sobrante Rd intersection. This causes coordination issues with the City traffic signal and Caltrans traffic signal and causes gridlock in the area. The off ramp should be configured to be a hook ramp and tie into El Sobrante Rd (similar to the EB off ramp at Valley Wy on SR-60 in Jurupa Valley, where it now connects to Mission Blvd rather than Valley Wy). b) Weaving on NB I-15 between Magnolia Ave and SR-91; there are 2 NB ramp entrances to I-15 that add a lot of traffic and the weaving lengths are not sufficient. There is less than 0.5 miles for weaving between the gore points of the northernmost Magnolia Ave on ramp and the exit ramp to SR-91. This causes major backup on NB I-15 everyday (even on weekends during non-peak hours)! A separate bypass corridor needs to be constructed for those on NB I-15 wanting to go on SR-91 and that corridor should start south of Magnolia Ave. This would be similar to the conversion made for the Main St off ramp and SB I-15/WB SR-91 connector ramp along WB SR-91. The best solution is to remove the EB/NB loop on ramp at Magnolia Ave and have the bypass corridor be placed on the east side of the NB on ramp. This would require a bridge for the NB on ramp over the bypass connector and would mitigate the inadequate weaving distance between the on ramp and SR-91, while alleviating the traffic congestion caused by it. 4) SB SR-91 needs to have an additional lane/carpool lane between the county line and SR-91. There is a carpool lane in SB county that ends at the county line and that causes major congestion from the county line to SR-91. An additional lane for NB would be good too but may not necessarily be needed, so priority should be given to the SB lanes if there are funding/environmental constraints.
Feedback Form	There should be a plan for a rail corridor along the 15 between from Temecula Lake Elsinore, Corona, Eastvale to Rancho Cucamonga.

Feedback Form	<p>There should be an opportunity to add something other than what you have listed as biggest transportation issues. Before I will support any increase there must be accountability for what the current funds generated by an ever increasing gas tax and the local half cent tax has been spent on. Specially how much is lost in funding a bureaucracy before anything is built? There is no active oversight that audits all revenues and expenses so the public may be informed. Instead we are told we have a problem and the government needs more money to fix it. Well our State budget has grown exponentially and we see little benefit. I also see large revenues generated by the toll lanes that are supposedly to be used to benefit the locations where they are generated but my understanding is the RCTC has found a way to move these funds into other projects. We are in desperate need of someone to honestly assess. And report to the public truthfully and consistently</p>
Feedback Form	Commuter Rail on the 15
Feedback Form	Overall good. I'm not sure I would support a sales tax increase to implement though.
Feedback Form	<p>The 2010 proposed tunnel from OC to Riverside County needs to be revisited or other additional corridor is heavily needed to relieve 91 fwy congestion.</p> <p>Santa Ana river bike trail ends at green river rd and could be expanded further into Riverside County.</p> <p>My commute from OC to Corona is terrible every evening at 7-8pm even using carpool and fastrak lanes I still often get into stop and go traffic.</p> <p>15 fwy N and S lane just south of 91 fwy have terrible traffic during most hours of the day.</p> <p>If widening roads is not scaleable, double deck roads, tunnels, or rail should be considered linking regions. Air traffic should be considered also.</p>
Feedback Form	<p>First, let's address this environmental emission issue. I have studied for well over 5 years about emissions. I promise by not fixing the lane problem here on the 15 going south, the amount emissions being generated because of traffic is double if not more. The only solution in my opinion because I have lived right by this traffic since it started to get bad is make the 15 going south 5 lanes wide and the toll roads 2 lanes all the way through past the Cajalco exit. Lastly, the el Cerrito on ramp needs help!! It's one dang lane for thousands of cars between 2-7. It need to be 2 lanes to get on and 2 lanes for a on ramp.</p>
Feedback Form	<p>Firstly: ELIMINATE TOLLS. All lanes on the freeways should be available to EVERONE.</p> <p>Secondly: Increase the freeway speed limit to 100+mph. The main logic to this is that drivers will spend less time on the freeways. The less time spent on the road, the less number of cars stay on the road - hence will improve traffic flow. Imagine an extreme calculation: 140 mph limit will virtually make a 5-lane fwy a 10-lane fwy. It will eliminate traffic jams specially during rush hours. Those who are afraid to drive at high speeds will voluntarily relegate themselves to surface roads ; and those who chose to drive on surface roads due to congestion on the freeways now will then see that freeways are freer, they will then to choose to get on the fwys. Also, CHP's should enforce the passing lane rule. Those on the passing lane and slow traffic down should be removed from that lane and ticketed.</p>
Feedback Form	<p>Nothing addressing the congestion on southbound i15 from Magnolia to Cajalco and beyond. Much of the traffic then exits on Magnolia thereby congesting other streets within Corona. This is especially congested when school gets out from Centennial High school.</p>

Feedback Form	
Feedback Form	A long term goal of the RCTC should be metrolink extensions along the 15 corridor perferably inbetween the lanes of the 15 before it gets completely built upon. Just like every public transportation project adding more lanes will add more cars and add more traffic. We need alternative options other than the privilege of paying not only for our cars but to use the toll lanes as well. It doesn't make long term sense to continue to build more lanes in areas that alternatives can be completed in.
Feedback Form	We need more streets and freeway roads, not bike lanes or toll roads. Stop the nonsense and build roads and freeways that will actually improve our quality of life.
Feedback Form	We need fewer toll lanes as this is a silent tax on the working poor and the middle class who may not have the budget to use these lanes or sacrifice some such food to use them. What is needed is a new freeway south of Corona that goes through or under via a tunnel to Orange County to take some of the pressure off the 91. As more housing is built south of Corona along the I-15, this is only going to increase the pressure on the I-15 and the 91.
Feedback Form	Fix the disaster you created at the 15 and Calcio
Feedback Form	Improve Ontario Ave at I 15 both directions. There are not enough lanes going under freeway. The congestion on Ontario is ridiculous! Everyone gets off at Ontario to go down ontario/temescal canyon to bypass freeway.
Feedback Form	I think adding lanes to the 91 (Eastbound) freeway between the 241 and 71 would alleviate alot of traffic in the evenings/afternoons. As a commuter from Corona to OC (Buena Park) I'd really like to see additional train times. I'm not sure how feasible that is, but it would be nice to have other options to get to work.
Feedback Form	<p>Please consider light rail connections on magnolia in riverside running to Main Street in Corona. There should also be light rail on Main Street running through Norco on Hamner to Eastvale silver lakes connecting to Jurupa Valley. This can possibly be done by mutual alliance with Los Angeles Metro measure M & OCTA.</p> <p>There is serious issues with money being dumped into the SR-91 project on the I-15/SR-91 interchange with the SR-91 @ Main Street to Lincoln Ave in Corona ON A SINKING FOUNDATION FREEWAY. The road quality on SR-91 is absolutely pathetic running from La Sierra to downtown Riverside, along with Corona. Toll roads is a shady company using overpriced garbage roads that steal tax payer money converted to local government slush funds of free money via bonds. TOLL ROADS ON NATIONAL FREEWAYS LIKE I-15 NB AND SB HAS NO BUSINESS IN RIVERSIDE COUNTY. STOP BUILDING TOLL LANES... THEY DO NOT WORK. THEY INCREASE CONGESTION.</p> <p>Road quality through riverside is terrible. Please tear up roads and lay solid concrete dug into the ground further as done in Western Europe (Germany - Autobahn) that will save big time money and most importantly eliminate government wasteful spending on overpriced lazy contractors that do chicken scratch asphalt "pothole repair". These construction companies building the SR-91 toll interchanges and other road maintenance are notoriously corrupt & do horrible road work.</p> <p>We have chosen to leave Riverside county and move our business far away due to taxation with horrible representation & road neglect that will eliminate \$1.2 million from our business to riverside county tax funds.</p> <p>Signed, A angry and upset business owner who is tired of Karen Spiegel's games & RCTC's corrupt construction friends.</p>
Feedback Form	I hope that this plan will ease traffic jams on McKinley.
Feedback Form	Something needs to be done about McKinley Street traffic jams.

Feedback Form	Riverside County loses money, retail sales, and tax income because of the poor traffic management. When it takes 45 minutes to go 5 miles on a freeway that's ridiculous! We also need more metro link trains that operate during shopping hours, not just early am and late afternoons.
Feedback Form	It seems to me a route from the 15 across the Cleveland forest area to Irvine would relieve all the bottle necks in Corona. Why can't that be done? The 91 and 25 have become nightmares.
Feedback Form	The 241 to 91 is the worst drive. You need to create a double decker freeway - and even then that may not be enough!
Feedback Form	None of these answers will work. I don't want my taxes raised to fund your roads when you all are making money hand over fist. Take a pay cut and use that money to fix the roads.
Feedback Form	The goal of 30 minutes train during peak should be a minimum bit a goal. I work in OC across the street from the train station and I know many commuters who can't use the train because how infrequent they are. There's a 6 hour gap if something happens and I have to leave work early before the next train
Feedback Form	Speaking from the "Riverside, Corona & Nearby Areas" perspective, top priorities should be vast improvements to public transportation and implementing a "Complete Streets" plan. Regarding public transportation, there are multiple facets to improve that will help solidify a transportation spine for Corona and NW Riverside County. It is excellent that the need to increase frequencies on the 91/PVL and IEOC Metrolink lines was identified. While it may be difficult to accomplish given BNSF's track ownership, there should be a push to RTA to expand route 200 scheduling and routing to gracefully supplement IEOC service, including adding a stop in Corona, implementing frequent bi-directional service, and increased marketing. This way, residents from Corona, Norco, Eastvale, and those connecting from Lake Elsinore can have reliable, car-free connections to Riverside and Orange County. Alternatively, RCTC can help fund DMU/EMU trains, similar to SBCTA's Arrow service, along RCTC-owned right of ways to expand transit accessibility. Additional projects to explore should be connections from Corona/Riverside northward to Ontario airport and the future Brightline West terminus at Rancho Cucamonga.
Feedback Form	NO ADDITIONAL TAXES. OR INCREASE TO EXISTING SALES TAX!!
Feedback Form	I do not think my personal comments will make much impact but here they are anyway. Love living in the City of Corona, but the freeway congestion is the absolute worst problem and is causes congestion on adjacent arterials. Should not take 30 minutes to get on the 91 WB at Maple/6th in the morning (7am) when the freeway entrance is 1.3 miles from home. Over an hour travel time on 91 EB to get from Lakewood to Maple (less than 10 miles) in the late afternoon (3-6pm).
Feedback Form	15 from weirick road to 74 add 1 multi purpose lane . minimal cost to tax payers.
Feedback Form	Public transportation would take me shopping and bring me home. But you will have to convince stores to deliver my purchases. They did this in Pittsburgh, Philadelphia and D.C. and I loved it I didn't even have a driver's license when I moved to California.
Feedback Form	Modify express lane charges to carpool of 2 = no cost on express lanes Too many express lane charging areas Cost of usage is unbelievable
Feedback Form	Would it be possible to extend metrolink along the 15 to either Ontario Airport or Temecula?

Feedback Form	I feel that one of the ways to alleviate some congestion is to build a connecting roadway between Corona and Anaheim Hills. You could connect Green River Road in Corona to Santa Ana Canyon Road in Anaheim. It would help with freeway traffic and keep us from being completely freeway locked in the event that the freeway was impassable due to earthquake. It would also help the older people in the Corona/Riverside area who still have relatives in the Orange County area but are unable to drive freeways.
Feedback Form	I believe we need to limit the times 18 wheelers are on the freeways, I would stop them from rush hour traffic and also holiday weekends.
Feedback Form	Dar información más clara sobre opiniones en las rutas de el transporte lo digo por que me costó entender la ruta por la cual mi hijo debe viajar
Feedback Form	Please prioritize the completion of the E. Ontario Ave from El Cerrito Road (end of e. Foothill Parkway to Tom Barnes St (new Sherriff Dept Office. It's less than one mile. With the increase in traffic on the 15 Frwy, Ontario/Temescal Valley has become the cutoff road for those thinking it is faster. This section of road is one lane in each direction. And it is in complete need of replacement. County has only done pothole repair (and not very good) over the at least 20 years. It should be an embarrassment. Supervisor Spiegel is well aware of this need, but has done nothing to alleviate the condition of the road. There is equipment available to remove/replace the current single lane road in a short period of time with minimal cost while the red tape/engineering is being completed. Thousands of auto trips are provided on this road daily. thank you...
Feedback Form	Any plan that first talks about equity but then moves to providing privilege lanes (toll lanes) over public lands is disingenuous in its intent. Those who have wealth should not be prioritized over others. Children of economically disadvantaged parents deserve to have their parents home for dinner, homework and after school activities just as much as the children of those who can afford to pay ridiculous tolls to use public lands. The drive from Corona to Orange County took 45-60 minutes before toll lanes and despite all of the new toll lanes, it still takes 45-60 minutes. These "improvements" benefit those with means and not those struggling to get by. ALL children and families deserve the same time with their loved ones. Offering public lanes that are reserved to save time for those with money is not how equity works.
Feedback Form	Vefvfsvdfbsdfbsgd sdfbsdfbsfdb bfdsbsfdbgdsb
Feedback Form	The 241 and 91 freeways are a huge problem and probably the reason my family leaves California altogether
Feedback Form	
Feedback Form	I would love to take public transportation to my job in Anaheim, but the train times are limited, and both stops are around 4 miles from my work, so it's not feasible. More trains with more stops would make it better.
Feedback Form	We shouldn't have to pay to drive on our freeways. There needs to be a road/freeway connecting the 241 and the 15. Again, these should not be toll roads. The rates of the toll roads are expensive and only accessible to the wealthy.
Feedback Form	Freeways without pay-lanes and high charges, increasing lanes on every freeway, continue with 2 or more people lanes, smooth transitions on and off lanes. 91 is the worst in the nation and changes need to be made asap. Public transport is a waste of money buses and trains are empty. Focus on the problem 91 is a disaster.
Feedback Form	Add 2 NON TOLLED lanes on 15 from Corona to lake elsinore.

Feedback Form	<p>Increasing the commuter assistance would help keep flow of state route 91. Someone's cars breakdown in the middle of the freeway and cause traffic for almost 2 hours only because they're waiting for someone to tow them away.</p> <p>Semi trucks should have their own connections and lanes. I think it's important to get their perspective given they are on our commute every day</p>
Feedback Form	<p>All of the freeway, enhancements seem to be toll roads or fast tracks so everything you're adding cost us money. We've already paid for these streets in our gas tax, car registration tax, our state and federal taxes. Only the rich people can afford to use them poor folks sit in traffic.</p>
Feedback Form	<p>Explore ways to mitigate early morning freeway congestion on the 91 between Green River Exit and Weir Canyon Rd Exit.</p> <p>Also, explore ways to mitigate afternoon jams on Magnolia Ave between Rimpau Ave and Sherborn St. Usually congestion happens before the I-15 South entrance.</p>
Feedback Form	<p>My suggestion is: The Toll roads need to be eliminated for three reasons. 1) most of us can't afford the toll charges 2) they create bottlenecks 3) the toll roads should be converted to General purpose lanes, to help relieve traffic congestion. It seems like once a toll road is in place, it's difficult to get rid of them. Plus they want to collect tolls forever. I do not support expanded toll roads in any future plans.</p>
Feedback Form	<p>I see that there was a section for adding an interchange at Cambell Ranch Road. This would be great for all the new residents popping up in this area. Another item would be on the 15 south. There is a lot of traffic due to several lanes merging at Cajalco. There's the fast track lane, calajco on ramp, and lane reduction after the entrance. On Ontario road, there's a lot of traffic as well. This area needs a better way to manage the traffic. I don't know what it is but there's a limited amount of lanes dedicated to a slew of activities; going onto the 15 south and north, continuing straight on Ontario, etc. Finally, there is so much dust on Temescal Canyon Road from the concrete facility.</p>
Feedback Form	<p>There needs to be another alternative route from OC to riverside, rather than the 91. From the 241 to green river it is the only way. Even adding lanes won't help. Need something north or south to divert some traffic prior to the choke to get traffic to the 15. If this flows it fixes 75% of problems.</p> <p>Need extra lanes on 15 from cajalco to lake Elsinore. There's plenty of room and it backs traffic up to the 15 because the trucks take up 2 of the 3 lanes going up a long hill. Slows traffic to 45-55 on a 70 zone. This would help 91 east flow better in the afternoon.</p>

Feedback Form	the end of the toll road south I-15 is a bottle neck. This is an area that needs attention starting at magnolia through weirick.
Feedback Form	Priority needs to be given to the bottleneck that builds everyday on the 15 Freeway south at the Cajalco Rd exit. I lose hours every year just sitting there. Heaven forbid if there's an accident!
Feedback Form	Traffic congestion is beyond out of control. The 15 freeway in Corona is congestested 24 hours a day.
Feedback Form	Implement ITS for roadside monitoring and enforcement of truck traffic.
Feedback Form	There needs to be a hard look at freeway congestion and the vacant toll. I understand what paid for them but at the cost of MAINTAINING congestion. Why not utilize just ONE lane for toll; why not wide open roads , no tolls, during peak traffic hours. Creating more toll roads squanders limited funds. If toll roads are 100% FINANCED with investor funds fine, otherwise the taxpayer is getting screwed TWICE.
Feedback Form	The 15 fwy from the 91 to Cajalco rd is a mess. Why does the right lane south end for about 1000 yards while you poured cement with rock didn't you see the problem that would cause as the toll rd ends and merges. What could help is turn the right side in to a finished lane.
Feedback Form	How about constructing reverse-commute lanes instead of installing "Express" Lanes that require us to hand over a fortune of money for roads that we already pay taxes for?!? It's ridiculous that one side of the highway has essentially no traffic on it, and yet the other side has bumper-to-bumper, 5 mph, traffic. I've lived in cities that had reverse-commute lanes created, and it made a HUGE difference. How about inexpensively built Monorails that provide transportation along the 91 and also I-15? They could make stops at the major crossroads, and then commuter lots be built at the major crossroads, and/or bus-lines be added at these crossroads to get commuters closer to their home destination.
Feedback Form	Adding toll roads only will only congest the general public lanes more.
Feedback Form	What really needs to be addressed is the congestion on I15 from cajalco all the way to Indian Truck Traill. The freeway needs to be severely widened. In addition Temescal Canyon road needs to be widened from the Terramor Community to the Tom's Farms Establishment. It is ridiculous in the morning how backed up the traffic gets and there is only one deteriorating lane available to get to the freeway. At minimum needs 3 lanes both ways to alleviate the congestion.

Feedback Form	<p>In the Temescal Valley area home are being built faster than the roads can handle. This puts the safety of the people in such a dangerous situation when the freeway gets backed up people use the side roads, and those roads are already backed up with its own residents trying to get around. Trucks are one of the main problems there should be a designated route for the truck's ingress and egress and not through neighborhoods or business areas parking in the middle of the road in the turn pockets blocking the view for cars to enter a business or exit a business. I have counted up to 26 cars going by for me to enter Temescal Canyon Rd. off of our road. It's the greed of the County for revenue allowing all these homes being built with no road improvements. Sure, the builder improves the road in front of their tracts of homes, but the rest of the road is still the same as 50 years ago. Common sense will tell you if you build 300 homes at a average of 2 cars per home you added 600 more cars that will use the road that's what I am talking about. What was a 10 min. drive to the store has become a 30 mins one-way and sometime the return takes 45 mins or longer, clearly over built with homes and the comfort of living here has become more stressful on the County and States roadways.</p>
Feedback Form	<p>RCTC needs to prioritize fixing the lane drop near the Cajalco Exit on the I-15S. That area is the source of major traffic Mon-Sat and needs to be remedied soon because more homes are being built in the Temescal Valley region, which will bring more cars. That pinch point hurts businesses across Riverside County because people living North or South of Cajalco avoid driving through that area due to the traffic.</p> <p>Extending the Express Lanes from Cajalco to SR74 will help but unless you fix the lane drop, nothing will change. Right now the cost to drive in the tolls from Ontario to Cajalco on the I-15S (which is an extremely short distance) is between \$11-\$16 during peak travel times. This high cost is not helping traffic and arguably incentivizing people to avoid the tolls.</p> <p>Long-term we need a Metrolink/Light Rail connection along the I-15 corridor to help alleviate traffic due to growth in the region.</p>
Feedback Form	<p>I am fairly new to this area and was completely surprised about the lack of public transportation and or rail service in the south end of the Temescal Valley area with the threat of new warehouses in the near future, being built very close to the freeways it is going to congest the roads with 24/7 truck traffic which needs alternate roads away from every day commuters plus the added environmental impact that's going to make. the I 15 Campbell Ranch Rd. intersection planned is complete insanity much too close to homes that are being built and that already exist</p>

Feedback Form	<p>"Construct a new interchange on I-15 at: o Campbell Ranch Road and Temescal Canyon Road in Temescal Valley"</p> <p>Hello, From your plan above, it is obvious that you are not interested or concerned about the impact on the local residences and neighborhoods, Specifically the Terramor Community. This project will "Destroy" our community and the value of our home, as a retired person, that we have worked for all of our lives,</p> <p>Wake up..... !!! GREED IS NOT A GOOD THING AND WILL COME BACK AND GET YOU.</p> <p>I am always available to hear your justification.....</p> <p>[PERSONAL INFORMATION REDACTED]</p>
Feedback Form	<p>Riverside County Transportation Commission has released a Draft 2024 Traffic Relief Plan that we all need to comment on. The Draft Plan on page 14 calls for construction of a new I-15 interchange at Campbell Ranch Road and Temescal Canyon Road, near Terramor's back gate. A far better approach would be to replace the aspiration for a new interchange with reconstruction of the existing I-15/Temescal Canyon Road interchange as a partial cloverleaf, allowing the large volume of truck traffic (both existing and newly generated by the proposed Serrano 6 msf warehouse development) to make right turns looping onto the freeway rather than clogging left turn pockets.</p>
Feedback Form	<p>As concerned senior citizen living in Terramor, please do not put a freeway interchange at Terramor's back gate. I am concerned about the noise, congestion, danger and pollution that an interchange at our community's back gate would cause.</p> <p>On another note, the sign pointing to the entrance street at Terramor's back gate known as Temescal Hills has a recently installed street sign pointing to a dead end and a not so recently installed traffic light that has been installed and not powered up. Please correct this as soon as possible.</p>

Feedback Form	This area I feel would not support additional traffic at Temescal Canyon Road and Campbell Ranch. With the traffic that already builds up in this area along with the mining and concrete trucks tearing up this roads the poor people at Butterfield Ranch mobile home park would be swallowed up! I live in Terramor and the noice from the freeway is already enough. Please don't allow this to happen!
Feedback Form	Fix the existing Temescal Canyon Rd/15 interchange with a partial cloverleaf rather than build a new one at TCR/Campbell Ranch Rd. FHWA Safety Assessment of interchange spacing on urban freeways (Publication # FHWA-HRT-07-031) recommends a minimum 3 mile spacing between interchanges for good route guidance signing and decision distance under high-speed, high-volume urban/suburban conditions.
Feedback Form	Re Interchange at Campbell Ranch and Temescal Canyon....It makes much more sense and would alleviate any additional backups by using the "cloverleaf" approach. The time to address possible congestion is NOW!
Feedback Form	The Draft Plan on page 14 calls for construction of a new I-15 interchange at Campbell Ranch Road and Temescal Canyon Road, near Terramor's back gate. A far better approach would be to replace the aspiration for a new interchange with reconstruction of the existing I-15/Temescal Canyon Road interchange as a partial cloverleaf, allowing the large volume of truck traffic (both existing and newly generated by the proposed Serrano 6 msf warehouse development) to make right turns looping onto the freeway rather than clogging left turn pockets.
Feedback Form	We live in the gated community of Terramor in Temescal Valley. When the I-15 is jam packed with cars, we need to use Temescal Valley Road to access almost all services (medical facilities, shopping, etc.) If the Serrano Project is approved, we will be be facing horrendous traffic every single day. Right now we can get to doctors offices and the city of Corona using side streets. With all of the truck traffic from the new warehouses, our 20 minute commute to Corona could end up taking an hour or more. Because this is a 55+ community, quick access to medical services is imperative. A crowded I-15 and Temescal Vallev Road is going to be disastrous!
Feedback Form	I do not want any I-15 projects, additions, ramps, exits, etc. at Campbell Ranch Rd and Temescal Canyon Rd. There is already too much traffic congestion in that area. I also don't want any warehouses so close to my home in Terramor.
Feedback Form	I am against the proposed I-15 interchange at Campbell Ranch Road and Temescal Canyon Road. That intersection is close to my home in Terramor and I do not want any additions, ramps, exits, construction, interchanges, and/or entrances in that area. We have enough traffic congestion and debris from passing trucks on Temescal Canyon Road and don't need any more. I am also against any warehouses being built close to the Terramor, Serrano, and Sycamore Creek communities. The County should not allow so many new homes to be built and then approve the disruption of those residents lives with construction, new freeway interchanges, warehouses, and pollution.

Feedback Form	<p>The traffic on the 15 south of Cajelco road and will be gridlock if the 6 million square foot Serrano Project proceeds as designed. The DEIR for this project cites 15,000 additional truck trips per day, 24/7. Undoubtedly this project is likely to proceed but the scale is beyond the capacity of the existing infrastructure. Not only is it a public safety issue, it's an air quality.</p> <p>Bottomline, the RCTC needs to revisit where new interchanges WILL be created along with additional, NON TOLL LANES on the 15. As seen in Moreno Valley, development has exceeded the carrying capacity of infrastructure. The RCTC is on the path to create a ANOTHER traffic nightmare on the 15. It would bad government to say that the RCTC does not get involved in land use projects.</p>
Feedback Form	<p>THE biggest problem for the I-15 and 91 freeways are the addition of toll lanes. California already has the highest gas prices in the nation as a result of fuel taxes that are supposed to be paying for highway infrastructure improvements for the entire driving public. Not just those with fat wallets driving expensive cars. It is disgusting the RCTC chose to line pockets with a continuous stream of revenue generated from toll lanes instead of serving the public good.</p> <p>Ask any resident who lives within 20 miles of the 15/91 interchange if they think toll lanes were/are a good idea. Positive responses will be 0.</p> <p>Where are the bike lanes?? If the RCTC needs help figuring out how to start including them, consult with traffic engineers in Orange County. OC has been adding bike lanes to streets for a lot longer than the RCTC has been fixated on adding toll lanes to freeways.</p> <p>Suggestions: Stop wasting money on the wrong consultants. Build more freeway lanes without tolls. Continue ridesharing lanes (i.e. Diamond lanes). Stop erecting stop signs and traffic lights and start building roundabouts. It's long past due Americans learned how use them!</p>

Feedback Form	<p>We reside in Temescal Valley (between Corona and Lake Elsinore). We don't have enough roads to accommodate the amount of traffic we have in our area. More building is being done (houses and warehouses) and we have no idea where these people will be driving. We have lived here 20 years and it's gotten ridiculous. Even in the middle of the day there is traffic. I'd like to know what is planned in the event of a natural disaster such as an earthquake. We have one choice (the 15 freeway) and if anything catastrophic happened we would be stuck here. It has been mentioned in the past and little has been done to address it. The Cajalco Road revision was not a solution. My son works in Corona off the 91 freeway and his 10 mile commute is crazy. I highly suggest that this issue is revisited as there are several developments planned in our area.</p>
Feedback Form	<p>Stop building Toll lanes and return to HOV lanes. Reduce the toll/HOV lanes to one lane. Open all lanes during non peak hours.</p>
Feedback Form	<p>Fast track congestion clogs highways where they end and exit. People move to Riverside County for affordable housing and fast track doesn't help most of us economically, making more regular lanes or carpool lanes would make more sense and help make the flow of traffic better.</p>
Feedback Form	<p>Widen I-15S. To Indian Truck. Fast track prices on this stretch are robbery. \$15 to go 1/2 mile at times. Funnels normal traffic down at ElCerritos to accommodate their lanes and charges those prices. San Diego I-15 \$.10 per mile cost.</p>
Feedback Form	<p>The 15 North express lanes to the 91 West express lanes connector has become a major pain point for commuters every morning due to the fact that traffic backs up for miles. One issue that contributes to this is the amount of cars that drive on the 2nd lane and abruptly and dangerously cut in to the 1st lane, causing further dangerous congestion. One solution could be to extend the lane dividers between lane 1 and 2 further south to decrease the amount of dangerous high speed cut ins. Additionally when the 15N merges onto 91W, significant traffic gets created by the number of cars traveling from 15S and 91W that move left and right between lanes. Dividers should be extended separating the 15S and 91W traffic until the 15N traffic and 15S traffic merge completely before allowing the 91W traffic to merge - essentially creating a staggered merge of the three traffic flows. Paying \$15 plus to be stuck in stuck in 30 mins of traffic over a 3-4 mile stretch in the AM is ridiculous and I worry about how the expected increase in population north and south the 91 on the 15 will further worsen the current traffic conditions making it difficult to continue living in Riverside County.</p>
Feedback Form	<p>The traffic on the 15 south of Cajalco road will be gridlocked if the 6 million square foot Serrano Project proceeds as designed. The DEIR for this project cites 15,000 additional truck trips per day, 24/7. Undoubtedly this project is likely to proceed but the scale is beyond the capacity of the existing infrastructure. Not only is it a public safety issue, it's an air quality issue.</p> <p>Bottomline, the RCTC needs to revisit where new interchanges WILL be created along with additional, NON TOLL LANES on the 15. As seen in Moreno Valley, development has exceeded the carrying capacity of infrastructure. The RCTC is on the path to create a ANOTHER traffic nightmare on the 15.</p>
Feedback Form	<p>Very much against new freeway exit at Campbell Ranch and Temescal. It would be very disruptive to have a cloverleaf exit in the midst of residential areas. It would be better to enhance the Temescal Valley ramp.</p>

Feedback Form	<p>You profess to helping the traffic situation but the truth is you have cause a lot of the problems, The 15 is a mess from the 60 to below Lake Elsinore. You increase the tolls to the point that during the day the increase is made because there is heavy traffic and it appears, at least to me, the fares are increased to reflect the increase use of the toll lanes. For example, when the traffic is heavy, be it 1 or 2 in the afternoon the tolls are increased. \$8 from the 91 to Cajalco which is insane. I've been on other fast tracks systems where the fees are within reason. It appears to me RCTC wants to make money by gouging the public. On the weekends the traffic is a nightmare during the day and yet you have not done anything but cause backups that are miles long. Do something for the public not for gouging the public. Since the flyovers at the 91 the traffic has not made any difference but increased. Spoke with on the councilmen for Corona who when I was asked the flyover if it improved anything. I told it hadn't and his response what "why should I care as I'm retired". You all want to make a difference but have done little to be effective.</p>
Feedback Form	<p>Surprised that the 15 freeway is not even mentioned. The only plan I've heard is the addition of 16 miles of tollroad from Caljaco to Main street in Lake Elsinore. And we're looking at a MEGA warehouse (6 million square feet!!!) with sn estimated increase of 60,000 trucks a year. You want to talk about highway traffic, we haven't seen anything yet. Until RCTC can figure out the problem all those additional trucks will do to the 15 freeway, we should be talking about moratorium on warehouses.</p>
Feedback Form	<p>Most people can't afford the current stretch of the toll road on the 15 freeway. If it is extended to lake Elsinore, even less will be able to afford it. So that means more car traffic with an incredible increase of truck traffic making the 15freeway even less safe and more congested. An extension of the toll road will do nothing to improve freeway congestion. Is Serrano Commerce Center in Temescal Valley included in your plans?</p>
Feedback Form	<p>I've been told the original EIR from 2010 there is no additional environmental concerns, eventhough the population has grown from the additional residential population over the past 14 years has grown. More traffic, especially from truck traffic MUST be considered when looking at air quality.</p>
Feedback Form	<p>The 15 freeway traffic through Temescal Valley is a nightmare and only getting worse, In large part to residential construction and the proliferation of warehouses. The Serrano Commerce Center does not belong in Temescal Valley. It will be a 6.6 MILLION square foot logistic Center to be squeezed into and destroying our beautiful Valley. Many of the residential communities in TV are 55+, many who have respiratory issues. I keep trying to find someone who can explain to me why it is a good idea to plop a megawarehouse in this area.</p>
Feedback Form	<p>I want better transportation. Freeways are</p>
Feedback Form	<p>Make Calico Rd four lanes and safer</p>
Feedback Form	<p>Traffic on the 91 and 15 from Corona to lake Elsinore has become a very serious problem. We cannot leave our houses at any time of day or day of the week because traffic is always at a stand still. We need additional lanes immediately. We need more retail and restaurants in the Temescal valley to reduce traffic going to Corona for every little thing.</p>

Feedback Form	I'm a senior resident of Glen Eden Sun Club in Temescal Valley. I no longer drive, so my transportation options are limited. De Palma Road is so dangerous due to excessive speed and narrow or nonexistent bike and pedestrian lanes that I cannot travel safely to the Von's shopping center which is 1.5 miles away. Since there is no public transportation, I cannot travel to Corona or Lake Elsinore for groceries or medical appointments. Thank goodness for helpful neighbors because that's the only option I have.
Feedback Form	Replace Temescal Canyon Road from Campbell and Lake, and quit dragging your feet waiting for some developer to do it. Second, Temescal Canyon Road should have been 4 lanes from Lake Street to Ontario Ave ten years ago.
Feedback Form	The 15 and 91 freeway traffic is ridiculous. Stop putting in toll roads
Feedback Form	We Riverside county resident have no escape if the 15 Freeway is shut down or if an evacuation occurs. We need another way to get to Orange County.
Feedback Form	The on-ramp at Campbell Ranch road is necessary. Temescal Canyon Rd between Campbell Ranch Rd and Trilogy Parkway has been ignored. It's in horrible condition and is too dark. This is unsafe. We need a better route.
Feedback Form	Temescal Valley would benefit greatly by adding the interchange at Campbell Ranch Road. It would provide another access point to the I-15 freeway -- much needed in an evacuation situation, plus provide easier and quicker access for the gravel trucks to all the mining operations at Temescal Canyon and Matri roads. With two 55+ communities in Temescal Valley, it's incredible we have no fixed bus route, meaning our residents cannot use the Dial-A-Ride service.
Feedback Form	The fact that it takes 45 minutes or more to travel 10 minutes on the 15 freeway is absolutely unacceptable. The fact that roads through residential areas that are near warehousing and manufacturing which means they have heavy traffic of semi trucks are not regularly maintained is also unacceptable.
Feedback Form	Our traffic is a disaster. Construction on freeways the last decade have done nothing but make it worse for everyone. Fast track isn't the answer stop committing highway robbery
Feedback Form	Environmental mitigation, blowsand/flood control, and commuter assistance are nice to have when you have your act together (in case you don't know, your act is NOT together). The parking lot of I15 at Calajco is a disgrace that you are directly responsible for and have an obligation to solve. Y'all WASTED money and time and really should be out of a job. During the shutdown's y'all pissed away millions of dollars to make 5 lanes go down to three lanes at one exit (Cajalco). In what world did you use your two brain cells to think this was a good idea? Stop the circle jerk and fix your freeways
Feedback Form	Bottlenecks need to be eliminated
Feedback Form	We have been in the Temescal Valley for just under 3 years. The roads in our area are impacted by heavy trucks and constant traffic. We lived in Riverside, CA, from 1989 to 2005 and the roads were always in good repair! Not so in Temescal Valley. Every storm bring new potholes and our vehicles from the mud and gravel on the roads look like we have been off-roading! Why is our area of Riverside County being neglected??? Not there is talk of new distribution facilities nearby Terramor. This is also going to impact our roads! We expect quality roads as provided to the remainder of Riverside County! Also, the 15 and the 91 are totally impacted by excessive vehicular traffic. This must be mitigated by the building of fewer homes and commercial vehicles in our part of the county!

Feedback Form	<p>Construct a new interchange on I-15 at: o Campbell Ranch Road and Temescal Canyon Road in Temescal Valley</p> <p>Construction of a new I-15 interchange at Campbell Ranch Road and Temescal Canyon Road, near Terramor's back gate. A far better approach would be to replace the aspiration for a new interchange with reconstruction of the existing I-15/Temescal Canyon Road interchange as a partial cloverleaf, allowing the large volume of truck traffic (both existing and newly generated by the proposed Serrano 6 msf warehouse development) to make right turns looping onto the freeway rather than clogging left turn pockets.</p> <p>As a proud Homeowner in the Beautiful and desirable Terramor Community, your plan DESTROYS the desirability of my community and the current and future value of my home.</p> <p>It would be best to reconsider the impact on the communities you are supposed to serve.</p> <p>You may contact me at any time..... [PERSONAL INFORMATION REDACTED]</p>
Feedback Form	I 15 needs to be expanded with two additional lanes in both directions to reduce congestion between Lake Elsinore and the 91 freeway.
Feedback Form	There seem to be too many lanes that end causing merging traffic which causes delays and traffic hazards. The interchange from the east 91 freeway Main Street entrance to the 15 south has a lane that ends causing traffic to cut across the entire 15 south, the fastrac lanes ends between Cajalco and Weirck exits causing people to merge quickly, the 15 south past the Cajalco exit has a lane that ends just before the merging Cajalco traffic onto the 15 south, so people have to merge to the #2 lane to go back into the dedicated Weirick exit. The merging lanes don't make sense because they seem to be only in the Corona city boundaries.
Feedback Form	High priorities are additional lanes on the 15 and new interchange for the 15 and Campbell Ranch Rd/Temescal Valley Rd
Feedback Form	Not interested in having a new interchange constructed on I-15 at Campbell Ranch Road and Temescal Canyon Road in Temescal Valley. Having interchanges 3-5 miles apart ensures smoother traffic flow getting on highways. Exits and entrances at Indian Truck Trail both North and South are built for future growth. Improving Temescal Canyon Road from single lanes in each direction (Lake Street to Indian Truck Trail and Temescal Hills Drive to I-15 at Temescal Canyon) to two lanes following the eastern side of I-15 preferred to having an additional interchange constructed. Currently traffic on Temescal Canyon Road between Temescal Hills Drive and I-15 at Temescal Canyon has a 4-way stop at Maitri Road, traffic flow could be improved with a signal as traffic slows due to heavy truck traffic. Without adding a signal at this location and widening road to 4-lanes, traffic will worsen at this bottleneck even with the additional interchange connection.
Feedback Form	Traffic on the 15 is still a nightmare & more public transportation options to Palm Springs area would be fantastic.
Feedback Form	Implement free bussing for schools and that can reduce the traffic in the mornings and afternoons
Feedback Form	Biggest issue is horrible traffic congestion.
Feedback Form	With all the new housing coming, we don't have the infrastructure to keep up. In a new on/off ramp will help. But our roads are in dire need of repairs
Feedback Form	There are no plans dealing with the traffic congestion or emergency response along the I-15 in Temescal Valley. Valley residents and businesses are in danger. There are no alternative routes for emergency response or evacuation between Cajalco Rd and Hwy 74 in response to a major emergency on or near I-15 ...major fires, traffic accidents, earthquakes, or environmental issues.
Feedback Form	Disagree with adding an interchange at Campbell Ranch.
Feedback Form	Stop creating more traffic by loosing lanes.
Feedback Form	Please prioritize improving freeway traffic flow on I-10, I-15, and rail service.
Feedback Form	Temescal Canyon should be at least a four-lane, smooth road. Both the congestion and bumps in the road are horrible. Also Fwy 15 from Temescal Valley through Murrieta is extremely bumpy to drive through. It feels like we are driving through 1950's back roads. Thanks for asking.
Feedback Form	Whoever designed the 15 fwy southbound and decided to merge two lanes at Cajalco, creating huge bottleneck of traffic, those non geniuses should be sentenced to a lifetime sentence of having to sit in that mess on a daily basis, to realize their stupidity.

Feedback Form	Select two options are not effective, perhaps ranking priority would better get the pulse of the residents. The whole list is necessary. With the traffic congestion in Temescal Valley, you are only going to get those answers. Environmental mitigation and funding are important but a congested community will not give those as priority. We need a way out without taking us 45 minutes to get to the high school a 5 mile drive from our homes.
Feedback Form	The community of painted hills is suffering trying to get out of our community each day. We need some sort of light or stop sign to slow down the cars. It's becoming a hazard.
Feedback Form	E-bikes are making transportation a lot easier. Having designated areas to get from one side of town to another would alleviate a lot of highway traffic for school pick ups and drop offs
Feedback Form	The traffic is horrendous in Riverside, I seldom use the freeways. Easier to go across town on surface streets.
Feedback Form	Please add/ re strip lanes going south on 15 from Cajalco Rd to Indian truck trail. Not a fast track, which has caused grid lock. Maintain Rt. 15 better. I have had 5, yes 5 broken windshields in 3 years between Temescal canyon & Lake. Please maintain/ fix Temescal Canyon Rd, including the existing bike lanes(which are a hazard to ride in). Widen Temescal Canyon ASAP Thank you, Cheryl
Feedback Form	As homeowners in the Terramor community, my husband and I do NOT support the new interchange plan for Temescal Canyon Rd and Campbell Rd. With the influx of many more trucks and commercial vehicles from the planned warehouse construction along Temescal Valley Road, we are not supporters of either of those projects. The additional traffic will impact Temescal Canyon Rd residents' home value and overall environment.
Feedback Form	An interchange in Campbell Ranch road would alleviate traffic on Temescal Canyon Road
Feedback Form	I think we should have a light rail system that would go from San Diego all the way to Victorville. Paralleling the I15 freeway with stops in Escondido, Temecula, Corona /Dos Lagos, Ontario, Rancho Cucamonga, Victorville, and any other obvious places
Feedback Form	The 1-15 and 91 freeway are bogged down with traffic at all hours, even weekends in Corona and Temescal Valley. We desperately need relief.
Feedback Form	Need an on/off ramp at Campbell Ranch road and Temescal Canyon Road.
Feedback Form	I really think there should be better more economical public transport.
Feedback Form	The 91 express lanes allow Electric vehicles to pass through at no charge. This should be implemented with the 15 freeway as well.
Feedback Form	Only Express Lanes for Temescal Valley to 74? Why not all the way to San Diego County? Where are the Express Lanes for the 215? Why not just add non-toll lanes from/to Cajalco and 74? We already have a 12 -15 mile backup in the mornings on I-15N from the last set of toll lanes that went it. It made it worse out here and the county keeps on approving more housing/business projects. Temescal Canyon is a mess with flood water for the last 2 years and the Big Rig traffic is tearing it up. Now you want to put in more Express Lanes? Already \$30.00 to get home or sit for over 2.5 hours from OC.
Feedback Form	More congestion relief.
Feedback Form	Transportation issues need to be a priority. The infrastructure is not keeping up with the housing and population.
Feedback Form	Need to ease traffic on freeways.
Feedback Form	As more and more homes are being built away from city centers, the infrastructures are not keeping up with the capacity. They need to be ahead of the growth and be proactive NOT reactive!

Feedback Form	<p>I drive the I15 northbound daily and often exit at Ontario Avenue. Very often it is difficult to change lanes to exit at Ontario Avenue due to slow trucks and traffic coming on at the El Cerrito/Foothill Blvd. entrance. There appears to be enough room between the exit lane and the freeway wall to add an exit only/transition lane just by re-striping. This would allow oncoming traffic to merge onto the highway and also allow cars room to exit and not get stuck behind through traffic. Has this been looked into?</p> <p>Thank you for your consideration.</p>
Feedback Form	<p>We need to quickly expand toll lanes past Indian Truck Trail exit, and we need an off and on ramp on Campbell Road. Also, the freeway entrance at Indian Truck needs to be expanded to multiply lanes and quicker metering.</p>
Feedback Form	<p>No comment</p>
Feedback Form	<p>I am impressed by the depth and breadth of this overall plan. Employed in Orange by the Orange County Transportation Authority for 15 years, a resident of Corona for 13 years, and Metrolink user for all 13 years, I have witnessed not only the horrendous congestion on the 91 but also the lack-luster operation of the 91 freeway in moving masses of people between OC and IE in both directions, especially during the two brush fires that impacted the 91: Canyon Fire 1 and Canyon Fire 2 a few years ago. It has been proven that this land-locked segment of the freeway between Weir Canyon and Green River Rd., needs more than just express lanes to move people/cars safely and efficiently. Metrolink train service is a joke: a train to OC every 35 to 50 minutes in the morning and the evening, and no mid-day trains for people who might need to leave work early to come home to a sick child ...come on!!! We have the infrastructure. What we are lacking is a shift in the mindset, that the public sector OWS to its citizens to provide frequent and comprehensive MULTI-MODAL transportation system. I am certain that you very well understand the meaning of multimodal and that I don't need to say that it includes the use of rail, and buses. We can't do much about Metrolink trains frequency due to BNSF ownership of the tracks. But what a novel idea it would be if RCTC and OCTA adopted the following concept: run a continuous operation of express busses in the 91 express lanes, and perhaps even construct a simple monorail system on columns within the 91 express lanes (Disneyland has your prototype). the express busses should connect to North Main Trains Station, and others, to the Artic which is declining. All we need is for the RCTC and OCTA to talk about entering into cooperative agreements to extend bus services into each other's county. And by the way, you could charge decent fares for these rides, and the revenue can still be used to pay down the express lanes' mortgage. I don't want to hear that we have a shortage of bus drivers. It is a shame that our area is deprived of logical transportation improvements that don't involve pouring more concrete, or major infrastructure commitments. What we actually need are Transit Centers along the 91 corridor. I strongly suggest you STUDY how Metro of Harris Count in Houston, operates its buses. They are brilliant!!!! Buses leave transit centers every 5 minutes on average, and travel in the managed lanes where toll fees are charged. their bus service extends into neighboring counties and highways owned by TxDOT through cooperative agreements. I know that because I used to work at both TxDOT and Metro.</p> <p>This is not the first time I have spoken out about this. But something tells me that all I am suggesting will fall on deaf ears. Sorry for being blunt. But I am tired of this nonsensical approach to providing equitable transportation modalities. It is high time that we start putting people first. Build it they will come. Thank you,</p>
Feedback Form	<p>The growth of Riverside County requires highways and public transportation that move people and goods freely without gridlocks.</p>
Feedback Form	<p>Not enough public transportation in the Temescal Valley area. There's so much traffic on the freeways especially the 15 and 91. Going to Riverside from Corona takes 45 minutes even though it's only 10 miles away. The toll roads costs are way too high.</p>

Feedback Form	<p>Your dollars are limited and after the debacle of the Corona Hwy 15 toll roads, you ARE NOT going to get support for more of the same.. Be innovative, look at EXPRESS lanes that shift based on the commute times. Look at I-5 in Seattle which uses directional Express lanes. You can see what traffic is like based on the toll price...\$0.55 southbound and \$12.00 northbound, SINCE NO ONE is using those lanes.</p> <p>And another growing issue...truck traffic and trucks using center lanes. Is RCTC talking to the County Planning Department on warehouse growth? What's going happen when a 6 million sqft. Warehouse is built in Temescal Valley? Where are an ADDITIONAL 15,000 trucks going to go?</p> <p><i>More of the same isn't going to work</i></p>
Feedback Form	<p>We need a better way to reach Orange County it's a time waste to drive all the way around saddleback mt. Give us a freeway that connects to 241 or widen the 74 thru the mt pass. All the time wasted at the merge at the 241 n 91 east bound backing up most days for 1-2 hours we need another merge lane on the right that is only a continuation of 241 to green river. After green river it opens up. Or a fly over into the eastbound toll rd. For 20 yrs I fought this merge and little improvements have helped. Thanks for solving this headache. We need a refund for our time wasted.</p>
Feedback Form	<p>I-15 is a disaster from Ontario to Cajalco. 7 days a week.</p>
Feedback Form	<p>The 15 freeway needs to widen from cajalco to Temecula</p>
Feedback Form	<p>I believe that if we had a bike trail network parallel to the 15 it could reduce traffic. Especially with the popularity of E-bikes it makes it easier for everyone to participate. If I'm only going 5-10miles round trip I'd rather go by e-bike.</p>
Feedback Form	<p>The 15 fwy at Weirick needs a lot of traffic relief and beautification.</p>
Feedback Form	<p>On ramp and off ramp at Campbell road is needed. Toll lanes continued past Indian Truck Trail. Freeway entrance at Ontario is horrible. That intersection of Ontario and Compton Ave is in desperate need of improvement. Thank you!</p>
Feedback Form	<p>Really need to prioritize fixing the traffic heading south on the 15 freeway between the 91 and Cajalco Rd. The fast track lane is also always backed up because of all of the lane reductions in the area.</p>
Feedback Form	<p>The section of 91 east between 241 and 71 needs an additional lane and the 2 lanes from the 241 interchange need to continue all the way (no merge). The backup on the 241 for 3+ miles is ridiculous.</p>
Feedback Form	<p>I live in Temescal Valley</p>
Feedback Form	<p>Resident of temescal valley, no public transport and traffic congestion in the area are 2 big issues.</p>
Feedback Form	<p>I'm a resident of temescal valley. Traffic congestion on the 15 south in corona/TV has gotten worse over the years. The freeway needs to be widened as traffic will continue to increase.</p>
Feedback Form	<p>I am a Temescal Valley resident for 20 years. The lack of adequate highways and public transportation are our two biggest concerns in this area.</p>
Feedback Form	<p>Metrolink and other public transportation options are great - if those services are close to your final destination. Our freeways are overcrowded for the number of commuters living in and around Temescal Valley, however I recognize that spending tax dollars that we don't already have in the proverbial bank is very hard to do.</p>
Feedback Form	<p>As residents with teens and not enough cars public transportation is important for our family</p>
Feedback Form	<p>The same issue we all have... we need more roads and less toll roads. Everyone wants more money but we don't have the money to keep funding these "plans" only to see the money go nowhere. I don't believe this plan will be any different. It's just a way to get more money out of the people to line someone else's pockets. So no, I don't support higher taxes.</p>
Feedback Form	<p>I am a Temescal Valley. Resident and traffic continues to be horrific each year getting worse.</p>
Feedback Form	<p>I live in Temescal Valley. We often feel neglected when it comes to our transportation issues</p>
Feedback Form	<p>nothing really</p>
Feedback Form	<p>I am a temescal valley resident.</p>

Feedback Form	
Feedback Form	Our area of riv co is growing so fast that the current roads cannot accept the amount of cars from all the new home sales
Feedback Form	Traffic has increasingly got more congested over the years. I feel we do not have the correct infrastructure to accommodate the amount of people using the highways. From, Temescal Valley Resident
Feedback Form	More lanes on 15!!!
Feedback Form	We need more regular roads and not toll roads. Also creating more entrance and exits along the freeway. Another safe quick route to get to Orange County.
Feedback Form	I think the biggest issue right now that I see that impacts me daily is the traffic on the 15 freeway near Temescal Valley. This is an area that needs huge improvements as more homes and more families are moving into the area. The amount of time it takes me to get through this section. Every day is frustrating.
Feedback Form	Temescal Valley and all of the unincorporated communities lack transportation for the elderly and disabled and it needs to be addressed
Feedback Form	There are way too many accidents on the streets and highways. Too many vehicles at one time. More lanes and more public transportation availability needed.
Feedback Form	Temescal valley residents are severely impacted by traffic congestion.
Feedback Form	15 Fwy has become a nightmare with transition lanes. Poorly designed. Needs a complete overhaul and redesign. Number 1 reason I tell people not to move to Temescal Valley area. Also number one reason to move.
Feedback Form	I-15 South from 91 freeway. A major slowing occurs all hours due to lanes in the area, North of Cajalco, for the offramp losing a lane disguised by the fast track lane opening a lane. All vehicles are forced to move to center lanes caused back up. Not sure who designed that. But I'll bet they don't drive that freeway. I live in Temecal Valley area.
Feedback Form	There is so much traffic. Toll lane I. The am to the 91 west is a mess. And im paying for this mess
Feedback Form	.
Feedback Form	Temescal Valley resident, Horsethief Canyon, has basically 2 exits out of our neighborhood, with a one way road leading to the 15fwy, my biggest fear in a disaster we will not be able to exit our neighborhood because the connection to the freeway will be impossible.
Feedback Form	Use the available space for additional lanes on the 15 to connect the expansion lanes in San Diego County. Get more CHP visibility in that same corridor to address the reckless drivers.
Feedback Form	Add more ancillary roads next to the freeways to offload local traffic. Stop adding Toll only lanes to freeways. Need more regular lanes.
Feedback Form	I live in temescal valley and traffic on 15 is a nightmare. Traffic on my local road at glen ivy and Temescal canyon is a death escape daily during school hours.
Feedback Form	Temescal Valley is RCo's forgotten child. Roads and highways are in disrepair due to the traffic from the local sand and gravel operations. This totally needs to be mitigated. The 15 and the 91 are parking lots during the most hours of the day, every day! We lived in the city of Riverside from 1999-2005; we NEVER had to deal with what we have in Temescal Valley. Also, in a wildfire or natural disaster, we would have few options to escape.

Feedback Form	There are not enough public transit options from Temescal Valley. A part of that is also senior public transport options. The Valley (specifically Sycamore Creek is left out of all plans).
Feedback Form	No comment
Feedback Form	Temescal Valley resident. Free lanes on the freeways. More housing coming in but they are talking about just one toll lane. Ee need relief!!!!!!
Feedback Form	I live in Temescal Valley. The local roads are congested with freeway diverted travelers. The freeways are so congested that motorists get off and use our streets. It's nonstop traffic on the 15 fwy, day or night. We need it fixed asap.
Feedback Form	
Feedback Form	Whoever designed the 15 losing a regular lane at Cajalco and then the fast track ending there should be fired
Feedback Form	Temescal valley resident, I work from home mostly, but when I commute to Anaheim it's such a slog. If I Friday after 6am it takes me at least 1.5 hours. The paid lanes don't help much either since most people try to cut into them at the last minute and cause a stoppage behind them. The amount of people I see crossing the cones and jumping in illegally is infuriating especially because the prices are so high and these people just bypass that. Running errands into Corona proper after 3pm takes me an hour to get back home, the famous Cajalco crush is frustrating too. I don't have any answers here just adding my venting comments. Also as a resident in Temescal Valley the flooding and road damage when it rains heavily is a constant struggle.
Feedback Form	Hi, RCTC - Lake Elsinore's entire identity revolved around its status as an historic railroad town, and the best thing that RCTC could possibly do would be for the city to have its "High, Dry & Dusty" railroad branch put back into productive service again. Metrolink train service here would be awesome, as the old ROW still exists pretty much the way that ATSF left it. The southern half of the line once extended past Lake Elsinore to Temecula, but that portion of trackage was torn up in 1935 due to Depression-related cutbacks; all water in the Temecula valley came under the control of the Vail Ranch, and the Ranch was unwilling to free up water for crop irrigation use by local farmers. The State Highway Department put through a new highway in the early '30s, and what little was still shipped out of Temecula began to go by truck. As a result of the water shortages imposed by Vail Ranch, the wheat, potatoes and other produce grown around Temecula became nearly impossible to grow, and the Santa Fe Railway was no longer willing to maintain the line beyond Elsinore, especially during the Great Depression. Residents of South Corona, Alberhill, Lake Elsinore, Sedco Hills, Wildomar, Murrieta and Temecula would greatly benefit from a renewal of this vital line. RCTC should absolutely make the Lake Elsinore to Corona railroad line a priority for prompt funding and construction on its 2024 Relief Plan, please. Thank you very much!
Feedback Form	I live in Temescal Canyon

Feedback Form	<p>15 fwy needs a carpool lane and fast track access directly to 241 fwy toll and 91 fwy.</p> <p>Provide more options other than navigating to Orange via 91. Expand 74 or another access to Orange County.</p>
Feedback Form	<p>tomany new homes in Corona lake elsinore Menifee al th way to Temecula we need road or tunnel from the 15 to the 241.</p>
Feedback Form	<p>I would like to see another exit from the freeway at TCR and Campbell ranch rd. The congestion on TCR is unsafe for the painted hillls community during high traffic hours. A stop sign or something would also be appreciated at squaw mountain rd and TCR</p>
Feedback Form	<p>Fix the fwys! And not just with toll lanes.</p>
Feedback Form	<p>Urgent Appeal for Construction of Exit/Entry Ramps in Temescal Valley</p> <p>Dear Riverside County Transportation Commission (RCTC) Board Members,</p> <p>I am reaching out to you to highlight a pressing concern regarding the transportation infrastructure in Temescal Valley. The current lack of exit and entry ramps in our area is causing significant challenges, particularly in terms of traffic congestion and emergency evacuation procedures.</p> <p>At present, the nearest exits are spaced approximately five miles apart, resulting in prolonged travel times and congestion during peak hours and emergencies. This situation not only hampers daily commutes but also poses serious risks during fire evacuations and other urgent situations.</p> <p>I strongly urge the RCTC to prioritize the construction of exit and entry ramps, particularly on Campbell Ranch Road. Introducing these ramps would not only alleviate traffic congestion but also enhance the efficiency of evacuation procedures, crucial for ensuring the safety of our growing community.</p> <p>As Temescal Valley continues to expand, it is imperative that the transportation infrastructure evolves to accommodate the needs of residents and businesses alike. By addressing this issue promptly, the RCTC can play a pivotal role in fostering the sustainable growth and safety of our community.</p> <p>Thank you for considering this urgent matter. I trust that the RCTC will take decisive action to address our concerns and improve the transportation infrastructure in Temescal Valley.</p> <p>Sincerely, Temescal Valley resident</p>

Feedback Form	<p>Proposal for County Road Connection from Rancho Santa Margarita to Temescal Valley</p> <p>Dear Riverside County Transportation Commission (RCTC) Board Members,</p> <p>I am writing to advocate for the development of a county road connection between Rancho Santa Margarita and Temescal Valley. This proposed road would span less than 10 miles but would have a monumental impact on alleviating traffic congestion and fostering economic growth for both counties.</p> <p>Currently, the lack of a direct route between these two areas leads to significant traffic congestion and inefficiencies in transportation. By establishing a direct connection, not only would commuting times be reduced, but it would also open up opportunities for enhanced economic activity and job creation across functional counties.</p> <p>The economic impact of such a project cannot be overstated. Improved connectivity between Rancho Santa Margarita and Temescal Valley would facilitate smoother transportation of goods and services, benefiting businesses and residents alike. Additionally, the increased accessibility would attract new investments and spur economic development in both regions.</p> <p>Moreover, a county road connection would promote collaboration and synergy between neighboring communities, fostering a sense of connectivity and cooperation.</p> <p>I urge the RCTC to consider this proposal seriously and explore the feasibility of establishing a county road between Rancho Santa Margarita and Temescal Valley. Such an initiative aligns with the commission's objectives of enhancing transportation infrastructure and promoting economic prosperity within the region.</p> <p>Thank you for your attention to this matter. I am confident that by working together, we can realize the tremendous benefits that this county road connection would bring to both counties.</p> <p>Sincerely, OC/IE residence</p>
Feedback Form	I have been a Temescal Valley resident for 14 years and have seen how freeway "expansion" has created bottlenecks (El Cerrito, Cajalco, and Weirick/Knabe off ramps) and made traffic worse. To add to the traffic, we have no options for public transportation or bicycle lanes.
Feedback Form	Please work on Riverside County's infrastructure before adding any more warehouses causing increased truck traffic. Keep the HOV lanes at one low price to entice more cars to use these lanes and thus increase revenue for Riverside County and or Cal Trans.
Feedback Form	We need additional non toll lanes on I 15 in Temescal Valley going both Northbound and Southbound.
Feedback Form	Something needs to be done about the congestion on the 15 south of the 91 during rush hour traffic as well as the line of cars that are waiting to get into the fasttrak in the morning on the 15 north. You can sit in that line for up to 30 minutes before you even get onto the 91.

Feedback Form	Large semis in all lanes no longer keeping to the right, 15 & 91 not enough lanes, outrageous prices on fast track on 15, more warehouses proposed which will only add more trucks, Law abiding citizens need more CHP presence to abate dangerous lane changing, etc. Infrastructure not keeping up with the population and trucks from warehouses.
Feedback Form	The 15 fwy is horrendous! Traffic is a nightmare. I'm at the 15 and Temescal Canyon Rd.
Feedback Form	Less traffic would nice. Roads are sometimes so congested, roads need to be a little bit better.
Feedback Form	The Temescal Valley is atrocious with destroying the environment and no forethought to increasing residency without allowing for a means to get out safely or sitting in endless traffic.
Feedback Form	Improve access to the current rail system, make it very cheap and more frequent stops so more people wanna ride it. When it cost me the same to ride the fast track and ride the train, I'm gonna pick my own car. Incentivize people to ride the train. You can also consider creating a highway that's like a conveyor belt where cars can get on and off without having to drive themselves so it can control the speed.
Feedback Form	A tunnel from South Corona to Orange County would alleviate a lot of congestion on 15 and 91. So much new building of homes and apartments south of Temescal Valley cancels out the improvements on 15 in the past few years.
Feedback Form	The 15 south in corona from magnolia to beyond weirick has terrible traffic daily. The express lane costs \$15 and only puts you back in traffic. It either needs to be extended or removed. The entire south corona becomes congested because the 15 and streets are not sufficient.
Feedback Form	Live In Painted Hills (temescual valley. Hard to exit on to temescual canyon rd our only exit. Speeding cars , lots of trucks. When you exit you almost fish tail because you are trying so hard to just get out fast. New developments approved to give more tax revenue with no concern for the people who Already pay taxes and have to pay toll to even go to work.
Feedback Form	Stop building homes traffic is out of control it should not take 1 hour to drive 10 miles!
Feedback Form	
Feedback Form	The 74 needs expansion so does the Caljho pass thru to the 215. It seems they both would free up traffic to and from OC and Riverside the Caljho was once going to be made into a fwy and was dropped it would be an easy fix. Saving pollution from all the traffic jams and money used on fuel whether electric or gas.
Feedback Form	We need to plan further out for future growth. We are way behind the curve.
Feedback Form	Correct the not-thought-out mess with the 91E merge onto the 15S by eliminating the three exit lanes only debacle. What a mess! WHY would anyone design it that way???
Feedback Form	My wife and I are retired, thank God for that, we live in the Terramor Development. We can't imagine driving on the 15 fwy north at anytime during the day, we have to make our appointments either between 10 AM to noon, because of the traffic. The 15 freeway south from the 91 towards Cajalco, is by far the worst, the design on the southbound 15 towards Cajalco is a nightmare, plus the added fact that FastTrack raises their price for a 3 mile stretch, sometimes paying upwards of \$14 to get on it! Commerce is affected greatly. I've talk to a couple truck drivers when they leave Temecula to head north or south. It takes them upwards of 2 to 3 hours just to get from Temecula to the 91 freeway, you have to plan your day around the congestion of the freeway to get to point A and point B. And the development of the Temescule Valley more homes, more business, more cars, more trucks, but the freeway still has three lanes 15 north and south. thank you for allowing me to add my comments..

Feedback Form	<p>Temescal Canyon Highway @ 15 freeway needs improvements.</p> <p>Temescal Canyon thru Tom's Farm area needs repairs/ street signals to improve flow and speed through the area.</p> <p>Freeway congestion through the Temescal valley is unbearable</p>
Feedback Form	<p>I live in Temescal Valley. For the residents all living between the Temescal Canyon exit and Indian Truck Trail there is essentially 2 lanes in and out of our area. In case of a disaster, such as a fire, there would be no way to safely evacuate. Additionally, the Interstate 15 from Corona southbound is severely constricted for the number of cars on the road each and everyday. To top it off, they are building thousands of additional homes between Temescal Valley and Lake Elsinore, which will ultimately bring an additional traffic burden. There are also plans to build large warehouses off Temescal Valley Road, once again adding additional congestion from those employed there. Something needs to be done to address all off these issues immediately, before allowing future growth.</p> <p>Adding additional lanes,(not Fastrak), and more exits to access our communities, especially between Temescal Canyon Rd and Indian Truck Trail.</p>
Feedback Form	<p>The 91E connector to the 15S fastrak lane is dangerous. It's hard to see where the overpass curves, especially at night because there is no lighting on that overpass nor are there signs to show where the road curves</p>
Feedback Form	<p>Continue the 71 s to lake elsinore by horsetheif</p>
Feedback Form	<p>Continue the 71 on the foothills to 15 in elsinore area</p>
Feedback Form	<p>Added street lights and safety considerations for pedestrians on SR-74 between I-15 and I-215. I know there's not a lot of pedestrians but over the years there has been numerous pedestrians hit while walking at night.</p>
Feedback Form	<p>Wi need to redo in hemet cs 92543 palm st is real bad??</p> <p>I call the city of hemet and no respond they just ignore me</p>
Feedback Form	<p>More public transportation is the least of our problems. People are less interested in getting on public transportation due to lack of security, no one wants to be trapped on s bus or metro with someone that can cause harm. I see mostly empty buses and metro trains traveling these days. The</p>
Feedback Form	<p>On the 15 south just after Caljalco there MUST be another lane.</p>
Feedback Form	<p>15 south at el cerrito is a disaster every day no matter what time or day.</p>

Feedback Form	I would bike to work and stores more often if the infrastructure was better and I wasn't afraid of being run over by drivers on their cellphone.
Feedback Form	The need for additional Eastbound and Westbound lanes along the 60 Freeway corridor from Jurupa Valley to Moreno Valley is readily apparent every single day of the year. Of particular need is the section from The Martin Luther King, Jr. exit in Riverside near UCR to the World Logistic Center exit in Moreno Valley with the congestion most obvious at the chockpoints at mergers with the 215 Freeway. The least intrusive solution would be to open up availability for single drivers to be able to use the HOV lanes, which already exist. The purpose of the HOV lanes are to encourage carpooling to educe the number of vehichles and vehichle pollution. The reality is that vehicles unable to use the HOV lanes are forced to sit idle in congestion causing greater pollution than if the vehicle were traveling freely in that lane. Rather than cause significant further delay to commutes with a project that encorporates Fast Track, it would be sensible to open the HOV lanes to use by all appropriate vehichles (prohibited being Class B and trailered vehicles). This will alleviate congestion while a larger project is able to begin work towards adding additonal lanes and/or FasTrak.
Feedback Form	The frequent road closures due to expected environmental conditions is unconscionable. Thousands of residents and visitors in the Coachella Valley are having their daily lives upended by these closures and their repercussions.
Feedback Form	<p>I'm from Seattle.</p> <p>I'm shocked at how many people here in Palm Springs and the valley cities, run red lights! Every day I see it. And it's bad. I've seen them fly thru at high speeds 3 seconds after it turned red. Where are the red light tickets? How can people get away with this every day?</p> <p>Also every day people pass in double yellow lined roads all the time. They even pass on the right where there is no road or in the median.</p> <p>In Seattle if you run a red light you get a ticket because there are cameras. Photo enforced. I see none of this here.</p> <p>Are you all going to wait until someone gets killed in a head on crash because it'sdrive as crazy as you want! There are never any cops pulling people over.</p> <p>This is the one thing I hate about this town.</p> <p>I have to drive as if other drivers are trying to kill me.</p>
Feedback Form	Many Asian countries like Singapore, Japan or European countries has already laid out the perfect blueprint to make the best public mass transport and walkability urban design. Improve and have safer bike lines that has wider lane or barrier. More light rail transit within local roads (see Amsterdam or Switzerland) these can be done within local infrastructure. Less car centric business zones, make them more public friendly access with bus, bikes, etc. See what Culver City has done, its amazing.
Feedback Form	Culver city has pretty good balance of bicycle protected lanes, bus lanes and car lanes. Corona can transform itself as one of the most pedestrian, LRT and public bus in SoCal if it wanted it to be. Imagine all the parks, hubs, stations, POI can easily be reached without cars.
Feedback Form	Add multi use facilities built around rial.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] Google 15 minute cities.
Nextdoor Comment	Not sure why you all didn't leave this input on the website. It will probably not be read here.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] And it needs to be safe. Which it isn't in our large metro areas.
Nextdoor Comment	Rail line frompalm springs to the coast

Nextdoor Comment	How about working in a timely manner to fix construction projects in progress. Highway 74 from Hemet to Idyllwild is a joke. Days and weeks go by where no one is working on site. I saw one person working yesterday, wow. Who ever agreed to fund this project in this way and inconvenience the commuters this long is shameful.
Nextdoor Comment	A better train schedule
Nextdoor Comment	[PERSONAL INFORMATION REDACTED]. not a solution but an option try the stagger bit. early morn get there in time to eat your breakfast
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] I understand looked at it and turned it down, don't know for sure
Nextdoor Comment	Put a few more grocery stores & pharmacies in Temescal Valley instead of houses, condos, etc. Vons & Stater Brothers is not adequate to serve this increasing population. Trader Joe, is nice but doesn't carry everything. Stop building housing for a while. The traffic on the 15 and the 91 is NUTS! Also, sometimes the South 15 past the 91 is \$25.00+ to use the express lane for a couple of miles. I mean, talk about highway robbery!!!
Nextdoor Comment	So then by the time they complete any new projects the traffic will have increased and it will seem like nothing was accomplished
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] Completely agree. Adding more lanes and roads is a neverending bandage. The solution being walkable cities with less cars on the road.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] Maybe a tunnel? Sounds like a job for Elon Musk and The Boring Company!
Nextdoor Comment	[PERSONAL INFORMATION REDACTED], That company has shut down.
Nextdoor Comment	how many jobs can be done remotely?
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] isn't that the truth
Nextdoor Comment	Connect Bob Hope and Dillon.
Nextdoor Comment	Fast track/express lane and off ramps
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] the I-10 fwy going both ways in the Coachella valley can sometimes get backed up but most of the time I'm cruising going 70-80. So I don't think we have it as bad as say people living in most parts of riverside county and orange county etc
Nextdoor Comment	Would like a way over to the coast As driving Ortega highway , is getting harder every week
Nextdoor Comment	There needs to be some alternate routes to get to Railroad Canyon. It has been closed at least three times just this year. Finish Lost Road to Bundy Canyon. Summerhill to Grenwald. Finish Riverside to Grenwald. These three will provide alternate routes to Canyon Lake, Audie Murphy Ranch and Quail Valley housing. Freeing up congestion on the 15, Railroad Canyon, and the 74.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] the market is dead you move you loose
Nextdoor Comment	light rail it is past time, please consider population is grown to justify the mortgage & expense to build it: example is mass commuting and mobility
Nextdoor Comment	I believe you need to fill out the form within the link to be heard. Does ask for your info. Lots of good suggestions you all have. Great chance to share ideas.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED]: I'm a native. Good try. I'm just indicating that maybe this is an unspoken movement or consciousness that people try to be more thoughtful about the worker bees getting to work.
Nextdoor Comment	OK expand add more streets etc but in the mean time they r building more cookie cutter homes stores and warehouses
Nextdoor Comment	Employed drivers should have 2 1/2 hours in the AM AND 2 1/2 hours in the PM to be able to get to their destinations without Coachella Valley vacation Snowbirds using the roads at the same time. That would help. Of course there are always legitimate exceptions. It's just an avid awareness that needs to be addressed.
Nextdoor Comment	How about left turn lanes on 79 and 371 at major intersections? And a few passing lane sections on 79? Probably same on other state highways as well; I don't drive those much, but others could comment, I'm sure.
Nextdoor Comment	Fix the 215 both directions through MV to Perris. Pot holes divets asphalt sinking
Nextdoor Comment	Not trying to be a Debbie downer but, look at the 91 for the last decade, hasn't fixed traffic flow all that much. I don't have much hope for this. Especially when you all get paid the big bucks to figure this out and now you're turning to the general public. Invest in affordable flying cars
Nextdoor Comment	Remain a democratic state
Nextdoor Comment	A diamond lane? Fast track?
Nextdoor Comment	Great link voice and act let's all get them moving we pay big taxes to have them get the job done !
Nextdoor Comment	Lobby to deny approval of building more high density housing projects and encourage high speed rail projects.

Nextdoor Comment	[PERSONAL INFORMATION REDACTED] but we need them trucks! We've lived out here on the 15 since 1982 they have built hundreds of thousands of homes and only added 1 lane on the 15 and 215 i say stop building to the money hungry politicians are go double deckers! Arizona stopped building because of a water drought supply i say ca needs to stop building until there roads can occupie the ppl. Look at the 91 fwy that has been a gridlock since l've been driving it in 1981
Nextdoor Comment	How about y'all stop building thousands of apartments without the infrastructure to move the residents to and fro?
Nextdoor Comment	This is a wish list not a plan. How many \$1000's of dollars were wasted on this vs actually doing something?
Nextdoor Comment	If Hiway Patrol would Patrol the 10 and actually write tickets, there would be plenty of money for improvements. Also Trucks should have to stay in the right lane only between Jackson and bob Hope. They are a major problem with congestion, and frustration.
Nextdoor Comment	Longer hours for trains would be nice coming in from LA and Orange county. Some people work past 7pm..
Nextdoor Comment	The eleventh circle of hell is driving south on the 15/215 on weekday mornings and then driving back north on weekday afternoons.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] ?? https://apnews.com/article/fact-check-15-minute-city-conspiracy-162fd388f0c435a8289cc9ea213f92ee
Nextdoor Comment	Never going to be able to improve traffic congestion here. No matter what they do. Way over populated and still building houses and apartments. It,Äôs only going to get worse.
Nextdoor Comment	Have a real plan to put real public transportation that actually connects them (public transportation) together like they have in Europe. Building or adding more lanes is only short term fixes - and doesn,Äôt fix the problem long term. In Europe when you step off a train (that runs long distances) it has center hubs that connect with bus station and light rail systems, as well as major airports. All of them (public transportation) running 15 minutes to 30 minutes departure/arrivals so you are not waiting long periods. Lastly for it to work public transportation needs to be affordable, efficient and easy to use. It needs to connect communities together.
Nextdoor Comment	Fix Gene Autry Drive. Someone is going to have a medical emergency in DHS and not get to the hospital in time because all the direct roads to the hospitals are closed for flooding/wind/visibility/sand so much of the time. It,Äôs not just an occasional inconvenience, it is a regular life threatening occurrence.
Nextdoor Comment	Bout time!
Nextdoor Comment	Get a rail system into the desert , Metro Link was supposed to come out here 30 years ago,Ä¶ we have the tracks,Ä¶. Use them ,Ä¶ get cars off the roads, this country is so backwards when it comes to efficient transportation compared to the rest of the westernized world countries
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] You need two lanes for the trucks, because you will have a slow moving truck at times climbing the hills or even going down. You're not supposed to go fast with a load if you cannot stop. (Hubby is a truck driver.)
Nextdoor Comment	Put the the main st off ramp on the 91 west back to how it was. Should never have been built as a merge lane and exit lane in one. It's ridiculous! No one ever knows what the hell they're doing, no one knows how to merge and there are accidents every single f-ing day!! It's a horrible design and causes way more traffic than it should. Backs up all the way up the 15 and down the 91...
Nextdoor Comment	While you continue updating your plan, do you think you could send a crew out to repair N. Indian Canyon at Mission Lakes Blvd? I think you forgot about us.
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] layer the roadways
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] if the ,Äúsnow birds ,Äú had these kinds of restrictions placed on them and didn,Äôt come to the valley you would be a trailer park refugee living in Alabama,Ä¶ @üò≥@ú\$î@üôÑ
Nextdoor Comment	[PERSONAL INFORMATION REDACTED] or the desert
Nextdoor Comment	A light rail system here to the OC and LA or SP give up some time on the tracks for Amtrak commuters. Public transportation needed. People in the west coast need to give up the love of their cars and start taking public transportation. Seems to work on the east coast.

Nextdoor Comment	You can start in Sun city Palm Desert. Earlier today there were 52 cars (yes, I counted them) in line to get in. Even residents couldn't get in!!
Nextdoor Comment	My husband and I always say: you can,Ãt get out of Beaumont..stuck in Beaumont..more on ramps? diamond lane? Fast track? Hourly employees, trying to get to that timeclock..accidents happening every weekday morning. More homes and wherehouses going up, schools are over flooded. Need Another Alternate highway.
Nextdoor Comment	Add a double, one on top of another
Feedback Form	Our roads in our communities are horrible. We pay gasoline taxes to go toward roads but they are not kept up.
Feedback Form	Just fix our road in Blythe like can we get any kind of assistance here!!!
Feedback Form	Tranporte de carga con Horatio escalonado dependiendo del tipo de producto que transportan. Creacion de teleferico. Como en algunas parted del Mundo. Creacion de tren ligero Electrico de pasaieros que Tenga mas estaciones v horarios disponibles para Todo El publico.
Facebook Comment	I know the lady on the right
Facebook Comment	there is no trains and buses in usa, no public transportation
Facebook Comment	2 nd thought. Get Banning to allow golf carts on low speeds roads as does Beaumont. They can be treated like bicycles if the road sides permit.
Facebook Comment	these are 2 things that would keep my car at home
Facebook Comment	We need to the train people to put the passenger stop back here in banning. That would cut down some of our traffic issues.
Facebook Comment	Some lines like the 10 are hourly week- days and weekends. Especially, during the week maybe every half hour would be a nice option.
Facebook Comment	MetroLink needs to run trains every 30-90 minutes until midnight during the week and 2AM during the weekends. Build new rail where it's needed so it doesn't cross industrial rail and just extend the hours and make it more frequent. I feel like that would be far cheaper and faster to complete than expanding MetroRail. etc.
Facebook Comment	I have and absolute workable plan to end traffic congestion. Start bulldozing houses and planting citrus.
Facebook Comment	RCTC should revisit the SB 15 transition to the 91W. It constantly gets congested and causes a slow down on the 15.
Facebook Comment	Thank you I sent in feedback that we need another Eastvale entrance and exit to the 15.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Needs a new Bellegrave Ave. exit
Facebook Comment	[PERSONAL INFORMATION REDACTED] For the longest Time they were working to get one at Scheisman Rd- realigned it and then it disappeared when Norco started developing Silverlakes. That's where it should have been and now that leaves 68 th as the best spot for a southern exit / entrance. Really poorly planned.
Facebook Comment	[PERSONAL INFORMATION REDACTED] totally agree. Currently it's either 6th street in Norco or Limonite...a 68th st on ramp/ off ramp would also ease congestion on the crazy Limonite (especially when they finish the new City Center)

Facebook Comment	<p>Policies to get big rigs off the 60 freeway during AM and PM rush hour are needed. The quality of life in Riverside County has been greatly diminished with the immense number of warehouses and all the big rigs on the road.</p> <p>215 freeway needs to be widened and have the surface maintained consistently.</p> <p>Feedback submitted via the link</p>
Facebook Comment	Just one more lane bro
Facebook Comment	Hope your plan includes the side roads on the western Coachella Valley especially the Desert Hot Springs area. While you're at it the Morongo Grade could use some much needed attention. Bad accident happened on Saturday.
Facebook Comment	Eastbound 91 from at least the 241 to Green River desperately needs an additional lane, or something.
Facebook Comment	[PERSONAL INFORMATION REDACTED] More lanes do not solve traffic. Never have, never will.
Facebook Comment	[PERSONAL INFORMATION REDACTED], maybe but better than no action at all. That is guaranteed to not solve the problem.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Not true. They're focusing on alternatives to driving (expanding rail networks, bus lines, and cycling infrastructure). This is the ONLY thing that's ever been proven to reduce traffic. Globally. Doing more of the same will just make everything worse.
Facebook Comment	[PERSONAL INFORMATION REDACTED], rail networks, bus lines, and cycling infrastructure in California that is so spread out?! 😊 You have got to be joking! Put forward ideas that will actually work in our state.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Have you ever asked why our state is so spread out?
Facebook Comment	[PERSONAL INFORMATION REDACTED], it's a big state, duh. 🙄
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED], do you honestly believe that if more rail networks, bus lines, and cycling infrastructure were built that it would reverse over a century of car culture in the West?</p> <p>What do you tell people who live over an hour away from work? We're building more rail networks, bus lines, and cycling infrastructure so you can spend much more time commuting? Come on be serious!</p> <p>We don't live in a compact city, state or country.</p>
Facebook Comment	[PERSONAL INFORMATION REDACTED] You cannot see the Forrest from the trees. You don't even think about the fact that people shouldn't live an hour from their work. The only reason they do is because of bad development patterns. Reversing those patterns is the ONLY way to solve the problem. That begins with more transit. And it's not that I "believe" it'll work. It WILL work because it's worked before in other car dependent places. It's just a fact. It's not debatable.
Facebook Comment	[PERSONAL INFORMATION REDACTED], where has it worked?
Facebook Comment	[PERSONAL INFORMATION REDACTED] Denmark, Brazil, Switzerland, Singapore, The Netherlands, Germany... basically everywhere that's actually tried it, it's worked. But how about this, you tell me where adding more lanes solved traffic problems.
Facebook Comment	[PERSONAL INFORMATION REDACTED], Corona, CA. When they added lanes in both directions it greatly improved traffic through the area. The gating feature is the Eastbound 91 through the canyon. Which is my original point.
Facebook Comment	[PERSONAL INFORMATION REDACTED], I wish I had your optimism for mass transit in So.Cal., but I'm more a realist.

Facebook Comment	[PERSONAL INFORMATION REDACTED] That project isn't even finished yet. It's far too early to say it solved traffic problems (hint: it won't). How many lanes have been added to freeways in LA? Has that solved LA's traffic problems? Not at all. It's worse. The reason is because more lanes just means you induce demand for driving. You'll get a few years where it's a bit easier, sure. But eventually, people start building further out, commuting longer distances, and choose to drive more. It happens EVERY TIME. See, your problem is you think traffic is a fixed factor, always equal to some solid number. That's not how traffic works though. You make it easier to drive, more people will do it. You make driving the ONLY option for people, they'll drive. The only thing that fixes traffic is taking cars OFF the road, not making more road to fit more cars. And you as a driver should support public transit, because it will actually make driving better and more enjoyable.
Facebook Comment	[PERSONAL INFORMATION REDACTED], 🙄 this conversation is useless.
Facebook Comment	[PERSONAL INFORMATION REDACTED] It probably is, because you seem very closed minded to the actual facts. I'll leave you with this video, in hopes you're better than that: https://www.youtube.com/watch?v=2z7o3sRxA5g
Facebook Comment	[PERSONAL INFORMATION REDACTED] there's already a plan to build a lane. It will be starting soon. Likely after the 91/71 thing is done.
Facebook Comment	[PERSONAL INFORMATION REDACTED] this is the United States of America and I really don't care how they do it in those countries you named but if counties and cities would stop approving every housing development that comes along we would be a lot better off. Clearly overbuilt and lack of infrastructure
Facebook Comment	[PERSONAL INFORMATION REDACTED] Shut the hell up you idiot.
Facebook Comment	Expand bundy canyon towards Winchester
Facebook Comment	[PERSONAL INFORMATION REDACTED] - We were in a northbound jam between Bundy and Lake Elsinore this evening. The solution is not obvious to me.
Facebook Comment	RCTC I looked at the "plan" and it's literally toll lanes! The big "plan" for the 15 corridor between Elsinore and Corona is literally just toll lanes! What about those who can't afford that everyday? I've seen how the 15 toll lanes sometimes charges as much as \$10-\$15 for the 2.5 mile stretch from Magnolia to Cajalco. Instead of exploring, maybe a Metrolink expansion like was proposed a decade ago under Rep. Darrell Issa, we're here really considering more expensive toll lanes as the solution that most of us can't afford everyday. Do better RCTC.
Facebook Comment	And not every Coronan use the toll lanes in Corona either.
Facebook Comment	[PERSONAL INFORMATION REDACTED], I wish I could even get into the toll lanes. There's no entrance or exit from where I live. I'd have to go the opposite direction just to get to the entrance. The only thing the toll road did for our family is take away the car pool lane. 😞
Facebook Comment	[PERSONAL INFORMATION REDACTED] yup, it's terrible
Facebook Comment	Road construction is a lot of the problem. Too many projects going on at once. And when one is finished, another one starts. Never ending. A heavy increase in trucking has also contributed substantially to traffic congestion.
Facebook Comment	Turn Gilman springs into a functional freeway.
Facebook Comment	Build the frontage road thru the Banning pass and the bridges across the wash to Palm Springs
Facebook Comment	[PERSONAL INFORMATION REDACTED]
Facebook Comment	Build mass transit
Facebook Comment	Riiiiight 😊
Facebook Comment	[PERSONAL INFORMATION REDACTED] yeah that's pretty ballsy considering how bad they are at their job.
Facebook Comment	[PERSONAL INFORMATION REDACTED], would be very revealing to check news archives to see how many times in the past they've had "a plan".
Facebook Comment	[PERSONAL INFORMATION REDACTED] just look at the nonsense they peddled to pass measure A then extend it after reversing all their previous promises.
Facebook Comment	Nothing but another money grab to increase the toll roads, increase tolls already being paid, and to increase taxes! There is plenty of money from our taxes in this state and city. Balance the budget! Cut personnel! Stop giving away free health care, housing, and food to those in our state illegally and those non-US citizens.
Facebook Comment	All sounds great until you start raising our taxes. More taxes that we will never see any improvements with. Stop taxing, stop building homes and use the taxes we already pay to improve our roads!! No more toll roads!!

Facebook Comment	[PERSONAL INFORMATION REDACTED] the discussion at the council meeting was that it would cost corona residents \$40 million a year and perhaps have a few million a year spent here. Please come to the council meeting on 3/6 and tell them what you think of the plan.
Facebook Comment	[PERSONAL INFORMATION REDACTED] I personally love toll roads. I wish they were on every highway. They save so much time. The cost is completely worth it to me.
Facebook Comment	The state won't let you help as they want us walking or mass transit.
Facebook Comment	We were told potholes would be fixed and traffic flow would improve the last two times our fuel taxes were raised. How can we trust more government plans and promises?
Facebook Comment	What more toll roads? That's not a plan, that's a business taking advantage of gas tax paying, registration paying drivers, only to make money off our backs. Some plan.. Bah Humbug
Facebook Comment	Their plan is to toll shopping lanes.
Facebook Comment	[PERSONAL INFORMATION REDACTED] where is money we pay already
Facebook Comment	[PERSONAL INFORMATION REDACTED] exactly !!!
Facebook Comment	If it doesn't include huge investments in mass transit you're just kicking the can down the road.
Facebook Comment	The plan is perpetual construction.
Facebook Comment	NO MORE TOLL LANES!!!
Facebook Comment	If it doesn't involve a TON of funding for the RTA, then it will all be temporary, and WAY too expensive.
Facebook Comment	Build the train to Palm Springs and Indio
Facebook Comment	[PERSONAL INFORMATION REDACTED] at the rate there going it's 30years away
Facebook Comment	[PERSONAL INFORMATION REDACTED] sounds like socialism to me
Facebook Comment	Throwing some cold patch in the hole is not fixing it! Our roads are riddled with patchwork from years of "repairs". How about looking at how other states do overlay and repairs. States with lower taxes and tax income have better roads than us.
Facebook Comment	Work hours staggered. Government employees start half hour earlier.
Facebook Comment	[PERSONAL INFORMATION REDACTED] You do realize that would just make other businesses start at the same time as what the government switches to, right?
Facebook Comment	[PERSONAL INFORMATION REDACTED] You do realize that on government holidays the traffic is much less. Why would other businesses start at the same time as government, especially if it were switched up and everyone would be willing to try it.
Facebook Comment	RCTC is doing the best they can with the resources they have and to help solve this traffic issue is simple...live closer to your job. Seems a lot of people work in the OC but live in Riverside county hence the heavy traffic westbound in the morning and eastbound in late afternoon. Find an affordable place near your job and your problem with traffic to/from work would be pretty much solved. Is that not true?

Facebook Comment	<p>[PERSONAL INFORMATION REDACTED]</p> <p>It would work if the jobs existed in RivCo.</p> <p>RivCo HAS to prioritize attracting a *quality* job base, so residents can work at jobs that will pay the mortgages in the county they live in.</p> <p>The vast majority of warehouse, gas station, mini mart, fast food and retail sales jobs here, just don't cut it.</p>
Facebook Comment	<p>25% to "environmental mitigation"</p> <p>There is the corruption</p>
Facebook Comment	<p>Get rid of the toll lanes</p>
Facebook Comment	<p>Reduce traffic for who. The ones with means to pay the toll? There's no new lanes for the underprivileged. There are no freeways. There are our way & your way.</p>
Facebook Comment	<p>As long as we grow our population by millions, nothing else matters. Population growth will outstrip any traffic relief plan anyone could conceive.</p>
Facebook Comment	<p>Get rid of tax loopholes and that will solve the problems !!! And use public transportation. 🚗🚗</p>
Facebook Comment	<p>When they ACTUALLY want to get serious about traffic, which should have started in the 90's when new housing projects were going in everywhere out here, they would have built another east-west corridor. But, here we are. STILL, new housing projects being built like crazy and only the same congested freeways can be used.</p>
Facebook Comment	<p>We need passenger rail that goes to San Diego. Toll lanes only make traffic worse. Adding a toll lane in Elsinore will only add traffic congestion where there is none.</p>
Facebook Comment	<p>Adding an additional lane to the 215 and 60 in each direction is misguided. The junction where they merge from Box Springs/Fair Isle down to University Ave is the bottleneck that needs widening!</p> <p>Adding additional lanes AROUND the bottleneck just shoves more cars to said bottleneck and makes it worse. Nobody needs the median shoulder. Pave over it, add a lane into that median and reduce the bottleneck instead 🙄</p>
Facebook Comment	<p>Maybe add a rail /bus service that doesn't stop operations inoperative hours</p>
Facebook Comment	<p>Add a motorcycle lane, each MC is one less car</p>
Facebook Comment	<p>Your plan is to raise the sales tax 1%. Not a solid plan. RCTC is a joke and it should be scrapped.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] only in government service is incompetent leadership rewarded.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] with RCTC, failure is the business model.</p>

Facebook Comment	[PERSONAL INFORMATION REDACTED] 99.9999% of the time I vote no on any tax increase for anything. I worked for the county and another government organization and still shaking my head at all the waste of tax dollars I saw.
	Government does nothing to rein in the ridiculous population growth, because it wants the property taxes, but does nothing to put an infrastructure to support growth.
Facebook Comment	[PERSONAL INFORMATION REDACTED] same!
Facebook Comment	Yeah, we know your "plans". It's eliminating cars and stuffing all of us in buses...and trains that go where nobody lives or works. And for those who dare keep their cars: only kiddie cars allowed taxed by the mile. That ought to end traffic.
Facebook Comment	[PERSONAL INFORMATION REDACTED]
Facebook Comment	The 241 to 91 Eastbound bottleneck cause congestion on 91E prior to the 241 interchange. If a lane was added on the 91 East of the 241 for even a mile it would allow cars to merge in at higher speed which would reduce the bottleneck
Facebook Comment	Toll lanes create a mess. Just look at the fiasco on the I-15 northbound backup in the mornings, through the 91 interchange and Corona (who designed that mess?). Often backed up to INDIAN TRUCK TRAIL...or further! Instant mess from the time the toll lanes were extended to the 91/15. Southbound I-15 to the Cajalco crush any time after 2pm. The "solution" is a \$6 million 1/2 mile "deceleration lane" at Ontario, where everyone bails because of the design fiasco eliminating TWO lanes at the Cajalco offramp? That money would be much better spent fixing the real problem at Cajalco. Then the toll lanes ending into stopped or slow traffic at any point sets up the perfect situation for extremely dangerous accidents. Dime cars to weigh in on THAT?
Facebook Comment	Get rid of toll lanes and bring back traditional carpool lanes and run Metrolink down the center of the 15 freeway since no one truly rides it all the way to Perris. I'm no engineer or architect but it was a ridiculous choice to run it to Perris even if there were existing tracks. Well dam run new ones down the 15 freeway and forget the two mile fast track. Who makes these stupid unrealistic commuter decisions. All you did with the fast track to Cajalco is make traffic worse 😞 😞 😞
Facebook Comment	Almost .60 cents in tax dollars, get your shit together . Fucking democrats
Facebook Comment	Please fix the congestion 15 south towards Elsinore ... and NOT with tolls... not fair we move south to avoid costly living and you charge us tolls. . Please take care of the congestion before you build all the houses.
Facebook Comment	No...more...TAXES!
Facebook Comment	Stop building warehouse apartments houses like crazy.hungry for the taxpayers and destruction of lands and no more toll roads.

Facebook Comment	<p>"Your" (our) plan?</p> <p>When RCTC didn't notify residents heavily impacted for input, while in the draft EIR stage?</p> <p>RCTC didn't send postcards to most residents of Lake Mathews, nor any residents of Gavilan Hills for input until Cajalco was considered a done deal. Interesting that notification was limited to within 1/2 mile of the project, when Cajalco is the primary access for all in these communities.</p> <p>And at the "informational" meetings after the fact to tell residents what will be (not looking for input), no mention was made of the truck route, freeway, etc. Only the expansion to 4 lanes.</p> <p>Increase in truck traffic from all those warehouses along the 215 corridor is already responsible for a large increase in accidents along the road, and for a huge increase in wildlife deaths through a MSHCP multi species preserve. Despite the insistence by county reps that no trucks are using the road.</p>
Facebook Comment	Sloths work faster and for less...
Facebook Comment	No you do not have "a plan" if your plan is to move more empty and wealthy cars. That's all you have done, waste taxpayer money! If your "plan" is not at least -- at the very least 80% mass transit, then it's not a plan -- it's pilfering tax money. And GTFO with your tax increase!! F-U!!
Facebook Comment	Audit the 91 and 15 tolls collected.then use that XTRA money to add 1 non tolled lane from Weirick road to Clinton Keith. Then add 1 toll lane
Facebook Comment	Build a bridge from Limonite to Arlington at Bain St.
Facebook Comment	Boldly print a copy of it here... if it's even half-believable!
Facebook Comment	Same BS as last year and the year before and the year before and.....
Facebook Comment	How about making Clinton Kieth Road 4 lanes between the 15/215 freeways?
Facebook Comment	91/241 is utter trash bottleneck
Facebook Comment	How about making it so large trucks only being able to use highway and freeways in cities during late nights before and after peak traffic hours???
Facebook Comment	[PERSONAL INFORMATION REDACTED] So more regulation of the free market enterprise? Get out of here commie!
Facebook Comment	[PERSONAL INFORMATION REDACTED] I guess your so brainwave negative that you never even considered my suggestion! Seriously think about it! We would all save on gasoline rather than sitting in bumper to bumper traffic because the trucks wouldn't be there during the day! Many many other benefits such as facilities all over the country creating new jobs servicing drivers and trucks all night while they wait to make their deliveries! A whole new graveyard economy! Lower accidents etc!!
Facebook Comment	Wait! You need a plan to "fix potholes, keep the roads in good condition, and...reduce congestion" !?!?!? What have you been doing before this besides squander taxpayer dollars then ask for more? I would think fixing potholes, etc is inherent in the job description. Looks like this is one agency that could be dissolved and nobody would notice.
Facebook Comment	Let's not forget , we escaped taxes and came to the free world ! Now tax on tax ! Wake up people
Facebook Comment	Do it with the taxes we pay ! Newsom keep your bullet train and fix the roads
Facebook Comment	Where are the damned flying cars we were promised on the 1950's?

Facebook Comment	<p>“Your Voice. Your Plan” What a joke and an insult to the intelligence of citizen taxpayers.</p> <p>You are still going to push mass transit down our throats with inefficient systems that don’t get us to where we need to go, and if we do use your systems, we can add an extra couple hours to our commute, both ways.</p> <p>You know damn well that we don’t want toll roads yet you continue to build them and gouge us to use them.</p> <p>I have lived in Riverside since the early 1960s. You have lost all credibility suggesting that you are going to relieve traffic issues. You haven’t and you won’t.</p> <p>Please tell us how much of our tax dollars is spent on advertising and public relations agencies and related expenses to develop communications designed to sucker the general public into supporting more taxes.</p> <p>Time to defund RCTC.</p> <p>A big fat no vote from me on any new taxes or spending. You are only feeding your own addictions without delivering any meaningful solutions.</p> <p>I’m tired of being raped at the gas pumps (gas taxes) and on your toll roads.</p>
Facebook Comment	Raising the tax in Corona is ridiculous.
Facebook Comment	lol, that ship sailed 30 years ago. You’ll never catch up now.
Facebook Comment	Please no more toll roads,
Facebook Comment	Sure you do.
Facebook Comment	This is all about TOLL LANES! Nothing RCTC will do will relieve traffic. It’s ridiculous
Facebook Comment	So you want to charge people to go to work so you can take more of their money and waste it. That reminds me over by the national cemetery on Van Buren there has been no construction for over 2 years yet you have the signs up that say you must slow to 25 is this so more tickets can be given out?
Facebook Comment	Funny RCTC plans have never worked far behind the population growth, toll roads do not help the last plan made traffic worse in Corona.
Facebook Comment	The plan is 50 years behind schedule.
Facebook Comment	<p>There’s a vast area of County Non-maintained Roads in Sage, just east of Temecula Wine Country.</p> <p>The area is seeing a lot of growth due to Wine Country, BnBs, and increasing property values. New homes are paying transportation fees, with no local infrastructure.</p> <p>At least a few collector roads need to be paved to help make roads EMS accessible during rains. There’s a lot of clay in soils that become slipper as snot during rains.</p> <p>Exa Ely, Denise, E.Benton (e of SR3), and Red Mountain need an all weather surface.</p>
Facebook Comment	[PERSONAL INFORMATION REDACTED] I like mine to stay dirt. Red Mtn is county maintained. Im happy with that no need for pavement.

Facebook Comment	You all still haven't even fixed the 15 south through corona. It's a complete joke!!! Going from 6 lanes to 3 lanes. Who would even approve something like that??? But, hey, why not take more tax dollars from us. 🙄🙄🙄
Facebook Comment	[PERSONAL INFORMATION REDACTED] they want everyone to pay for more toll lanes. You know because it worked so well on the 91 through corona
Facebook Comment	[PERSONAL INFORMATION REDACTED], right?
Facebook Comment	When you added two toll lanes and reduced the regular lanes from 4 to 3 at northbound Fwy 15, from Fwy 91 to Fwy 10, it made the traffic congestion worse.
Facebook Comment	Take your plan and shove it up your ass
Facebook Comment	No more sales tax increases!
Facebook Comment	Well, implement it. You charge enough in gas taxes to have not done something before your post today.
Facebook Comment	Not in my lifetime!
Facebook Comment	Adding a lane only to pierce st is a big F you to the public, it needs to go la Sierra.
Facebook Comment	No more taxes for road improvement. Money is being wasted, poor quality and the roads don't last.
Facebook Comment	Time to abolish RCTC.
Facebook Comment	Oh I see. You want us to think we have a voice. Well, here's my voice: the governor and liberal legislators in Sacramento have all but destroyed the state of CA. They are among the largest group of scam artists in existence. They have collected and abused taxpayer's "contributions" as far back as I can remember. I give you the 9.8 billion dollars spent THUS FAR on the bullet train to nowhere that would have done NOTHING to relieve traffic for the vast majority of Californians. The problem isn't traffic...it is elected legislators.
Facebook Comment	When Government says they will reduce something...Be afraid..very afraid...
Facebook Comment	You all have had a plan for 50 years, you all are most often building obsolete improvements. By the time things get approved they are often no longer valid. Buses and most public transportation is not effective in relieving traffic. Tell the CHP to move slow trucks into the slow lane. Raise truck speed limits up to 60 and 65 mph
Facebook Comment	Sure you do.
Facebook Comment	[PERSONAL INFORMATION REDACTED] they should revisit that.. I wrote in about that and the dangers of not having one express lane exit through the entire city of corona and they told me it was constructed that way because their engineers felt it was the safest and fastest. lol what a joke. More accidents and backups from people jumping the buoys.
Facebook Comment	We need a freeway from east HEMET all the way to the 15 highway it takes more than a half an hour just to get to the 215 highway , And that depends on traffic conditions.
Facebook Comment	That's your plan to ask for a plan turn in your badge.

Facebook Comment	As we get 6 Million More Square Feet of Tilt Ups in the IE before One Out Dated project road improvement even gets a Permit Application in. Unbelievable!
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] you are not focused on Reality. We Built Out in a way that is Not going to allow Mass Transit to work like your other Countries mentioned. Or Even NYC. Corona for example has a demographic that works in 5 Counties and then they need to get to the job after getting to a Station that is closer but won't be close enough and Ride Share ain't gonna fix it.</p> <p>The reasons the IE exploded in population is because the Employee was not paid for the cost of living in the SS, OC or LA Counties and they could afford a newer, bigger home in the IE.</p> <p>Then, the elected officials who are Brilliant, yet didn't learn a darn thing from Long Beach, Wilmington, Fontana or Ontario, decided to add a couple billion square feet of Warehouse space in the IE using an existing Overloaded and underperforming infrastructure. And guess what? They are adding even more warehouses in the IE and they are not even using 60% of the existing warehouses yet. So The freeways are just gonna get much worse.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED]</p> <p>Working on attracting a QUALITY job base to the county, that actually pays a wage that will pay the mortgages here should be the number one priority.</p> <p>The vast majority of the warehouse, gas station, mini mart, fast food and retail sales jobs in RivCo, just don't cut it.</p>
Facebook Comment	The I-10 from Fontana westward ain't too bad. That's because there is 2 alternate routes close by, The 210 and the 60. But from Corona westward, only the 91. Solution, doubledeck the 91.
Facebook Comment	[PERSONAL INFORMATION REDACTED] exactly. Gonna start going and planting trees in the potholes just so they'll HAVE to fill them 🤔
Facebook Comment	In the meantime more traffic ugh
Facebook Comment	Their traffic relief plan is bologna they use taxpayer's money to build a toll way and once it's finished they charge to use it haha 😏
Facebook Comment	<p>1) Eliminate ALL tolls. All lanes on the fwys should be available to all.</p> <p>2) Fwy speed limit should be increased to 100+ mph. The logic here is that the faster drivers travel, the less time their presence on the road - the freer fwys will be.</p>
Facebook Comment	Population control?
Facebook Comment	[PERSONAL INFORMATION REDACTED] Nope. The problem is the massive warehouse invasion of the IE. Doesn't matter where you live in SoCal, trucks are clogging the overloaded outdated infrastructure and it's far outgrowing the Housing increases too. Oh and guess what?! 84% of the employees working at these fancy warehouses can't afford to live near them either so they also commute from the High Desert or Moms extra bedroom in the OC or LA. Brilliant. Just Brilliant.
Facebook Comment	Please add west bound transition lanes Tyler to La Sierra on the 91.

Facebook Comment	<p>Well to start, letting a million more people in our country isnt helping.</p> <p>We need someone that is neutral and doesn't have a hand in the cookie jar to over see all the spending. Plus, actual breakdown of where the money is going. More CHP enforcement of private and commercial vehicles, removing all that do not have right to be driving, valid CDL, Insurance, registration, impound reckless drivers. And actually hold them accountable.</p> <p>More incentives/tax breaks/rebates for using rail, carpooling, cycling. Because building freeways, adding toll lanes, over passes never helps.</p> <p>Maybe after our current govt/NWO and billionaires are finished killing off our current population, what is left over will get to drive without any freeway traffic jams and congestion. Lol</p>
Facebook Comment	Unless the plan includes synchronizing traffic lights traffic congestion will continue to be a nightmare costing Riverside residents.
Facebook Comment	Double Decker on the 91. 🚊
Facebook Comment	[PERSONAL INFORMATION REDACTED] Double decker where the top one just connects the freeways and doesn't have any local exits. Only the bottom deck has local exits in Corona and Riverside
Facebook Comment	You just spent \$\$\$on Railroad Canyon and the 15 disaster. Trying to exit the 15 southbound is very dangerous at rush hour. Traffic backed up a mile on the 15 to exit. Takes 2-3 lights to turn onto Railroad Canyon because the traffic is backed up. This is what you "FIXED"????? Fire the engineers.
Facebook Comment	Build it all, but instead of toll lanes, tax the hell out of Amazon and the other warehouse morbidly rich.
Facebook Comment	I dont know whos idea it was to put all these warehouses in without the infrastucture to support it first, but that was a dumb idea.
Facebook Comment	I hope your plan is not to open more toll lines making worse for the majority of people that does not have the money to pay, that will be stupid.we pay a lot in taxes gasoline .
Facebook Comment	Build LOTS of trains & Streetcars. Make them go everywhere.
Facebook Comment	Luckily I moved from the area last month. Worse traffic I've ever dealt with and I came from the LA area. Wrote in numerous times to RCTC with suggestions and was told your team and engineers have constructed things the way they feel is best. Good luck peeps! Riverside transit system has got to be the worst in the state 🙄
Facebook Comment	lol 🤔
Facebook Comment	Lemme guess. The plan is to give us another tax increase and make the same claim you're spending the money on "solving traffic congestion".
Facebook Comment	Another Covid lockdown?
Facebook Comment	This county will do anything except create decent, consistent public transit options.
Facebook Comment	I'm sure eliminating working from home home will help the situation

Facebook Comment	<p>1. Moratorium on new development until the infrastructure actually exists to support the traffic.</p> <p>2. Eliminate traffic studies conducted by developers who have a vested interest in favorable conclusions. Traffic studies must be conducted by independent parties with no financial interest in the outcome.</p> <p>3. Hold development responsible for a larger share of the actual overall impacts of the development-not just those within a 1/2 mile.</p> <p>4. Strive for a better traffic flow “score” and don’t take a “D” rating as acceptable.</p>
Facebook Comment	They did that and it took 2 years from green river to 241
Facebook Comment	Sure you do!
Facebook Comment	Hey why not use the toll road income??? You guys are a joke.
Facebook Comment	Yeah, probably take a lane away for carpool 😊
Facebook Comment	More access across the river bottom from Jurupa Valley into riverside... but I realize adding a bridge is a pipe dream 🤔
Facebook Comment	One of the major issues is lack of foresight concerning future traffic. The 215/60 interchange took nearly 5 years to complete. By the time it was finished traffic flow was barely better, and now is just as bad as it was before the upgrade. In short, with all the red tape involved in a project, by the time most improvements are finished they’re already obsolete.
Facebook Comment	[PERSONAL INFORMATION REDACTED] right they should work 8pm - 5am.
Facebook Comment	[PERSONAL INFORMATION REDACTED]
Facebook Comment	[PERSONAL INFORMATION REDACTED] No one said public transit has to serve EVERY situation for it to be effective. The point is to reduce traffic, you're never going to eliminate it completely. But if you build enough links in transit, what happens is businesses start to develop near it, its called Transit Oriented Development. That will begin to reverse the terrible development patterns of the last 60 years. It's not a silver bullet, and its not a quick fix. But its literally the only thing that will work.
Facebook Comment	[PERSONAL INFORMATION REDACTED] except, Mass Transit wont help enough for any of us to notice a difference. The 210 in Pasadena is a prime example.
Facebook Comment	[PERSONAL INFORMATION REDACTED] How do you know it hasn't helped? Do you know how much worse it would be if it weren't there? Have you read impact studies on it? Further, do you actually believe that LA has adequate mass transit? Because I assure you, they do not. You cannot just build lines sporadically and expect them to solve the problem. You have to follow through with sufficient connections, and then build last mile infrastructure like bike lanes, bus stops, pedestrian protections, etc. That's why THIS plan from the RCTC is tackling ALL of that. You're probably the same kind of person who gets upset when they put a single stretch of bike lanes on one block that isn't connected to any other cycling infrastructure and complains no one uses it. You wouldn't use your car either if there was only one stretch of road 10 miles from your house you could safely drive on.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Exactly.
Facebook Comment	[PERSONAL INFORMATION REDACTED] do people in hemet actually have jobs to commute to?
Facebook Comment	Yay, more stroads, freeway widening, toll roads, and more induced demand. Can't wait for even more traffic nightmares!
Facebook Comment	[PERSONAL INFORMATION REDACTED] I live 12 miles from my job but still takes 60 minutes to get home.
Facebook Comment	[PERSONAL INFORMATION REDACTED] yes! Always a promise when raising taxes but never followed through.

Facebook Comment	Create more jobs in Riverside County so people don't have to commute. The county is the prime reason for the traffic because it promotes building in unincorporated areas, so they won't have to share the taxes with the cities. Each new house creates an average of three jobs but the county does not create good jobs for the housing tracts they allow. The greed of the county is creating the traffic and then they act the victim looking for solutions. The best solution is to hold the politicians accountable for creating the problem. Start with a moratorium on building and term limits
Facebook Comment	Expand the Metrolink to East Hemet
Facebook Comment	Is that plan "rail lines and accessible & frequent buses"? If not, you're not solving anything, you're only dumping money in to car culture and kicking the problems down the soon-to-be -backed-up-with-traffic-again road.
Facebook Comment	[PERSONAL INFORMATION REDACTED] & require them to allow telecommuting full time if feasible— I loved it during Covid. Now only able to telecommute p/t.
Facebook Comment	We need a truck highway, built similar to the 14. That would eliminate so much truck traffic on the freeways. Trucks take up at least 50% of the congestion.
Facebook Comment	Van Buren in Jurupa Valley is a parking lot during peak hours. Need another river crossing.
Facebook Comment	As usual,too little too late.
Facebook Comment	We already pay huge gas taxes that are supposed to take care of our roads and infrastructure. The plans on here don't address the 215/60 nightmare.
Facebook Comment	[PERSONAL INFORMATION REDACTED] nor the despicable surface condition of the 215 south of Eucalyptus to Nuevo Rd.
Facebook Comment	A new toll lane?
Facebook Comment	Same plan you've promised for 10 years. How much this time, for nothing?
Facebook Comment	Quit building toll lanes with our tax money. Make mainline improvements. Toll Roads is double taxation.
Facebook Comment	How about tax us some more, and build even more neighborhoods on top of one another, because nothing fixes traffic like higher taxes and more population. And plus nothing else uses up water like millions of more humans and the construction that brings them here, oh except that mean ol climate change.
Facebook Comment	Just like the plan for the 91 redesign to alleviate traffic... 🙄
Facebook Comment	Paint no lane changing lines on Railroad Canyon in the turns to reduce high speed lane changing to reduce accidents and fatalities.
Facebook Comment	Build a skyway or an elevated highway. One way on the top and another one way on the bottom.
Facebook Comment	Efficient public transportation, specially commuter trains. Just building wider freeways and streets will never do it.
Facebook Comment	Fix the pot holes on the EAST bound freeway going past Reservoir St. For almost 1 mile in the RIGHT hand two lanes. Fill them correctly..there's still a section of a pavement drop in that area.
Facebook Comment	[PERSONAL INFORMATION REDACTED] lots
Facebook Comment	I'm sure it involves toll roads! How about you use our tax dollars to benefit us not cost us more money!
Facebook Comment	Let's add more homes that cities approve where they are owned by hedge fund companies 🙄
Facebook Comment	This is what should've been done. Typically we have two lanes that are going to waste. https://youtu.be/ZSih6Esx5ks?si=ATtID4kgKcHQ2F2e

Facebook Comment	Take the drivers license away from 91% of the people driving today that are pathetic, illiterate, incompetent, brain-dead morons. Create a \$10,000 fine for the morons that can't be bothered to use their turn signals, stop at stop signs, stop at red lights, constantly change lanes unnecessarily or won't get out of the left lane when someone is behind them and no one is in front of them.
Facebook Comment	SUPPOSEDLY the ever increasing highest in the US gas tax was supposed to fix potholes and infrastructure. Dems hreatedemed ignorant voters with death and damnation a few years ago if they voted to appeal the automatic forever increasing extra gas tax. What's THIS going to cost taxpayers and is it another forever tax?
Facebook Comment	You guys won't do shit but charge us to drive on the roads we already pay for. Scumbags
Facebook Comment	Quit taking our money to make new freeway lanes and then wanting more money from us to use them. Toll roads should not exist!
Facebook Comment	Sweeper trains in the middle of morning rush hour does not help!!! 🤔🤔🤔
Facebook Comment	Address traffic congestion by getting all these California dunces to NOT DRIVE IN THE LEFT LANE unless they're passing!! 90% of California drivers drive in a manner that blocks traffic and causes major bottlenecks!! What's so hard about it?? If you're not passing, then stay the hell out of the LEFT LANE, FFS 🙄!!!!
Facebook Comment	That's going to cost us more money
Facebook Comment	unicorn 🦄 bubble bath ?
Facebook Comment	We need teleportation to get out of Hemet and make it in time to the 15 fwy
Facebook Comment	Its simple. Government promoting remote work again
Facebook Comment	You don't have enough dynamite.
Facebook Comment	Oh I heard about your plan. You are asking citizens for an additional 1% sales tax. Do you think we can afford a nearly 10% sales tax? How is it you think this is a good idea?
Facebook Comment	Any excuse to raise taxes and do nothing to the roads.
Facebook Comment	Let me guess. Use our tax money to build a toll road on the road our tax money already built and then charge us more to use it
Facebook Comment	Traffic super bad. Why only before elections you have a "plan." Are the locals that stupid?
Facebook Comment	Just like you guys "fixed" the Cajalco interchange by approving more illegal fasttrak lanes. You guys are a bunch of thieves.
Facebook Comment	I'm pretty sure this "plan" also involves a lot more traffic congestion.
Facebook Comment	Yeah right! They've been promising that forever! Every time they come up with a new bill, they misapropriate the money! So sick of it!
Facebook Comment	More people, more traffic. Traffic will never be "Fixed".
Facebook Comment	Riverside county is nothing but MONEY HUNGRY BASTARDS. They keep carving our FWYS for tool lanes using our own tax \$\$ we paid for roads, then charging us to use these roads. It's sadd how much they rip us off
Facebook Comment	Tell people to leave California.
Facebook Comment	v do that everywhere. Lol.
Facebook Comment	Extend the 22 freeway to the 15 🙄🙄
Facebook Comment	The 15 freeway between of Corona and Lake Elsinore is a nightmare and a natural disaster away from losing lives. No other way out or option for that stretch of the freeway.
Facebook Comment	[PERSONAL INFORMATION REDACTED] you can't trust government. Period.

Facebook Comment	Domino's Pizza does a better job of fixing potholes than the state does
Facebook Comment	Demolish the I-10 Highland Springs bridge and do it over. You guys keep kicking the can down the road and delaying the inevitable. Beaumont is the quickest expanding area in Southern California, and if this interchange was in Orange County, it would have been done 10 years ago. This is a huge stain on RCTC, Caltrans, Beaumont, and Banning. 🤔
Facebook Comment	[PERSONAL INFORMATION REDACTED] Quality of life started diminishing 30-40 years ago with all the multi hundred home housing developments started be built.
Facebook Comment	[PERSONAL INFORMATION REDACTED] that is not all big rigs, only over sized loads.
Facebook Comment	Could you build an exit bridge to green River rd straight from the fasttrack lanes? and a bridge straight onto 241 toll road from fasttrack lanes so people don't have to make cross exits to prevent/ reduce traffic and accidents. Thanks so much
Facebook Comment	[PERSONAL INFORMATION REDACTED] in their pockets and pensions
Facebook Comment	What was your plan 5 years ago?
Facebook Comment	It's a \$0.01 sales tax increase for riverside county to pay for road improvements that will either never be done, or will only be done in the more prominent areas while still ignoring lower income areas. I do like the idea of extending the metro to Hemet/San Jacinto and beaumont/banning though. The rest of the plan looks like more corona, temecula and Redlands improvements before anything else.
Facebook Comment	[PERSONAL INFORMATION REDACTED] right!?! Some of these roads have been "under construction" for so long I don't even remember when the projects started.
Facebook Comment	The answer is expanded public transit and a separate underground&above-ground freight transit line. "Band-aid" solutions will continue to fail until the root problem is addressed.
Facebook Comment	Yeah right lol
Facebook Comment	What's this mean, more toll lanes? How about a new freeway south of Corona through or under Cleveland National Forest to San Juan Capistrano to reduce the pressure on the 91. That would be a big help.
Facebook Comment	[PERSONAL INFORMATION REDACTED] You might be able to afford the added cost from your family budget, but have you considered the idea that not everyone has "extra" money in their family budget?... Oh well... screw the people who don't have extra money.
Facebook Comment	[PERSONAL INFORMATION REDACTED] I completely know what it's like to be dirt poor and not be able to afford anything. I'm no longer in that position. Being broke sucks, sitting in traffic for hours on end also sucks, but not as bad as being broke but it still sucks. Now that I'm not broke I'm willing to pay some money to avoid traffic. Am I saying screw people who don't have the money? No. But I am in a position where I can afford the extra cost and I'm more than happy to pay that money.

Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] I'm sure you realize, "Toll road investors take some commuter lanes from the general public (free traffic lanes) to make "For profit" lanes?</p> <p>Then... Those "For Profit" companies, control the amount of users by raising the fees, until some people finally have to say "I can't afford this", those "For Profit" gouging bastards, keep getting richer off of you.</p> <p>The State of California, annually raises "gasoline taxes", with the promise of improving our roads. But then requires "For Profit" investors to try to improve our freeway system (at no cost of the state)?</p> <p>Where are all those gasoline tax revenues going?</p> <p>Do you think this is the way it should be?</p> <p>"Everyone" is paying a lot higher gas taxes.</p> <p>Any socially responsible person should be asking "Why"...</p> <p>You can't say that they don't have the revenue to fix these traffic conditions for everyone.</p> <p>Continuing to pay for commuter lane fares, simply enables California to continue deceiving the public... Where are those "Gas Tax Revenues" going?</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] I didn't read all that and I dont care to as I saw it diving into unrelated subjects. I'm not sure if you are aware of this or not but toll roads have to follow federal standards for how fast traffic has to flow. So yea they 100% raise prices when demand is high on purpose to force out people who can't afford it. That's how they work.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] It is what it is? But it should be better.</p>
Facebook Comment	<p>I drive for. UBER so im on the roads of palm springs 7 hours a.day. Something needs to be done in Palm Springs...major pot holes, uneven payment, decaying payment, poorly patched areas.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] The tracks are already there and end near State and Latham.</p>
Facebook Comment	<p>finish the 79 realignment from Temecula to San jacinto like they've been talking about for 20+ years that would alleviate some traffic from the 215/60 through moreno valley and bring more jobs and busniess to Hemet/San Jacinto which would also keep more people from commuting out of town for work.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] I work all the way up to Corona it takes me about an hour to get there in the mornings on my way back about an hour and a half depending on traffic.</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] it's 9 million ppl in los angeles I highly doubt it's the trucks.</p>
Facebook Comment	<p>Tax till we stop driving?</p>
Facebook Comment	<p>How about cutting in another freeway to OC south of the 91. All southern commuters have to either take Ortega or come up to the 91 to get to OC, LA etc. That should cut some 91 traffic out. The toll roads should be flat rate all the time not because it's Friday and yall see it fit to jack it up to 30 bucks.</p>

Facebook Comment	<p>There are some good strategies here.</p> <p>But.. A plan that doesn't remove most of the tractor trailers that are on the roads today won't work. Most of what I see on long haul rigs should be on trains anyway.</p> <p>I also don't see the problem of HOV lanes being addressed - a car moving at highway speed is more efficient, so why have carpools move at these speeds while gross polluters idle in traffic? If the goal is really to improve air quality, we should remove these 'luxury lanes' so that the whole road can move more efficiently during peak driving periods.</p> <p>There isn't any mention of removing exits and on ramps in urban areas. We have too many, and they make passing through cities a congested nightmare. Lanes for local and through traffic need to be separated by barriers with entrance and exit to the express lanes separated by at least 4 miles between them. -This can be done with the roads we already have with marking paint and K rails. Other countries have been doing this for decades, why don't we?</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED]</p> <p>They won't ever listen to sound common sense ideas you've presented not to mention the increase on taxation in our state. Corruption is to the max in California not to mention our entire nation. ☹️</p>
Facebook Comment	Stay home
Facebook Comment	For the love of God please re-time the traffic lights on Ontario between california/compton and the 15 fwy in Corona. It's a nightmare. It takes 20 minutes to get through 1 city block.
Facebook Comment	Double dipping.....tax us and we gotta pay to use them: Toll Lanes
Facebook Comment	The only plan politicians know is to raise sales tax another 1% to fund more toll roads. Don't fall for it....
Facebook Comment	[PERSONAL INFORMATION REDACTED] oh please! Not even viable re property values OC vs RC.....and that is just #1
Facebook Comment	Thinning the herd is not an option.
Facebook Comment	[PERSONAL INFORMATION REDACTED] exactly.
Facebook Comment	[PERSONAL INFORMATION REDACTED]They have that in San Diego on the 15 freeway.
Facebook Comment	<p>Yes..... It would have been nice it RCTC would have been as creative!</p> <p>https://en.wikipedia.org/wiki/Barrier_transfer_machine</p>
Facebook Comment	Yeah they should have done that on the 91.
Facebook Comment	They need to stop building homes near or in Corona.
Facebook Comment	All them new homes with very high asking price in Riverside county receiving a 2% property tax. That new home is paying over \$10,000.00+ a year in tax there should be immediate pothole repair. New Year new money coming in every year. The money is there.🙄
Facebook Comment	toll roads only make some one else rich, doesn't solve traffic
Facebook Comment	Get rid of the toll lanes
Facebook Comment	Smells like a set up for more toll lanes.
Facebook Comment	Like the way you reduced bottlenecks at the 215/60 junction in Moreno Valley?
Facebook Comment	Isn't that what you should already be doing with our annual tax we pay for our vehicles??????
Facebook Comment	Fuck no!!

Facebook Comment	Stop building warehouses on every single corner Truck traffic is horrible. How bout fixing the 215 from Cactus to Perris! Nothing but ruts and holes
Facebook Comment	"We have a plan"...Yeah that you're going to tax us even more for no results.
Facebook Comment	I stop believing in words and talk. I want to see actual road work.
Facebook Comment	Ridiculous we are asked for input. We are the funding, yet our voices remain silenced.
Facebook Comment	Fix the 215 on both sides through Perris... the potholes are beyond ridiculous!
Facebook Comment	U ain't got shit
Facebook Comment	Ultimately this just means more taxes for people to pay! We never got results from the last gas tax hike which was for the roads! I'll never vote for another tax hike! We already pay toooooo much in taxes in this State. With very little results! Money that goes for projects that really don't help the majority of the people in this State!
Facebook Comment	You already took our money and now you want more. Maybe the politicians should get it out of their bank accounts.
Facebook Comment	You created this mess. Lied about the toll lanes and everything you did made the commute worse!
Facebook Comment	Add more train schedules Metrolink !
Facebook Comment	How about constructing reverse-commute lanes instead of installing "Express" Lanes that require us to hand over a fortune of money for roads that we already pay taxes for?!? It's ridiculous that one side of the highway has essentially no traffic on it, and yet the other side has bumper-to-bumper, 5 mph, traffic. I've lived in cities that had reverse-commute lanes created, and it made a HUGE difference.
Facebook Comment	Hahahahaha. By raising taxes to put on their pocket.
Facebook Comment	I think all the county supervisors should be fired and caltrans should be audited. Just take a drive on the 215 Fwy between Perris and Riverside...you would think you are driving in a 3rd world country. Between Riverside County and the Perris planning commission(s) they have pimped out and quality of life for its residents and approved millions of square feet on warehouses without planning for the future in transportation improvements 🙄.
Facebook Comment	We have a plan! Build car pool lanes on the 91! That'll take care of the traffic problems! 🙄
Facebook Comment	Close the border to illegal immigration
Facebook Comment	Maybe if the inspectors that let these paving companies crappy jobs pass as acceptable got fired the roads would last 3 times longer. I'm sure there is some kind of palm greasing going on here. Maybe an undercover investigation is what's needed. It's ridiculous that every time a road is ripped up and repaved that they are not smooth. If a road is smooth there is much less stress put on them and they will last much longer. I have seen repaved roads fail within a year in Riverside for the past 10 years and it only seems to get worse. Something needs to change and people need to be held responsible for wasting our tax money.
Facebook Comment	Just a thought -pay the money to get Bike lanes away from the same asphalt as the cars use-closing lanes to create a bike lane makes traffic worse-other states create a separate surface for bikes-why can't California???
Facebook Comment	Add a lane to I15 from corona through temecula to the San Diego county line. Plenty of room to do it
Facebook Comment	Just like the 91/215/60 that still doesn't work 🙄
Facebook Comment	your potholes are a disgrace, this was just a week back.
Facebook Comment	[PERSONAL INFORMATION REDACTED] no kidding. What is the state fuel tax now, like 50 cents a gallon?
Facebook Comment	[PERSONAL INFORMATION REDACTED] you do know this is a county program right ?
Facebook Comment	OK, we get it, another democrat tax increase is on its way.
Facebook Comment	Great... more construction! 🙄
Facebook Comment	Allow 10 hour shifts so adjustments can be made to peak hours and limit truck drivers at certain times of the day
Facebook Comment	[PERSONAL INFORMATION REDACTED] I recall seeing a plan to add a freeway on ramp where the new shopping center is with the hotel and heroes is now. Obviously the plan has changed lol.
Facebook Comment	[PERSONAL INFORMATION REDACTED] yes that died about ten years ago - sadly - that's why eastvale spent all the money realigning Schliesman.

Facebook Comment	[PERSONAL INFORMATION REDACTED] so sad.
Facebook Comment	Make freeways double deckers
Facebook Comment	You counties don't have inter county transit system. Other than Greyhound, RTA needs to interconnect with NCTD and so on....
Facebook Comment	Riverside County hasn't had a traffic plan for the entire 45 years I've been driving in So Cal
Facebook Comment	Extend Metrolink train to coer San Jacinto and Beaumont
Facebook Comment	We as homeowners and taxpayers need to STOP being charged to use Fastrak, when we pay our taxes. Expand the freeways- not at our cost.. stop trying to nickel and dime us to pay more money... use the money we invest in the lottery... these Bonds... these measures.... but no more tax increases!
Facebook Comment	[PERSONAL INFORMATION REDACTED] we don't have to worry about it because last time it was voted on the LEGISLATORS GAVE THEMSELVES THE POWER TO HIKE GAS TAXES AT WILL WITHOUT THE CONSENT OF THE PEOPLE..... Good job California!!!! 🙌
Facebook Comment	Still waiting for that I 10 bypass rd in Cabazon. How many years has it been now?
Facebook Comment	Just what we need-more toll roads that only the well to do can afford!
Facebook Comment	Menifee, one of the fastest growing communities in So Cal, is not mentioned by name in the main city reference. Where do I need to look? We have 1,000 homes about to be built in an already crowded area where a lot more new homes have been built, or are being built or planned. Too much expansion!!!
Facebook Comment	The plan is 50 years too late!
Facebook Comment	[PERSONAL INFORMATION REDACTED] Yeah, more roads always leads to more traffic. /s
Facebook Comment	It's called induced demand. It actually does exist: https://en.wikipedia.org/wiki/Induced_demand If you don't want to read a Wikipedia: https://youtu.be/CHZwOAllect4
Facebook Comment	There is no mention of expanding the McCall/215 interchange in Menifee. What a disaster...
Facebook Comment	Who can we contact to report a pot hole on a freeway? The I-15 through southwest Riverside county is a mess.
Facebook Comment	Your going to need a Bart train, like the Bay Area. I thought one should have begun back in 1980's. You might have to remove the carpool fast lane, number one on both sides, to accommodate the train. Must fix those pot holes. Lanes two and three are fine, like hwy. 5. Trucks on one side, cars next to them in lane two. All utilities should be under ground by now, perhaps giving way for an emergency lane or a safe shoulder. Maybe add a few turn out lanes, or vistas, to easy the traffic. Good luck and God speed to you all in your travels. And remember, slow down for the cone zone!!!!

Facebook Comment	Just add more toll roads that will just sit empty because people can't pay for it. But hey the rich can get home sooner and cut in front of everyone and slow down traffic when they Marge over. Thank you so much
Facebook Comment	[PERSONAL INFORMATION REDACTED] I heard someone suggest giving businesses a tax break for encouraging work-from-home. I like that idea. Traffic won't improve until we take more cars off the road. More metrolink schedules. More shuttles connecting train stations and major business areas and shopping. More people working from home.
Facebook Comment	Riverside Neighbors Opposing Warehouses (R-NOW) please join and help stop all the truck traffic.
Facebook Comment	GAS TAX HIKES, marijuana dispensaries, toll roads, and who knows how many more additional excuses to increase government income in order to provide better services. Mainly better roads, Build Back Better and roads are like a 3rd world country
Facebook Comment	What ever happened to the 1.5 trillion dollar infrastructure bill that was passed, any of that money being used?
Facebook Comment	"Creating jobs" isn't the responsibility of city, county, state or federal governments. That is up to the private sector, which in turn, creates more need for public service jobs. Local, State and Federal government can and have, according to the latest unemployment statistics, been creating an environment that encourages job creation.
Facebook Comment	Oh boy, the government is here to help. Again.. I read their options, yeah more pedestrian paths and bike lanes, that'll help traffic congestion. What a sick laugh. So close the border. Deport the illegals. Stop building apartments. You see there are no new freeways. No new roads. They just keep adding people with no space to drive in and the solution is not to take away everyone's cars. You know that's where they're going with this. The people that work still have to commute and get to work and they can't walk there. Thanks again government
Facebook Comment	What happened to the gas-fuel taxes we already overpaid for? How many other programs has commifornia routed that monies? Stupid to put into a general fund. Politician's dip into that for (other items). Soooo many useless programs drain the fuel tax. Curious. How much \$ in total is paid thru fuel-gas tax? Seriously?
Facebook Comment	We need more lanes on the freeways to handle the thousands of trucks that have been clogging the roads since the uncountable warehouses have been built. I know that every warehouse builder was charged a large transportation mitigation fee, but I don't see how those fees have been used to mitigate the traffic they created. Isn't that the purpose of traffic mitigation fees? The 215/60 freeway section between Riverside and Moreno Valley is at a near stop most of the time. RCTC has done a very poor job dealing with the increased truck traffic, and, their failure is just another factor that makes our quality of life here suck. We are planning on leaving the state in the next year or so, and traffic is one of the major factors. It's a crime that we pay massive gas taxes but don't get anything in return except new bike lanes I'll never use and toll roads I can't afford to drive on. Welcome to the Brave New World of California!
Facebook Comment	Stop building housing.
Facebook Comment	215 to the 60 inter chain, waste of money. More congestion than ever before.
Facebook Comment	You have always been 10 years behind the traffic flow. It is only going to be worse. You can not keep up with the population expansion.
Facebook Comment	You already screwed us the expansion of the toll roads.
Facebook Comment	The way you fixed the bottleneck on the 15 south from the 91 by making a new, even worse bottleneck? That was time and money well spent 😏
Facebook Comment	The only thing thats going to help is getting rid of people. But no, the !diots in riverside just allow more apartments and houses to be built. Riverside is a sh*thole just like Ia now. Way to go....
Facebook Comment	Good luck, stop building
Facebook Comment	[PERSONAL INFORMATION REDACTED] inland empire has more than enough factory aka fulfillment center buildings although they're at the lower end of the pay scale. And they keep building more.
Facebook Comment	Love it. We absolutely need more bus, trains, and cycling infrastructure.

Facebook Comment	[PERSONAL INFORMATION REDACTED] - I refuse to use public transportation. I would rather sit on the 405 freeway in the rain than share a bus with bums and thugs.
Facebook Comment	[PERSONAL INFORMATION REDACTED] No one cares what you think
Facebook Comment	[PERSONAL INFORMATION REDACTED] - Clearly, the public transportation junkies don't, which is why they're trying to pry us out of our vehicles. YOU may not care what I think, but a LOT of other people here in Los Angeles would absolutely agree with me.
Facebook Comment	[PERSONAL INFORMATION REDACTED] You don't have to ride it. Go away snowflake. Not everything is for you.
Facebook Comment	[PERSONAL INFORMATION REDACTED] - My oh my, aren't YOU a sensitive one. 😊
Facebook Comment	[PERSONAL INFORMATION REDACTED] Nah. Idgaf what you do with your sad life. Don't think I didn't see you completely delete and redo your message. Pathetic.
Facebook Comment	[PERSONAL INFORMATION REDACTED] - I decided not to call you out as a SOYBOY, and now you're complaining?
Facebook Comment	[PERSONAL INFORMATION REDACTED]k Faceless troll account resorting to unoriginal name calling because they're too stupid to make a good argument lol you have a much higher opinion of yourself than you should.
Facebook Comment	[PERSONAL INFORMATION REDACTED] - I made a good argument but like the little quiche eater you are, you had to throw a hissy fit. smh
Facebook Comment	[PERSONAL INFORMATION REDACTED] lol never heard that one before. Not sure if it's a euphemism or literal quiche. I guess I'll give you points for originality. Made me chuckle.
Facebook Comment	[PERSONAL INFORMATION REDACTED] this isn't about LA. Grow up. Any attention is good attention huh?
Facebook Comment	Que número tengo que agarrar de corona a Riverside
Facebook Comment	POR FAVOR PUEDEN PONERLO EN ESPAÑOL PLS
Facebook Comment	Don't think I have gotten on a bus with no more than 4 people?? Never seen a crowded bus except for the #200 Disneyland to Downtown Riverside which is packed
Facebook Comment	So another ploy to get your cars away from you ! Wondered why so many bike lanes . Who voted for that ? Careful who you vote for ! No dems
Facebook Comment	Just pushing the 15 min city agenda
Facebook Comment	https://myvalleynews.com/blog/2024/02/08/government-watchdogs-sue-county-over-supervisor-chuck-washingtons-board-appointments/?fbclid=IwAR0QsWFFjUg2HUHlbnLN7a2_Xneb_boLFX4qslKdP_iu4bbUvjjsq6vx5EBo
Facebook Comment	How much are you folks spending to convince us to lay out even more in forever taxes?
Facebook Comment	[PERSONAL INFORMATION REDACTED]
Facebook Comment	Put a bridge across the river, between Van Buren and I15.
Facebook Comment	Pass a bill where one construction project cannot begin until the last one is completed. Can also regulate business hours and thus start times so everyone isn't on the road at the same time . This worked well during the Olympic games in Cerritos years ago
Facebook Comment	I had been waiting 20 minutes in line and still not even close to the interchange ramp. Those toll lanes really solved traffic!! 7:40am and well close to 45 minutes of waiting and finally, I'm merging onto the 91. Riverside County Transportation Commission please do enlighten me on how extending the toll lanes to Lake Elsinore (as proposed in the draft) will improve traffic when we can't even get to the 91 in a timely manner with the existing toll lanes. And all for a one time easy payment of \$16 from here to the county line. 2 Metrolink trains have already passed by while waiting just to get on the 91
Facebook Comment	[PERSONAL INFORMATION REDACTED] These politicians take our gas taxes and instead of fixing potholes and roadways they spend it on social programs !
Facebook Comment	[PERSONAL INFORMATION REDACTED] But it's a start. Having oversized loads on the 60 or 215 during rush hour is not okay. The lanes are too few and narrow. It is time for our regional leaders to put policy in place that puts limits on the big rig traffic on our highways. Next topic...air quality diminished (thus, life spans diminished) due to big rigs in our county. There are longitudinal studies showing the impact. Our regional leaders need to create and enforce policies to improve the planning, development, and quality of life here.
Facebook Comment	[PERSONAL INFORMATION REDACTED] I've also lived here for all those decades. I think housing development is great...but the infrastructure development has not paralleled the housing development. That has created the issues of traffic (and more) that impact quality of life.

Facebook Comment	[PERSONAL INFORMATION REDACTED] the 60 always looks like convoy city and forget adding more lanes they use all the lanes now but one far left and never get pulled over
Facebook Comment	[PERSONAL INFORMATION REDACTED] I brought this up years ago and was told the court ruled the big rigs have the right to travel. 🙄
Facebook Comment	[PERSONAL INFORMATION REDACTED] The right case can shift that. I stay hopeful. The court is ever-evolving.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Yes, big rigs in all lanes except for one lane for cars. This is AM rush hour heading east on the 60. Not to mention...if a county relies on one industry (logistics aka warehouses)...that is not an effective long term economic strategy.
Facebook Comment	I'm sure a government plan with useless trains and pay lanes. Nothing that might work like extra lanes.
Facebook Comment	Reche Canyon , only two lane road, there are so many congestions, hard for residents who live there.
Facebook Comment	Government is a joke, the only plan they have are sick days, holidays, vacation and retirement.
Facebook Comment	Heard this before, we should just charge more taxes to help pay for the infrastructure. Also heard that before..
Facebook Comment	Fix this...60 freeway AM rush hour heading east. One lane with/for cars and other lanes all big rigs. It gets worse with each passing year. Fix it.
Facebook Comment	All you have ever done for as long as I can remember is just keep the I.E. in cone city. When a job looks like it is done, nothing has changed and even worse, no one can afford your ridiculous fees on fast trac. We paid taxes for these so called improvements only to not be able to use them and be charged again. None of this is for the everyday working book, its all for the elite and the congestion never changes
Facebook Comment	So basically they're going to put in more Toll rolls and charge us to install them and then charges \$25 each day to drive home. The government is so corrupt it's unbelievable. 🙄
Facebook Comment	Urgently needed!!
Facebook Comment	Wow. Love all the comments. People always need something to argue about. This is a public forum. You have a right to speak your opinion without being attacked. Shows the maturity of people
Facebook Comment	Just more crime
Facebook Comment	We need more buses in Temecula now that it's growing and a Train in this city for seniors and students also so they can get to stores we are growing like LA .
Facebook Comment	Wish I could take the train in the mid morning 11A to DTLA and get back out of DTLA at 11p, I know several people who are stuck driving.
Facebook Comment	[PERSONAL INFORMATION REDACTED] You'd have the train to yourself.
Facebook Comment	\$40
Facebook Comment	"Traffic relief" yet you are extending the toll lanes to Lake Elsinore. This will make traffic worse.
Facebook Comment	Grow up. Mass transit is a boondoggle. Doesn't help. Most busses and trains are largely empty. Just more union government jobs.
Facebook Comment	Newsoms plan 🙄
Facebook Comment	Give up your cars ride a bike , be happy ! NOT ! Another way to try to control you !
Facebook Comment	No one in RivCo is asking for more transit. Everything is too spread out and you can't get around without a car.
Facebook Comment	[PERSONAL INFORMATION REDACTED]some have too
Facebook Comment	[PERSONAL INFORMATION REDACTED], I can't read the article, can you copy and paste the key points from it?
Facebook Comment	Public transportation, like better, more direct train service from the inland empire to the LA north/south corridor, please?
Facebook Comment	Get rid of fast track
Facebook Comment	3 more lanes each direction on a he 215, 4 more lanes each direction on the 60 and 5 more lanes each direction on the 91 that should handle the load for the next 5 years
Facebook Comment	[PERSONAL INFORMATION REDACTED] job security is the word that's why they keep dragging the repairs and the building of the new lanes
Facebook Comment	More money will not fix the problem!
Facebook Comment	They're gonna build more lanes and they're gonna add two lanes to Fastrak so we could pay more money to the county and the potholes are more and more and more and no one is doing anything about it we pay so much tax dollars everyone is having flat tires on the freeways or broken windshield cause they don't clean the freeways or fix the potholes 🙄
Facebook Comment	[PERSONAL INFORMATION REDACTED] the previous versions of this ad promised to fix the potholes.

Facebook Comment	How about fixing all the potholes first? 🙄
Facebook Comment	Don,t forget the streets, are terrible Hemet and San Jacinto!!!
Facebook Comment	The 15 south though corona sucks. 215 south by march air base/Van Buren down to Nuevo sucks too.
Facebook Comment	How about fixing that abortion of an interchange of the 60/215 freeways in Riverside that only made traffic worse. It seems like some drunk illegal aliens designed and built it!
Facebook Comment	Just use our tax dollars on what's already been pain for and stop lining your pockets...
Facebook Comment	The “plan” is to raise the sales tax 1% more to 9.75% in most cities to finance more toll roads and your deliberately engineered congestion. Don’t be fooled by the sales pitch. RCTC is incompetent and should be scrapped.
Facebook Comment	I would like to see the express buses between Riverside and San Diego Counties back in operation, the bus routes 202 to Oceanside and 217 to Escondido.
Facebook Comment	In my town it takes Over 2 hrs while riding the bus, to get to a place that takes 10 minutes in my car.
Facebook Comment	No new taxes. No local taxation to fix a state created problem....
Facebook Comment	If we keep electing the same Liberal representatives, we will keep getting the same results. Time for a change at all levels. #VoteREDtoSaveRiverside!
Facebook Comment	Reduce by not letting too many people trample our cities
Facebook Comment	Maybe if buses were safe, clean, and fast. No, who am I kidding? I ain't taking any damn bus. I'm a Californian. Give me the freedom of my car or give me death!
Facebook Comment	I worked for RTA for many years, but, when you look at reality, we need more freeway lanes because there is no way a bus can get someone to a destination in a reasonable timeframe compared to a car, even with our gridlocked traffic. I know. Transit is great for people who have no other transportation option because of physical or economic reasons, so it serves an important purpose in the overall scheme of transportation. However, it can never replace a car. Sorry to the green enthusiasts out there, but I would dare you to give up all travel in cars and use transit for the rest of your life.

Facebook Comment	I spent 10 years voluntarily commuting on the bus. But I was lucky that I had a stop a block from home and a block from work. So, I have the experience to back up my opinions and observations. Driving was a bit faster and much more reliable but work gave me some bennies and I didn't have to pay for parking so it was worth it. That said, for the most part public transit is a waste of time and a total fail. There is no consideration for the final mile for intercity transit and intracity coverage is virtually nil.
Facebook Comment	This is just a scam to 🐱 🐶 people into supporting another 1% sales tax hike to fund more toll roads and intentional congestion. RCTC should be scrapped. They've done nothing for western riverside county besides create more congestion and charge people 20-30 bucks to get home.
Facebook Comment	The "plan" is a ballot measure to raise the sales tax by 1% to 9.75% in most cities. More money to fund their toll roads, deliberate congestion schemes and incompetence. RCTC needs to be scrapped. not given more tax money to make things worse.
Facebook Comment	Traffic will never decrease - ever...So let's move it thru as quickly as possible. Spend my tax dollars on recalibrating the traffic lights on Winchester Road especially thru Murrieta and Temecula to the 215 & the 15. Simple and doable.
Facebook Comment	[PERSONAL INFORMATION REDACTED] and more criminals
Facebook Comment	[PERSONAL INFORMATION REDACTED] no thank you. Not sure what prompted your response to me. Transportation doesn't create criminals, though criminals may use any form of transportation like the vast majority of people who are non criminals, or they may already be where they intended to be. Don't get the connection.
Facebook Comment	[PERSONAL INFORMATION REDACTED] I guess you don't watch the news.
Facebook Comment	[PERSONAL INFORMATION REDACTED] you don't know me so you don't know what I do. Leading with an insult speaks more about you, the only one in this interchange you know, so you're trolling, and I don't do trolls. Bye!
Facebook Comment	[PERSONAL INFORMATION REDACTED] hahahahahaha. Look who is making insults.but then again as you said I don't know you. Thank God for small favors
Facebook Comment	[PERSONAL INFORMATION REDACTED] you're very very welcome. I'm glad I could brighten your day. (To gift you again: Your bully game is at 6th grade level. But you go on and do you. You seem like a very happy troll). The end, bye. We don't know each other. Talk to someone you know or you treat respectfully, if you want feedback on how you came across (remember you rolled up on me not vice versa, I can't possibly be victimizing you, but good try at the "I'm a victim here" ploy.) We're done because we don't owe each other a thing here, and you don't ask nicely. And this ain't baseball. I don't give three strikes. 🏏 out. Others can decide what they wish from this interchange and whether they want to coach you. When we declare "I wasn't bullying..." both bullies and non bullies say that. Bullies won't invite feedback. Invite feedback, but from those whom you could possibly hear. We don't know each other. I just offered my opinion of what you said to me. My opinion. I own it. If you're concerned I might have truth in what I said, ask someone to whom you might listen. But maybe I'm wrong. I don't know you and so I'm good being wrong, but I have no need to find out. So we're done.

Facebook Comment	[PERSONAL INFORMATION REDACTED] what do you mean my bully game. I don't bully anyone. I just made a remark and you took it personally
Facebook Comment	Close the Border and export all illegal alien criminals. This would reduce demand and you don't even have to build any new roads.
Facebook Comment	Hire a professional to develop the plan. Someone who has the skills to develop a plan for more than 5 years.
Facebook Comment	[PERSONAL INFORMATION REDACTED] fast track pays for them fancy 5 star dinners at fancy restaurants and resorts.
Facebook Comment	New freeway to connect 15 and 241
Facebook Comment	[PERSONAL INFORMATION REDACTED] cajalco would of been a perfect path
Facebook Comment	What about a signal light at Magellan st and Jackson Rd in Murrieta Ca . We need it very badly it's a very dengue corner, Please someone do something good with our taxes we paid
Facebook Comment	https://www.pressenterprise.com/2024/01/31/endorsement-jack-guerrero-for-riverside-county-board-of-supervisors/
Facebook Comment	Step 1: to improving traffic: voting Chuck Washington out of office. Step 2: not voting for a coward who wouldn't answer simple questions. Step 3: vote for a real leader who speaks the truth. This is my personal plan on improving traffic in Riverside county.
Facebook Comment	Sacramento's plans in place that are running people out of here will relieve traffic congestion.
Facebook Comment	You dummies can't fix stupid. Keep building apartments for tax revenue and keep the border wide open. Then wonder why there's no space to drive on the freeway or city streets and ask the taxpayer what to do. Let's face it folks, state and local governments are made up of progressive socialists. They want you to walk to work and eat bugs. It's a done deal.
Facebook Comment	Quit wasting our taxes on toll roads that we pay for then you charge us to use them. Use all the tax money you get from high gas taxes and make repairs on the damaged streets and highways
Facebook Comment	Es muy interesante su proyecto para el transporte público. Sería muy útil y beneficioso poder conectarnos con otras ciudades.
Facebook Comment	The cycling infrastructure isn't being used now, never has been. Cycling will only be popular after people are impoverished by taxation and regulation of daily life, when they can no longer afford independant transportation.
Facebook Comment	I decided to drive each day it rained the last few weeks as the metrolink had excessive delays. Thanks for continuing to be unreliable.
Facebook Comment	Will they be self supporting or require taxpayers money for subsidies?
Facebook Comment	Just what we'd need, more empty busses on the road.
Facebook Comment	You have a long way to go if you want the public to ride buses or light rail instead of driving in their cars. Making parallel streets and avenues one way would have a great advantage to local businesses.
Facebook Comment	The valley needs light rail with feeder bus routes.
Facebook Comment	Sure - dump your vehicle and be at numeracy of govt telling you when and where you are allowed to go 🤔🤔🤔🤔
Facebook Comment	Trains!
Facebook Comment	I never ride a bus i have my car to be in and not wait or sit by stranger in bus
Facebook Comment	[PERSONAL INFORMATION REDACTED] lucky you some people don't have that luxury. You sound really entitled. You never know what life could bring, your car could break down.

Facebook Comment	[PERSONAL INFORMATION REDACTED]im not entitled i work hard for my stuff. If my car breaks down still wont use a bus i fix my car asap. But what i was trying to say this government want us to park our and ride a bus which will take longer in most case on top sitting by strangers anything can happen too. Yes i underatand theres alot of people that depends on on public transit.
Facebook Comment	[PERSONAL INFORMATION REDACTED] I'm sorry I didn't mean to come off as abrasive. I lost my only form of transportation and I do not like having to depend on public transit for the same reason that you mentioned because anything can jump off! It's too crazy. But I live in a nicer area so it's alittle better but still. Times are indeed crazy. You are lucky to still have your car. I pray to get another real soon. GodBless you and good night, Sir ♡.
Facebook Comment	[PERSONAL INFORMATION REDACTED] i pray that you will get another ride. Honestly god will bless you with that and hope it will be soon . Your good. I didnt try to sound like public trasit horrible what not i understand there alot of people depending on it
Facebook Comment	[PERSONAL INFORMATION REDACTED] awww, Thank You for being so sweet. I greatly value and appreciate your comments ♡♡♡
Facebook Comment	[PERSONAL INFORMATION REDACTED] Riverside County Transportation Commission
Facebook Comment	Trains!
Facebook Comment	My plan involves lowering the sales tax.
Facebook Comment	Take Half of the California lotto ^{COBJ} !!!
Facebook Comment	TRAINS!
Facebook Comment	How about adding a 4th lane northbound 15 from second street to the 60 freeway. The toll lanes promised to have multiple exits and entrance area was NOT done. Just one at 6th street and that ramp was not updated when they did all kinds of improvements in Corona but we couldn't even have a sound wall. What a bunch of crap! More traffic noise than ever at 5 am. No more tax hikes!
Facebook Comment	We are for it.
Facebook Comment	[PERSONAL INFORMATION REDACTED] are you for another 1% more sales tax?
Facebook Comment	[PERSONAL INFORMATION REDACTED] kids don't even ride the bus to school anymore.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Ummm... yes they do. I know this because one drives by my house twice a day. But regardless, this has nothing to do with school busses.

Facebook Comment	<p>peace and love I'm informing the Peoples of the World of my National Standing, for the record. Wonderful day to You.</p> <p>for record: I Am yahwoofkah ali el-bey</p> <p>In full Life propia persona sui juris I make no claim with respect to the title (Anthony Deshawn Farley, ANTHONY DESHAWN FARLEY, 552-67-0939) and I surrender and assign any and all 'Reversionary Interest' to the united states and subsidiaries for full 'Acquittance Discharge Settlement' and closure of my reliance Title 12 USC 95a, part 2; and I assume no liability and do not consent to stand as 'Surety' for any point, moment in time.</p> <p>The above affirmative statement (in concept or relative content) made by a conscious Asserter, may be used to 'Rebut' an injurious or wrongful assumption made by another, or to 'Revert' one's rightful Legal Position, Status, (Estate) and Standing; especially when put into an unconscionably -</p>
------------------	---

	<p>assumed position of obligatory 'Debt' or 'Subjection' as imposed by 'persons doing business as the foreign, Corporate United States, or by any other foreign person, agent, or agency. A Reversioner (in Law) is one who has a Reversion or right to receive an 'Estate in Reversion'. Reversion is derived from the Old Moorish Latin word, reversion, derived from reversus. See Reverse. Also see Revert which means "to go back in action, thought, speech, et cetera" to return, as to a former practice, opinion, state, or subject; or as in Law, to go back to a former owner or his heirs. Think of this as in the nature of 'Restitution' or in an action bringing about the return or the giving back of some property; some Estate; or in general, the giving back to the rightful Owner or Heir of something that has been lost or taken away; as in the word, 'Restore'.</p> <p>For Example. :</p> <p>In the case of United States vs. Arjona, 120 U.S. 479 (1887), the Supreme Court held that Congress had the authority under the 'Define and Punish Clause' to declare that "the counterfeiting within the United States of the 'Notes' of a foreign bank or corporation" was "an offense against the law of nations," id. At 482-83, reasoning that "if the thing made punishable is one which the United States are required by their international obligations to use due diligence to prevent, it is an offense against the law of nations." Id.at</p> <p>#yahwoofkahiam</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] Hubby rode the train and bus for 10 years+ to OC.. Can you say 5 1/2 hour commute every day. Not to mention the times the trains hit a car or a person. Little bit less stress than driving. But it's not the be all and end of an answer. It's hard...and carrying a backpack, too. In Corona you have to go up stairs over the train and down stairs to catch the train.. this after an hour ride on the bus from Lake Elsinore. Its not cheap. We were so excited when they put the station in Perris.. Nope even longer commute..and more expensive. You have to go to Riverside and change trains and then to Orange County and even earlier. People do it though because wages are high in OC. Also, another thing is there is NO SHELTER from the sun and the rain in bad weather. And it doesn't ease the 91 traffic. Thank God he's retired now. I pray for all the road warriors!</p>
Facebook Comment	<p>[PERSONAL INFORMATION REDACTED] when I was in high school 67-70, I wrote a letter to then Governor Reagan suggesting to build monorails similar to Disneyland using the median space of the freeways. I received a letter back stating more or less it was too expensive to build.</p>
Facebook Comment	<p>Higher taxes and toll roads! FU! I wonder why more people are moving out of CA</p>
Facebook Comment	<p>I believe the best way to deal with high traffic congestion is to restrict all truck deliveries should be made late nights and early mornings! Between 9pm and 5 am!</p>
Facebook Comment	<p>Yes, where is the bus 202 going to Oceanside and 217 going to Escondido ??? I hope these buses will get back soon.</p>
Facebook Comment	<p>Very few riders on existing buses or trains</p>

Facebook Comment	[PERSONAL INFORMATION REDACTED] Get over your hatred bigot and grow up.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Exactly. I always love when the militant sectors of the left act like fixing our highways, instead of building trains to nowhere, is a partisan issue.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Right best one I like is when they try to make excuses for the inflation and act like it's not due to Democrat policies.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Thing is, even a lot of Democrats aren't sold on foregoing highway expansion in favor of railways to nowhere. It isn't actually partisan once it gets down to the people, and the people need to make themselves clear.
Facebook Comment	[PERSONAL INFORMATION REDACTED] Democrats won't hold their leadership accountable that's why the roads in California have not been maintained they can't blame Republicans seems the SB1 projects are just a repeat of the Obama shovel ready projects majority of the funds were reallocated just like what's going on with Newsoms gas tax.
Facebook Comment	TRAINS!
Instagram Comment	The bus 41 isn't On time and often misses route to @morenovalleycollege
Instagram Comment	Can't wait to see CV Rail completed.
Instagram Comment	It's nice to see CV Rail getting mentioned. we all know improving public transport is the only way to fix our traffic congestion problems. Busses won't help if they just get stuck in the same traffic as all the other cars
Instagram Comment	It should be a priority to invest in public transportation through this corridor. Planning for the High Speed Rail, as far off as that may be, needs to take place now. Additionally we should look to expand train services the from current terminus in Perris to it's Historical route into Hemet. It would also benefit the community tremendously if the train was extended down into Temecula as well. This area is so bogged down with car traffic that no amount of Street and Road Improvements can alleviate.
Instagram Comment	Stop adding car lanes and start adding options
Instagram Comment	We need an express lane to bypass Temecula on 15 north. Traffic is horrible there now all day and not just rush hour. Extending light rail from Perris to Temecula and Hemet won't do anything bc no one commutes that way. Pls max out and add lanes and exits on the 15 ASAP. It's been horrible for the past decade and nothing has been done. I'd gladly pay hundreds in added tax to fix it. So sick of it!
Instagram Comment	Stop adding car lanes, start adding transport options.
Reddit Comment	The IE needs to include how to bring jobs to the IE as part of the traffic plan. Working close to home would alleviate many of the traffic issues.
Reddit Comment	Thank you for flagging this. Will definitely do a deep dive in a few days and provide feedback in support of better transit connections and bike mobility infrastructure. We can't keep widening freeways--this is simply unsustainable on so many levels (financially and environmentally costly and doesn't even solve traffic).

Reddit Comment	<p>Anyone who suggests a freeway widening is stupid, ignorant, irrational, corrupt, or some combination of these four conditions.</p> <p>Freeway widenings worsen traffic through induced demand, and economists and engineers have known that fact since 1957!</p>
Reddit Comment	<p>The only way to relieve traffic congestion is shortening car and truck trips and reducing their number. And, the only thing that accomplishes that goal (short of imposing tolls and the like) is creating more pedestrian-friendly mixed-use districts that are connected with one another by rail, B.R.T., and other high-quality transit systems.</p>
Reddit Comment	<p>Vote for Thanos.</p>
Reddit Comment	<p>Extending the Arrow transitway to U.C.R./Perris and to downtown Riverside via the Riverside Industrial Lead, and the other abandoned rail rights of way in Highgrove, makes tremendous sense.</p> <p>The Pacific Electric Railway used to have a line that traveled along the northern side of Inland Center Drive, and that right of way still exists. It could easily be made into a rail line again.</p> <p>We need the R.C.T.C. and the S.B. County Transportation Authority to work together.</p> <p>www.Facebook.com/Bi-countyCorridor</p>
Reddit Comment	<p>Connect the 91/Perris Valley Line all the way down from Menifee to Temecula. Continued with a line south along I-15 connecting to San Diego, The Coaster Line, & Amtrak. A must!</p>
Reddit Comment	<p>Warehouse full IE is doomed.</p>
Reddit Post	<p>>*RCTC is updating the 2024 Draft TRP to reflect current and future needs of Riverside County residents. These changes include updating the Plan with investments in public transportation, roadway safety, highway improvements, active transportation, commuter assistance, response to natural disasters, and environmental mitigation.*</p> <p>Personally I think this plan does not outline enough specific improvements to the county's regional transit connections and a lot of proposed projects focus on highway widenings. Not sure how RCTC will respond to feedback but if you have time I think it is worth [adding your thoughts](https://www.rctc.org/traffic-relief-plan/feedback/).</p> <p>&#x200B;</p> <p>[Full Plan](https://www.rctc.org/traffic-relief-plan/)</p>
Reddit Post	<p>https://www.rctc.org/traffic-relief-plan/</p>