WHAT HAPPENED AT THE FIRST PUBLIC MEETINGS?

Meetings held in the San Jacinto, Perris and Corona areas drew more than 150 people interested in the Mid County Parkway project. Residents were given the opportunity to discuss in smaller “break out” groups what they felt were potential benefits and impacts of the Mid County Parkway, as well as ask questions about the project. Benefits identified by residents at all three meetings included:

- Traffic congestion relief
- A safer road with fewer accidents
- Traffic relief during peak periods
- Alternate east-west route to relieve the SR-60 and SR-91 freeways
- Better connections with SR-79, I-215 and Metrolink
- Less “cut through” traffic on city and neighborhood streets
- A better local economy

Consortial was the main issue identified in all communities. Corona residents were concerned that improvements on Cucalco without improvements to the SR-91 corridor will result in increasing the SR-91 bottleneck. Residents in all communities expressed concerns about air quality and a desire to see designs that minimized impacts to wildlife and habitat, property and houses, and that preserved the rural character of the area.

Some residents wanted limited access to avoid congestion and more development at intersections. On the other hand, they also wanted to ensure access is adequate. Additional congestion on the I-15 and the SR-91 near the western terminus of the project was also a concern. Many residents felt the planning and construction schedule was too long. Public transit and ridesharing to reduce demand for new roadways was also supported.

Concerns identified by residents at all three meetings included:

- Timing of the project (build it faster)
- Access to the Parkway from local areas
- Impact to wildlife habitat
- Impact to air quality
- Impact to property and houses
- Project aesthetics/design
- Impact to I-15 in Corona

The Mid County Parkway technical team was asked to address these concerns and issues in the environmental studies for the project. Those who attend the scoping meetings will have an opportunity to make additional comments and requests related to the environmental study.

WANT TO KNOW MORE ABOUT THE MID COUNTY PARKWAY?

Attend a Public Scoping Meeting. Meetings will be held at the following times and locations:

- 12/7/04 (Tuesday) — 6:30 pm
  Eagle Glen Golf Course
  1800 Eagle Glen Parkway
  Corona, CA 92883

- 12/9/04 (Thursday) — 6:30 pm
  Lakeside Middle School
  27720 Walnut Avenue
  Perris, CA 92571

- 12/4/04 (Wednesday) — 6:30 pm
  Tomas River Middle School
  21675 Martin Street
  Perris, CA 92570

We want to know what you think. If you have any comments or questions about the Mid County Parkway, call us at (951) 787-7141, email us through our website at www.middycoparkway.org, or write us:

Cathy Bechtel, Mid County Parkway Manager
Riverside County Transportation Commission • P.O. Box 12008 • Riverside, CA 92502-2208

WHAT IS HAPPENING WITH THE MID COUNTY PARKWAY PROJECT?

The Mid County Parkway Project is a proposed 32-mile transportation corridor that will relieve traffic congestion for east-west travel in Western Riverside County between the San Jacinto and Corona areas and help meet future transportation needs through 2030. Following these three public meetings held in September to update residents on the project and get their input, the Riverside County Transportation Commission has moved forward with a formal notice of intent to begin the environmental review phase of the project, known as the Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During this phase, RCTC wants your input on the alternatives shown inside this newsletter. The specific issues to be studied in the EIS/EIR are listed below. Come to a meeting (see list lower left) or provide your comments in writing (see back page).

WHAT WILL BE STUDIED?

Air Quality

Regional and local air quality may be affected by the project. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation.

Biological Resources

Sensitive biological resources, such as plant life, wildlife, and their habitat may be impacted by the project. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation. Several existing habitat reserves may be affected and the project’s consistency with the recently approved Western Riverside County Multiple Species Habitat Conservation Plan will be evaluated.

Community Impact

A Community Impact Assessment will be prepared for the Mid County Parkway project that will address the potential community and socioeconomic impacts. The Community Impact Assessment will study impacts to existing land use, housing, employment, and population conditions in the vicinity of the project alternatives.

Cultural Resources

The proposed alternatives have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of the new transportation facilities that may affect the historical context of a particular resource.

Floodplain Evaluation

The proposed project may affect floodplains, particularly for the San Jacinto River and Temescal Wash. The existing floodplain setting will be documented in the EIS/EIR along with an evaluation of potential floodplain impacts and encroachments.

Geology and Soils

The EIS/EIR will discuss potential geological impacts of the proposed project, with an emphasis on whether implementation of the alternatives will result in any increased impacts to persons or property, such as landslides, seismic hazards, or soil erosion.

Hazardous Waste

A hazardous waste initial Site Assessment will be prepared for the project. A records search of agency databases will be conducted to determine whether there are any known hazardous waste sites along the project alternatives. Field surveys will be conducted as necessary.

Noise

Existing noise levels in the vicinity of the project will be documented in the EIS/EIR. A noise study will be conducted to evaluate projected noise levels resulting from construction and...
Proposed alignment


Alignment Alternative 2 is located north of Lake Mathews and follows a southerly alignment through Perris. This alternative would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Mathews and follows a new alignment west of Lake Mathews. It is located north of Ramona Expressway from I-215 to east of Evans Road.

Alternative 2 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 3: North Lake Mathews/South Perris Alternative

Alignment Alternative 3 is a 6- to 10-lane limited access parkway alternative. Alternative 3 is located north of Lake Mathews and follows a northerly alignment through Parris. The alignment would be located along or near the existing El Sobrante Road for much of the area directly north of Lake Mathews and follows a new alignment west of Lake Mathews. Alternative 3 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 4: South Lake Mathews/North Perris Alternative

Alignment Alternative 4 is a 6- to 10-lane limited access parkway alternative. Alternative 4 is located south of Lake Mathews and follows a northerly alignment through Perris. This alternative would be located south of the existing Cajalco Road west of Lake Mathews Drive and located north of Ramona Expressway from I-215 to east of Evans Road. Alternative 4 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 5: South Lake Mathews/South Perris Alternative

Alignment Alternative 5 is a 6- to 10-lane limited access parkway alternative. Alternative 5 is located south of Lake Mathews and follows a southerly alignment through Perris. This alternative is located south of the existing Cajalco Road west of Lake Mathews Drive and is located south of Ramona Expressway from I-215 to just west of Antelope Road. Alternative 5 would connect to system-to-system interchanges at I-15, at I-215, and at SR-79.

Alternative 6: General Plan/North Perris Alternative

Alignment Alternative 6 involves the implementation of arterial improvements included in General Plan, including a 6-lane arterial north of Lake Mathews and a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 2 and 4 described above east of I-215 and is located north of Ramona Expressway from I-215 to east of Evans Road. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 7: General Plan/South Perris Alternative

Alignment Alternative 7 involves the implementation of arterial improvements included in the Riverside County General Plan, including a 6-lane arterial north of Lake Mathews, a 4-lane arterial south of Lake Mathews, west of El Sobrante Road, and a new 6- to 10-lane limited access parkway facility east of El Sobrante Road. This alternative is the same as Alternatives 3 and 5 described above east of I-215 and follows a southerly alignment through Perris. The proposed arterial street improvements north and south of Lake Mathews are consistent with the Riverside County General Plan Circulation Element and generally follow the alignments shown in the General Plan.

Alternative 8: General Plan Circulation Element

Alternative 8 represents 2030 traffic on the planned street network according to the Circulation Element of the Riverside County General Plan. This alignment alternative is the same as Alternative 1 but includes implementation of Cajalco Road and Ramona Expressway consistent with the Riverside County General Plan Circulation Element. The traffic demand modeling for the MCP would be utilized to determine the ability of the adopted General Plan improvements to Cajalco Road and Ramona Expressway to meet the stated purpose and need of the MCP and to support the forecast travel demand for 2030.