October 12, 2018

Mr. Terry Sinnott
Chair, SANDAG Board of Directors
401 B Street, Suite 800
San Diego, CA 92101

RE: 2019 Regional Plan Network Concepts

Chair Sinnott,

Thank you for the opportunity to comment on the San Diego Association of Government’s (SANDAG’s) proposed network concepts for the 2019 Regional Plan. As the Councilmember of District 3 in the City of San Diego, I represent 173,000 people in the city’s most urban and dense neighborhoods. These neighborhoods comprise a concentration of existing transit lines, and are home to numerous planned future lines and connections. District 3 is also home to a number of SANDAG’s proposed regional bikeway projects that will improve connections in Uptown, North Park, and Normal Heights.

As SANDAG moves ahead with planning its 2019 Regional Plan, I want to emphasize the importance of transit in District 3 communities. Specifically, increasing frequency in existing transit routes, and planning new routes and connections to ensure a viable alternative to driving is of paramount importance to my constituents. On a policy level, ensuring a connected transit system in the City of San Diego is also critical to meeting the GhG reduction targets outlined in the City’s Climate Action Plan.

Today’s discussion focuses on SANDAG’s three proposed transportation network concepts - including performance evaluations of each - to begin a discussion of the types of projects, programs, and policies that would meet a variety of goals. I appreciate the ongoing work of SANDAG to develop these scenarios, and would like to make the following requests for future scenarios.

- Ensure all future scenarios meet at minimum, the GhG reductions established by CARB. Of the three concepts, only Concept C meets GhG reduction targets established by the California Air Resources Board (CARB). As stated in the staff report, per SB 375, SANDAG’s Regional Plan must meet a 19% GhG reduction target for passenger vehicles by 2035. As such, any network scenario produced by SANDAG in the future should meet these targets as a minimum.
• Make investments in transit that will further improve transit commute times. Of the three concepts, Concept C has the best performing travel times to work by transit, yet after build-out of the network transit connections, the projected commute time is improved at best 9 minutes, from 65 minutes to 56 minutes. The same commute time for driving alone is half the time at 28 minutes. This means residents who do not have a car, or are not able to pay fees made available through congestion pricing, will not benefit from more timely choices. I would like to see a network scenario developed that shortens the commute time for transit riders, at least to key job centers, to make it more competitive with driving times.

• Invest in the planning and design of transit projects to leverage state and federal funding. I appreciate SANDAG’s efforts to explore technological advances and policies for the network concepts. We have already seen the importance of integrating these policies with project investments on corridors like I-15. I would like to see greater emphasis on network scenarios with investments in on the ground transit projects to better understand which projects will both provide needed service, while also helping the region reach GhG reduction targets. Specifically, I would like to see SANDAG make it a priority to invest in a portfolio of transit projects, beginning with the financing of planning, design, and environmental work, as soon as possible, to position our region to compete for state and federal matching dollars. Regions like Los Angeles are already demonstrating how this can be achieved.

• Expedite important regional transit projects, including the Purple Line trolley project.

On behalf of District 3 residents, I would like to ask that specific projects be expedited into the 2025 time frame. These include:

• San Diego International Airport Intermodal Transit Center and COASTER station. The planning of a reliable transit connection connecting to Lindbergh Field is critical for our region’s success. Rather than waiting 20+ years for high speed rail, I would like to see SANDAG study a connection between downtown and the airport.

Other projects I would like expedited, which are critical to the San Diego region include:

• San Ysidro Intermodal Transit Center Phase I. This project is critical to the economic health of our binational region and must be a priority.

• Trolley Blue Line Frequency Enhancements. These enhancements have been discussed for years and they are important to provide better service between the border and downtown.

Specific projects I would like to see expedited, that are not currently listed in any of the network concepts include:

• Light rail projects, specifically planning and design for the Purple Line connecting San Ysidro to Kearny Mesa
• Streetcar connecting Hillcrest, Balboa Park, and a Downtown Loop
• Include a scenario that will help the City of San Diego meet its mode share shift goals outlined in the Climate Action Plan. A key strategy in San Diego's Climate Action Plan is to increase the use of mass transit, specifically to reach a transit mode share of 12% by 2020 and 25% by 2035 in Transit Priority Areas. As transportation scenarios are produced in the future, please create at least one scenario that achieves this mode shift within the City’s Transit Priority Areas and provide this data for the City. If modeling determines that no revenue constrained scenario can achieve the target mode shift, please provide information on what type of investment would be needed to reach the target.

Thank you again for the opportunity to comment. I look forward to the ability to continue working with SANDAG to bring viable transportation choices to residents of District 3 and the City of San Diego.

Sincerely,

[Signature]

Christopher Ward
Councilmember, District 3

cc: SANDAG Board of Directors
    Mayor Kevin Faulconer
    Council President Myrtle Cole
    Councilmember Lori Zapf
    Councilmember Georgette Gomez
October 11, 2018

To: Chairperson Terry Sinnott, SANDAG Board of Directors

CC: SANDAG Board of Directors; Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Phil Trom, Senior Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: 2019 Regional Plan Network Concepts

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing with preliminary comments on the release of the 2019 Regional Plan Network Concepts.

These Network Concepts represent an important first step toward ensuring that the elected officials on the SANDAG board are able to determine the priorities for our region’s transportation future.

Circulate San Diego requested in 2017 and 2018 that SANDAG prepare different transportation scenarios, and the SANDAG board directed staff to do so. These Network Concepts are the result of that board direction.

Moreover, the staff report explains that the Network Concepts use flexible funds available to SANDAG to finance different priorities. SANDAG has previously resisted conceding the level of flexibility available to it, as Circulate San Diego detailed in our 2015 report “TransNet Today.” These Network Concepts represent a welcome change in approach and candor by SANDAG.

Circulate thanks staff for ensuring that the Board has the option of supporting a scenario that advances and prioritizes transit projects. We also appreciate that staff recognized the likely need to amend TransNet in response to changing transportation needs and technology.

Upon review of the network concepts, Circulate San Diego recommends that the Board consider requesting that transit projects be advanced beyond what is proposed in the Shared Mobility concept and that planning for the Purple Line be incorporated into the future transportation network scenario.

1. **Transportation network scenarios must further advance transit more than the adopted project timelines in the 2015 Regional Plan.**

The SANDAG Board should consider recommending staff prepare a Shared Mobility scenario that advances more transit projects beyond their current project timelines in the 2015 Regional Plan. The proposed Shared Mobility concept does advance transit in comparison to the Connected Corridors concept, and it does advance 12 projects from their current timeline in the 2015 Regional Plan. However, seven transit projects are delayed, resulting in only a net of five transit projects advanced. The Connected Corridors option pushes transit projects even farther back in time than the adopted Regional Plan, which is clearly a step backwards.

We agree with the decision to prioritize Rapid transit over more expensive new rail projects, which will allow more transit projects to be implemented quicker and at a lower cost. Also, new and expensive rail projects likely need a new ballot measure to actually build, so they can be re-incorporated into the Regional Plan, and advanced, as a part of a future MTS ballot measure.

However, the Board should consider requesting more and faster implementation of lower cost transit projects in the Shared Mobility concept.

2. **SANDAG must plan for the future Purple Line in the Regional Plan, not eliminate it entirely.**

In order to maintain a pipeline of future transit infrastructure projects, SANDAG must plan for large transit projects such as the Purple Line, even if it does not foresee having the funding opportunity to construct the project in the immediate future. If SANDAG does not begin the planning and early design stages of the Purple Line, the project will never be shovel-ready and eligible for major federal and state grants that could bring in billions of dollars to the local economy. The Board should consider recommending that planning for the Purple Line be included in all scenarios. Making the Purple Line eligible for grants may also require formally including it in the Regional Plan, even if it is programmed for the later periods of the plan. As suggested above, the Purple Line could be accelerated through an MTS ballot measure.

3. **Performance measures show that the future Shared Mobility scenario should be improved to move the needle on improving transit travel time.**

The performance measure results from the three proposed network concepts demonstrate that the Shared Mobility concept, as proposed, is only providing marginal improvements to San Diegans. The metrics show that there is minimal difference between the Shared Mobility concept and the Connected Corridors concept: driving alone and carpooling to work take virtually the same amount of time between the two scenarios on average, while transit is two minutes faster in the Shared Mobility concept than in the Connected Corridors concept.
The average peak-period travel time to work performance measure demonstrates that the Shared Mobility concept is superior overall in terms of average peak-period travel time to work, however it still shows that transit takes over double the amount of time than driving to work. At that travel time, few San Diegans will choose to take transit over driving if they have the ability to drive. Meanwhile, those unable to drive because of disability or lack of access to a car will spend over double the time commuting to work than those who have the choice. The Shared Mobility concept can improve transit times by further advancing transit projects.

4. **The Policy Possibilities concept should not distract from more substantive efforts SANDAG has the direct authority to implement.**

The Policy Possibilities concept is being described as the only concept that can reach SB 375 targets. This concept includes a variety of policy tools that may rebalance travelers’ decisions on using a car, transit, or other modes. It is true that SANDAG cannot be expected to solve the entirety of the region’s greenhouse gas targets through project phasing alone, and many such policies are appropriate to build into the Regional Plan.

However, the bulk of the proposed policies are speculative, or must be implemented by other agencies. SANDAG cannot use these policies as a fig leaf to put off more substantive efforts that SANDAG can directly affect, like the phasing of transit projects. SANDAG should adopt more aggressive transit project phasing that maximizes greenhouse gas savings, and to minimize its reliance on speculative policies.

Moreover, the Policy Possibilities concept will result in an astounding 16.7 percent increase in income consumed by transportation costs for low-income San Diegans, compared to only a 5.8 percent increase for non low-income San Diegans. This is an unacceptable trade-off and the policy tools should be reexamined to avoid this inequitable result.

5. **Conclusion.**

SANDAG’s Network Concepts should do more to advance transit phasing. SANDAG should not depend so greatly on other jurisdictions’ actions, nor should programs negatively impact low-income San Diegans, as is the case in the Policy Possibilities concept.

In order to truly move San Diego forward and provide mobility choices for all San Diegans, we recommend that the SANDAG Board of Directors direct staff to further advance transit projects in the Shared Mobility concept and include planning for the Purple Line when developing the transportation network scenarios.

Thank you for your consideration.

Maya Rosas  
Director of Policy  
Circulate San Diego

Attachment A: Letter: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan – April 12, 2018
April 12, 2018

To: Chairperson Terry Sinnott

CC: Regional Planning Committee Members; Transportation Committee Members, Kim Kawada, Interim Executive Director; Keith Greer, Principal Regional Planner; Rachel Kennedy, Senior Transportation Planner

From: Circulate San Diego

Subject: Development of Efficient People-Moving Transportation Scenarios for the 2019 Regional Plan

Dear Chairperson Sinnott,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to request that the SANDAG board direct staff to prepare Efficient People-Moving Transportation Network Scenarios that advance transit more effectively than the existing 2015 Regional Plan.

At the February 2nd Transportation Committee meeting, SANDAG staff told Committee members that the SANDAG Board of Directors can direct staff to develop certain Transportation Network Scenarios. Specifically, staff stated that “the discussion on the network scenarios will be coming back to you later this spring, at that time that will be up for all of you to decide as well as the board of directors what different combinations of projects or emphases you want to have in your network scenarios.” Staff would not say if they planned to develop an Efficient People-Moving Transportation Scenario, or any other specific scenario.

1. **SANDAG board members must ensure that they maintain authority to determine which transportation scenario is adopted.**

For the SANDAG board to make a real choice between different transportation scenarios, any Efficient People-Moving Scenario must be fiscally constrained and cost similar to other scenarios. SANDAG staff should prepare Efficient People-Moving Scenarios that advance transit projects that can be implemented relatively quickly and with current best-estimates of available revenues. This process will allow the SANDAG board to make an apples-to-apples comparison of the scenarios presented by staff.
Any Efficient People-Moving Scenario must also be analyzed as an alternative in the EIR, so that the board will have an option to select it, after seeing the environmental analyses of the various alternatives.

2. **SANDAG must prepare at least two Efficient People-Moving Scenarios, one that amends TransNet, and one that does not.**

   (a) *No-Amendment Scenario*: The SANDAG board may not be willing to amend TransNet, so at least one People-Moving Scenario should be created that does not require two-thirds vote of the SANDAG board. An Efficient People-Moving Scenario that does not amend TransNet should only advance as much transit as can be accomplished by delaying highways in a manner that is not inconsistent with the text of TransNet.

   (b) *Amendment Scenario*: While amending TransNet may be difficult, it is not impossible. The text of TransNet itself requires that SANDAG periodically examine and potentially alter its list of required projects. As SANDAG prepares network scenarios for the 2019 Regional Plan, it should also develop at least one scenario that advances priority transit through amendments to TransNet to remove or delay projects.

   Given the makeup of the SANDAG board, a two-thirds vote to amend TransNet is not likely unless a broad consensus can be found. Therefore, any Efficient People-Moving Scenario that amends TransNet should maintain rough percentages of funding allocated between modes, but may allow amending TransNet to fund different projects within those mode allocations.

3. **Preparation of Efficient People-Moving Scenarios should update SANDAG models and assumptions.**

   SANDAG should develop its Efficient People-Moving Scenarios with the following assumptions, among others:

   (a) Land use models that project more intense uses near transit

   (b) Aggressive adoption of autonomous vehicles that will enhance highway capacity without significant infrastructure costs

   (c) Assumption of a half-cent sales tax passed within the Metropolitan Transit System through that agency’s new authority under AB 805

4. **Any Efficient People-Moving Scenario should prioritize certain high performing projects.**

   The SANDAG board should direct staff to prioritize advancing certain high-performing transit projects as a part of any Efficient People-Moving Scenario.

   Attachment A contains potential priority projects that SANDAG staff should consider for advancement. From among these projects, SANDAG staff may also want to prioritize advancing transit projects that are a part of TransNet, because of the obligation to voters to complete them, and the availability of dedicated local funding. Circulate San Diego’s proposed priority projects include:
(a) Increasing frequency and service enhancements for all three Trolley lines

(b) Planning phase for the Purple Trolley line

(c) Upgrading existing successful bus lines into high quality Rapid lines

These and the remaining potential priority projects advance transit in a meaningful way that is feasible with current revenue constraints.

Thank you for your consideration.

Sincerely,

Maya Rosas
Director of Policy
Circulate San Diego

Attachment A: Potential Priority Projects for 2019 RTP
## Potential Priority Projects for 2019 RTP

<table>
<thead>
<tr>
<th>Existing Line?</th>
<th>In TransNet?</th>
<th>Service</th>
<th>Line</th>
<th>Description</th>
<th>Regional Plan Phasing</th>
<th>Capital Cost (millions)</th>
<th>Service Subsidy/Year (millions)</th>
<th>Source</th>
<th>Jurisdictions Served</th>
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<tr>
<td>Y</td>
<td>Y</td>
<td>Trolley</td>
<td>All 3 Lines</td>
<td>Increased Frequencies and Capacity, and Service Enhancements</td>
<td>Blue: 2035 Orange: 2035 Green: 2050</td>
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<td>$5.9 for Blue Line $3.7 for Orange Line $3.3 for Green Line</td>
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<td>Y</td>
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<td>Trolley</td>
<td>510</td>
<td>Blue Line rail grade separation at Palomar St.</td>
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<td>$50</td>
<td>NA</td>
<td>Chula Vista Staff</td>
<td>Imperial Beach, Chula Vista, National City, San Diego</td>
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<tr>
<td>Y</td>
<td>Y</td>
<td>Trolley</td>
<td>510</td>
<td>All Blue Line rail grade separations. Including at 28th St, 32nd St, E St, H St, Palomar St, and Blue/Orange Track Connection at 12th/Imperial</td>
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<td>$205</td>
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<td>Y</td>
<td>Coaster</td>
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<td>COASTER frequency enhancements and Double Tracking</td>
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<td>2015 Regional Plan</td>
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<td>N</td>
<td>Y</td>
<td>Rapid</td>
<td>680</td>
<td>San Ysidro to Sorrento Valley</td>
<td>2035</td>
<td>$70</td>
<td>$1.5-$5 (estimated)</td>
<td>TransNet</td>
<td>San Diego, Chula Vista, National City</td>
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<td>N</td>
<td>N</td>
<td>Trolley</td>
<td>562</td>
<td>Planning For Purple Line</td>
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<td>$132</td>
<td>NA</td>
<td>SANDAG Staff</td>
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<td>N</td>
<td>N</td>
<td>Transit - Multimodal</td>
<td>NA</td>
<td>San Ysidro ITC</td>
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<td>Entire Region</td>
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<td>Existing Line?</td>
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<td>Service</td>
<td>Line</td>
<td>Description</td>
<td>Regional Plan Phasing</td>
<td>Capital Cost (millions)</td>
<td>Service Subsidy/Year (millions)</td>
<td>Source</td>
<td>Jurisdictions Served</td>
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<tr>
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<td>N</td>
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<td>La Mesa to Ocean Beach</td>
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<td>Spring Valley to SDSU via Downtown</td>
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<td>28</td>
<td>Pt Loma to Kearny Mesa via Old Town</td>
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<td>$12</td>
<td>$1.3</td>
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<td>Rapid</td>
<td>30</td>
<td>Old Town to Sorrento Mesa via Beaches</td>
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<td>$54</td>
<td>$3.6</td>
<td>Measure A</td>
<td>San Diego</td>
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<tr>
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<td>41</td>
<td>Fashion Valley to UTC via Linda Vista</td>
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**Totals:** $1,802 $42.5-$46
October 12, 2018

Hon. Terry Sinnott, Chair
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Re: Constituent input regarding I-15 congestion in North San Diego County

Dear Chairman Sinnott:

I am writing this letter on behalf of my constituents, thousands of whom drive the I-15 freeway between Escondido and the Riverside County line. I am enclosing with this letter a petition, signed by 175 residents of the rural Rainbow community, which has been heavily impacted by traffic overflow from I-15. I am also enclosing dozens of emails and letters I have received from other constituents asking that major steps be implemented to ease I-15 congestion in North San Diego County.

Much work is underway on highway improvements in southwest Riverside County, and those projects will have a major impact on I-15 traffic in San Diego County. However, thousands of new homes are under construction or planned in the Fallbrook and Bonsall areas. The County of San Diego has just approved a new development of over 2,000 homes north of Escondido. Very soon, the San Diego County section of I-15 will be heavily impacted by this ongoing growth, adding to existing congestion.

It is my hope that the enclosed comments from hundreds of my constituents who are impacted by I-15 traffic on a daily basis will be considered as SANDAG begins the process of updating its Regional Plan in 2019. Our economic well-being and our quality of life depend upon the free flow of traffic on our region’s only major north/south transportation corridor.

Your consideration of our concerns is respectfully requested. If you have any questions about this letter, please feel free to contact me at 760-480-7570.

Sincerely,

Marie Waldron
Assemblymember, 75th District

Cc: Michele Sheehan, Association for the Rainbow Community
From: Michele Sheehan <michelesheehan1@gmail.com>
Sent: Monday, July 16, 2018 6:57 PM
To: Assemblymember Waldron
Subject: Traffic Issues in Rainbow and along the I-15 Corridor
Attachments: TP1stSet.zip

Please see attached petition and signatures. Due to the nature of our rural community, collecting these signatures has been very time consuming. I will continue to collect them and submit them to your office in hopes you and your team will take on our safety and community concerns. We are seeking a solution to the daily impact on our residents here in Rainbow.

Thank you in advance for your time.

Please see attached.

Michele Sheehan
Secretary of ARC (Association for the Rainbow Community)
2nd Grade Teacher
Mom and Grandma
Rainbow Resident of 17 years
To: Supervisor Bill Horn and all other San Diego County Supervisors  
Assemblywoman Marie Waldron  
Senator Joel Anderson  
San Diego/Imperial CalTrans Director, Laurie Berman

RE: Petition to seek solutions to the I-15 traffic in North San Diego County.

We, the undersigned residents of the community of Rainbow, do hereby petition our San Diego County and State of California representatives to seek solutions to the traffic problems that are adversely affecting our community.

The problems:
- The commuter-jammed I-15 freeway has caused the Rainbow community and once-quiet streets to overflow with hostile and frustrated drivers.
- Our limited egress is being blocked by commuters, which would make an emergency evacuation impossible.
- Safety issues abound, especially for our children, many of whom attend Vallecitos Elementary School. There has been an increase in traffic collisions due to speeding, impatient drivers passing illegally and poor intersection visibility.
- Our quality of life is being affected by poor air quality and increased noise levels (loud engines, squealing tires, horns, extremely loud music, etc.)

What we have done:
- Our community group, ARC (Association for the Rainbow Community) has been focused on this issue for the last two years. We have contacted various people from TAC at the SD County Offices to CALTRANS and SANDAG. Several of us have personally written repeatedly to Bill Horn’s office requesting action be taken, to no avail.
- We have solicited news reports, including the report by Abby Alford with Channel 8 News last summer at a residence near Vallecitos Elementary School.

The time has come for drastic and immediate action. We need to expedite a carpool/Fastrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

What we propose:
- SANDAG/Transnet I-15 plans be amended to add a carpool/FasTrak lane in each direction from the 78-15 interchange north to the Riverside County line.
- All our representatives write to encourage WRCOG to continue these lanes through Temecula/Murrieta.
- Create resident-only rush-hour traffic laws on a State and Local level that can be enacted and enforced by CHP (with GPS tracking, this is a problem in many other communities) in the community of Rainbow.
- Our elected officials take this problem seriously and come up with solutions.

Signed:

Name  Address
Michele Sheehan  5307 5th St.
KEVIN SHEEHAN  5307 5th St.
ELIZA DATION  5307 5th St.
To: Supervisor Bill Horn and all other San Diego County Supervisors
Assemblywoman Marie Waldron
Senator Joel Anderson
San Diego/Imperial CalTrans Director, Laurie Berman

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The time has come for drastic and immediate action. We need to expedite a carpool/Fasttrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

What we propose:
- SANDAG/Transnet I-15 plans be amended to add a carpool/FastTrak lane in each direction from the 78-15 interchange north to the Riverside County line.
- Add a traffic light at the intersection of Old 395 and Rainbow Glen Blvd.
- All our representatives write to encourage WRCOG to continue these lanes through Temecula/Murrieta
- Create resident-only rush-hour traffic laws on a State and Local level that can be enacted and enforced by CHP (with GPS tracking, this is a problem in many other communities)
- Our elected officials take this problem seriously and come up with solutions.

Signed:

NAME (DONNA THOMPSON) Address 4747 Oak Crest Rd #5, Fallbrook CA

DONNA THOMPSON

(BRUCE THOMPSON)

BRUCE L. D.

BRUCE THOMPSON

(4747 Oak Crest Rd #7 FALSBROOK CA) 4747 Oak Crest Rd # 4, FALLBROOK CA

(4-7)
<table>
<thead>
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<td>Ms. Sarah Kirk</td>
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Terry Arganda

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Alice Adams

Address
4747 Oak Crest Rd #59

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James Ritten

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4747 Oak Crest Rd #23

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Donna Hartwig

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Judith A. Jewell

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4747 Oak Crest Rd 442 & Fallbrook

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Joy Simpson

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Judith A. Jones

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Dee Dee Cline

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Gayle Barnett

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Stella Connor

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7311 Rainbow Hts Pl

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LYNNE MALINOWSKI

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6611 Rainbow Heights Rd

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Ellie McArthur

Address
6842 Rainbow Hts Rd

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Abe Escamilla

Address
5715 Rainbow Hts, Rd.

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Sandra Shapiro

Address
4805 5th St., Ste 150

NAME

James Ace Forester

Address
5453 Rainbow Heights Rd

NAME

Philip Wells

Address
(582-175)
Good Morning,
In response to your interest in upgrading the I-15 due to traffic.

I live off Gopher Canyon and myself and most of the residents in this area would really appreciate your help in fighting the proposed high density developments slated for Bonsall, Strawberry Hill, Dear Springs etc. in lieu of dealing with the freeway. Traffic is so bad now - especially the dangers of driving Gopher Canyon, Twin Oakes etc. that trying to alleviate freeway traffic now will be fruitless if they put in all the developments.

We live in this area to enjoy the rural atmosphere. If we wanted congestion we’d relocate to Temecula. Adding more concrete (houses and freeways) and destroying all the open land will result in another Temecula, LA or Phoenix. It impacts negatively on the environment and there really isn’t an upside. Concrete retains heat and that translates into hotter temperatures for longer hours each day. Again, look at the temperatures in Temecula and Phoenix. Taking the open land is very finite, once gone there isn’t any turning back.

Also of great importance is the state’s current drought situation. The water companies continue to enforce restrictions and there is only so much water available. How can the addition of all those proposed households help the water shortage?

California was once known to the entire country as a state that was truly concerned with the environment. They had foresight and actually implemented what they preached. Sadly now it appears that the politicians greed is taking precedence over common sense as well as the concerns of the people they are suppose to represent.

On a final note, I am not opposed to adding new construction, but it needs to be done responsibly. As one example, the Deer Springs development is zoned for 99 houses, that’s feasible, changing it to 2000! is just pure greed and insanity. Think of the devastation and lose of life when the next fire hits this area...

Well, thanks for listening and have a pleasant one.
G Shier
First off, I applaud you taking up cause to try to help alleviate our woeful traffic conditions here in the north county. I have had numerous phone call and email exchanges with SANDAG regarding North County General plan, and the only response is wait til 2050. If you read their studies, it suggests traffic by then will double from what it is today, and peak rush times with as well double making commute times unfathomable. Are they really that insensitive to what's going on?

SANDAG at one time had regular meetings with Riverside County to try to mitigate the traffic issues, but those stopped long ago. Seems SANDAG has selective interest in resolving this issue.

I had several suggestions to them from toll booths, to payroll taxes, to slotted commute times or lane restrictions for big rigs, all of which would either help bring in new revenue, or help ease some of the issues facing the stretch of highway between our north county border and Escondido.

I understand toll booths maybe not ideal, but instituting a payroll tax to help pay for widened lanes, is a reasonable option. If you work in SD County, you pay the road tax. That means folks commuting from Riverside county cannot come here work, and take their payroll back to spend tax dollars in Riverside county alone. They use the roads, and thus, should help pay for them. SD County residents maybe could get a deduction on county property tax for this payroll road tax.

Semis have dramatically increased over the years along this stretch of highway as SD increased in size. Given the topology of this stretch of highway, truckers tend to hinder traffic flow because they go away slower than normal speed climbing hills, and also tend to not be concerned on taking over 2 or even 3 lanes of traffic passing other slower trucks. If some slotted window of usage, or even lane restrictions to single lane were implemented, more usable lanes by normal speed commuters would be possible. I think the speeds of these trucks also are cause of many of the major accidents along this stretch of highway.

My community of Rainbow, having alternate routes into Temecula, is being significantly impacted by all the increased traffic coming south for work. I cannot tell you how horrendous it is that we cannot even leave our area any given day because of all the traffic that feels compelled to leave the freeway to find a shortcut thru our community to points north. We are taxpayers to SD county just like every other resident in the county, and we need some representation and assistance from our county officials to find a way to save our community. It is being devastated by this traffic and appears only to be getting worse.

Any assistance you can provide in helping mitigate this issue and ease the impact on our overly burdened freeways is highly appreciated and would be not forgotten. This stretch of highway used to be a beautiful stretch and reminder you lived in SD county as you returned home from up north, but today, it has become a commuter highway, and is beginning to look at feel like our neighbor counties in traffic, noise and pollution.

sincerely

Greg Doud
9912 Mt Olympus Valley Rd
MacDougall, Kristy

From: Elaine Welty <elainewelty@gmail.com>
Sent: Friday, July 06, 2018 10:41 AM
To: Assemblymember Waldron
Subject: The I-15 Nightmare

Dear Assemblymember Waldron,

I am reaching out to you today to express my concerns regarding traffic on the I-15 north from Escondido to Temecula. As you are aware the addition of lanes to the I-15 north/south has made travel from Escondido to San Diego much more efficient with more lanes for travel. It seems logical that the same upgrade to the I-15 north to Temecula is becoming a necessity!

My aging Mother lives in Temecula and I live in NW Escondido, what should be about a 20 minute drive from my house to hers, takes me over an hour if I leave anytime after 2pm M-F!! It is sad that traffic determines my visits to my Mother. Please share my request with the appropriate government agencies and thank you for supporting our community!!

Warm regards,
Elaine Welty
Hi Marie!

I read your article about the traffic problems in your District. I've lived in South Temecula for 24 years. Our home sits on a hill, so I what daily commuters endure as they travel the 1-15 to and from work.

I know you are aware that families who work in San Diego can't live there due to the high cost of housing. They live in Temecula and cities north.

I hope that the solutions to this problem do not include toll lanes!

Connie Harris
Temecula
Dear Assemblymember Waldron,

I am writing in response to your letter in the Fallbrook Village News asking for opinions and input about the traffic snarls on I-15. I hope I'm not too late.

I am a Fallbrook resident of 13 years. I am also a speech pathologist employed by the Fallbrook Union Elementary School District. I am lucky to have a 5 minute commute from my home to my job. However, quite a few teachers at my school live in Temecula and Murrieta (one in Lake Elsinore). To ask them to stay after school for an Individualized Education Plan (IEP) meeting or to be on a committee that meets after school is difficult. Most of them try to leave school by 3:00 or else they will be stuck in traffic for an hour. On a Friday, it can take them nearly two hours to get home. And that's when nothing extraordinary happens.

If there is an accident on the 15, Fallbrook and Rainbow are impacted significantly due to people trying to find an alternative route. Fallbrook roads are two lanes, hilly, and winding. Many try to cut through De Luz which is an extremely narrow and dangerous road, especially in the dark. Rainbow will be backed up needlessly as people try Highway 395. I once sat waiting for 20 minutes to go one quarter of a mile at the stop sign at Rainbow Valley.

I know it complicates matters when you have a freeway that crosses county lines. Whose problem is it? San Diego? Riverside? Riverside County keeps approving permits to build more housing along the 215 corridor, but don’t realize the majority of those people work in San Diego county.

Thank you for whatever you can do to alleviate this mess.

Best regards,
Stephanie Lamm
Dear Marie Waldron,

I write you concerning the congestion on the I-15; especially between Temecula and Escondido. It is sad to see how long it takes for people to get to work or to get home after a long days work. I am retired, but, I cannot schedule any activities that require me to use that road during peak commuter hours. A thirty minute drive has become one hour.

With continued growth in Riverside County and thousands of new homes approved or under construction in Fallbrook, Bonsall, I-15 is not adequate for current projected traffic.

Please encourage lane expansion on the I-15 North San Diego/SW especially between Temecula and Escondido.

Thank you for bill, AB X14. It is so important that monies collected for road improvements are used as promised.

Anne Sanchez
Escondido, Ca. 92026
When I read the paragraph below I ask a question; why every four years to review plans, why wait another year, why put on back burner for another day, and why has this stretch of highway been ignored for over 15+ years. Did someone just think people were going to stop coming to and through Temecula. I heard Temecula council members blame the congestion on the growth in Lake Elsinore and one member tried to convince me money was tight. Really. I have driven thousands of miles throughout California and money did not seem tight. There was construction everywhere. Voices of the state and local elected have not been heard. Now they want to have a multi-city discussion to find a solution. Another study. It is clear to me that Temecula is in danger of being a place to live. If one can’t get to and from their places of employment safely and in a timely fashion, then Temecula has failed to plan. When I point out safety I am referring to the amount of vehicles traveling at high rates of speed and in close proximity. There are far too many accidents because of the road conditions and volume.

The San Diego Association of Governments (SANDAG) updates its regional plan every four years, with the next update scheduled for 2019. Under current plans, lane expansions to I-15, are on the backburner. Since those plans can be changed next year -- now is the time to make our voices heard and make this a priority in our regional planning.
Stinson, Tom

From: Lopez, Pam <Pam.Lopez@viasat.com>
Sent: Tuesday, June 26, 2018 4:12 PM
To: Assemblymember Waldron
Subject: Traffic on the I-15 N/S

Dear Ms. Waldron:

I'm writing to you to express my frustration about Interstate 15 North & South. I have lived in Temecula for 22 years and have worked in Carlsbad for 9 years. I have a commute of about 39 miles each way, Monday through Friday. When I first started working in Carlsbad, my commute used to take about 40-50 minutes each way. The commute time increased over the years but in the last two or three, the commute has become exceedingly heavier. I leave Temecula at about 6:00 am and arrive to work at about 7:30 am; once in a while I get lucky and will get in by 7:00 am. The drive home is awful. I leave the office at 4:30 pm and arrive home anywhere from 5:50 to 6:30 pm; most evenings, it's around 6:20 pm. What is really frustrating is that when I am approximately 10 miles outside of Temecula, the traffic comes to a crawl despite there being no accidents. There's a dreadful bottleneck that occurs after the 76 near Rainbow. When there is an accident, it's even worse.

The commute has become so bad that I've been considering buying a home closer to work to eliminate the freeway commute altogether. I love Temecula and despite the traffic in town, I prefer not to leave Temecula as it has been my home for the past 22 years. However, I see the commute as getting worse. I see lots of homes, a junior college, and perhaps more shopping centers going up on the I-15 corridor, which worries me because to me, every home represents at least 2 more vehicles on the highway.

I have a carpool buddy that I commute with almost every day and that helps with the driving, wear and tear on my/his vehicle, but it does not help in terms of carpool lanes since there are no carpool lanes at all on this portion of the I-15 corridor. I hope that you can levy some carpool lanes/expansion to help relieve traffic.

Thank you kindly,

Sincerely,

Pamela Lopez
Dear Assemblywoman Waldron,
My husband just retired after serving 25 years in the US Navy. We bought our first home in Menifee just over 4 years ago. Once he retired, he was excited to not spend hours on the road each day driving to Camp Pendleton. Unfortunately, his new job is even further away.....all the way down the I-15 to San Diego. He has to get up at 3 am to make it to work before the traffic gets out of control and luckily leaves around 1:30 from work......but still hits traffic once in Temecula. Something needs to be done to help the flow of traffic in Fallbrook and Temecula!
Thank you.

Sincerely,

Michelle Jones
Hello Assemblywoman Waldron,
As someone who commutes the I-15 corridor between Fallbrook and Temecula, I heartily support construction of more lanes from Deer Springs to the 15-215 split. The recent closure of northbound 15 by a traffic accident really drives home the need for more lanes, preferably carpool lanes that can be increased or decreased on demand, as are the lanes further south on the 15. Please let my voice be heard to your colleagues when the next SANDAG planning meeting is held.

Sincerely,
Philip P Brodak

Sent from my iPhone
I just read your op-ed about traffic on the I-15. I live in Pauma Valley, am retired now and try to avoid the 15 during commuting hours. However, the traffic problems on the 15 bleed over onto other roads and make traffic difficult especially when there are accidents or heavy backups, Friday afternoon/evenings being the worst. I travel quite often on the 76 and on the Pala-Temecula road. Pala road in particular gets heavy traffic through the small community of Pala with Temecula commuters getting off the 15 at the 76 in order to avoid the back up on the 15 and clogging up the roads in Pala. This creates great difficulty for local residents to get around the area.

For instance, this past Thursday there was an accident north of Temecula that closed the northbound lanes of the 15 for several hours. By the afternoon traffic was backed up on the 76 going east almost to the 15 freeway and traffic coming through Escondido created a back up on the 76 going west from Pala almost to Reservation Road in Pauma Valley. That was at 5:15, it could have become much worse after that. My son was in class at Mira Costa so I had to contact him to come home a different way, which he wasn't familiar with, still took him over an hour. This situation is becoming intolerable, especially for the small community of Pala, I recommend you contact the Tribal Government for their input on this matter. Being retired we can usually schedule appointments around traffic issues, but not always. Thanks for your attention to the possible widening, adding commuter lanes, etc to the 15 freeway, please continue to share and fight for the widening of this freeway. The problem will remain since housing costs are so much cheaper in Riverside County than in San Diego. When I was working (in Escondido at the Post Office) so many of my co-workers lived in Temecula or Murrieta, this is unlikely to change.

Marilyn Gibson
Dear Assemblymember Waldron,

Please consider alternative means of transportation to alleviate traffic. Expansion of freeways is a short term fix and will not help in the long term with the increased population densities. We need options like reliable rail and carpool lanes to transport all of the people that commute to the San Diego Region. We need less cars on the road and we have no other means of transportation. Please support upgrading to reliable, consistent mass transit instead of widening roads when addressing SANDAGs updated plan.

Sincerely,

Daniel Hofshi
(760)468-0949
I live near the I-15 Fwy. With houses being built we need more lanes......it takes a good hour to go thru Temecula, on the I-15, if we have a fire and there is an accident on the I-15, we will not be able to escape it in Fallbrook. We need an expansion on the fwy.
Please help,
Jean White
Fallbrook, CA.
Sent from Jean's Ipad
I saw a write-up on Facebook of the growing concern of the traffic on the I 15. We recently moved to California (specifically Murrieta) from the suburbs of Chicago. I can tell you that after dealing with snow, rain and fog into the city of Chicago, the traffic is much better there than the traffic on the I 15. I can almost guarantee that I see at least one accident on my commute to SD everyday. The road rage is out out of control, big trucks are moving into the left hand lanes trying to pass, and my commute usually runs the most from Fallbrook to Temecula. Once I hit Fallbrook heading North, it takes about 45 minutes. For some reason at border patrol/weigh station is where it slows down and then takes the most time to get off at the exit at Winchester - usually 45 minutes.

My family is looking to head to San Diego to live because of the commute. My husband is concerned I could be killed due to this stretch and the accidents and overflow of traffic. I’m a nurse and have decided to carry a first-aid kit. With the traffic, I’m concerned about my safety if I try to help someone. On another safety measure, if we ever have to evacuate. When we had a fire in Murrieta, we were evacuated. There was a fire off of the 15 going south, traffic was stopped and fires in LA. For emergency purposes we need to consider how to evacuate and allow emergency personnel to make it to locations.

Lastly, I would be willing (I’m sure there are others too) to pay for toll roads all the way to the 91.

Please consider changes to the 15!

Kindest Regards,
Melissa Barnes
331-457-3936
MelissaRBarnes1@gmail.com

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Melissa
melissarbarnes1@gmail.com
636-368-1528
MacDougall, Kristy

From: debra_edingfield@netzero.net
Sent: Sunday, June 24, 2018 1:09 PM
To: Assemblymember Waldron
Subject: 115 Corridor traffic

I am pleased you are finally dealing with this issue. I have been very upset about San Diego Supervisors ignoring the infrastructure lack in this area while mindlessly approving massive housing projects. The freeway is so bad now, I can't bear to think of the hot mess we will have with all this housing approved. I live in Gopher Canyon and already have to plan my life around the congestion on that road and the I-15. The last fire disaster really brought this home. I can't fathom what is in the minds of supervisors who approve these developments for tax revenue and IGNORE the obvious problems. The roads are woefully inadequate as are the schools to handle this. Burdening the already maxed out roads is really bordering on stupidity. I support your working to make SANDAG recognize what a mess they are contributing to. The freeway improvements need to be FIRST before any developments begin. I support your bill, AB X1 14. Common sense should be the rule of law here as well as the Traffic Relief and Road Improvement Act. Thank you for your attention to this matter and please push hard on this. The quality of life in this part of the county depends on it.

Debra Edingfield
Dear Ms. Waldron,
I have lived in Fallbrook for over 30 years. I have watched the growth of the Fallbrook, Bonsall, Pala, Temecula and Murrieta areas with amazement! The roads, including I 15, have not kept up with the growth. The current situation with the I 15 corridor, as we recently witnessed, has put us in a very dangerous situation! I’m not so sure that widening the freeway will resolve the problem either. I’m wondering why there has not been discussion about a train system that would go right down the middle of I 15 from Riverside County down to Mission Valley? The Sprinter in Escondido would connect it to the Coaster in Oceanside. This system would make it possible for more college students to have a way to attend, less the traffic headaches that they deal with. This is just one group of people that would benefit from a train system. We could also discuss pollution problems, accidents, etc.
Please discuss this idea with others. I would love to hear your thoughts and what others have to say.
Thank you for addressing the problem.
Kathy Sears

Sent from my iPhone
In "The Paper", and "The Vista Press", I observed your Weekly Column (06 21 18), "The I-15 Nightmare".

I agree with portions of your column that "The I-15 Nightmare" is a chronic commuter problem, constant gridlock is a daily 'new normal' of misery, which is how I'd describe it.

While you blame "....continued growth in Riverside Countyu, and with thousands of new homes approved or under construction in Fallbrook, Bonsall, etc., I-15 is simply not adequate for current or projected traffic".

What I disagree with and found disturbing (but not surprising), was your refusal (as former Escondido City Council member, SANDAG Member City), or current State Assemblymember, to accept responsibility for excessive growth, uncontrolled development during your term in Escondido when rampant growth was popular. Failure to form or apply growth management by Escondido City Council following adoption of Proposition S, was a collective decision by Council majority, which has cost City taxpayers and public stakeholders dearly, in loss of leisure time, reductions in air quality, increased commute time, and reduced Quality of Life.

The pattern of incremental project approvals for density bonus entitlements, development agreements, fee waivers, and relaxed policy for selective projects was irresponsible, yet here you are in 2018 writing Weekly Columns as Assemblymember Marie Waldron, complaining about uncontrolled growth, unmitigated traffic impacts.

During 2017-18, SANDAG undertook Public Outreach through Surveys to collect feedback for the 4-year update of SD Regional Transportation Plan. I was one of many SD public stakeholders who gladly participated by taking that Survey.

I hope you have an opportunity to view my personal comments, or ask your Aide to provide you with a copy since you won't have time yourself.

I've posted on Facebook Page, and Group Pages of Volunteer organizations seeking Volunteers to join SANDAG's Committee formed to undertake Regional Transportation Plan, and really listening to comments from survey responders.

Thank you for thoughtful consideration.
Please email me if you have questions, or concerns before you formally prepare response.
I have been a resident of Rainbow, California for 17 years. I purchased a home here so I could enjoy being near a city but still have that country feeling. I am a schoolteacher who commutes to Escondido on a daily basis.

In these 17 years things have drastically changed. The number of vehicles commuting north and south on the I-15 has reached monstrous levels. Not only is the freeway jammed with commuters, but the peripheral communities and streets are suffering the overflow effects of hostile and frustrated drivers.

I happen to reside on one of the streets used by commuters, and my quality of life inside and outside my home has completely deteriorated. Every day, I cannot leave or access my home without sitting in traffic. Whenever there is an emergency (wild fires, evacuations) we cannot escape and fear for our lives. I also cannot play with my granddaughter in my front yard for fear of traffic speeding and people driving recklessly past my house. Not to mention the noise level from said traffic; squealing tires, horns honking, loud music, etc.

Our community group, ARC (Association for the Rainbow Community) has been focused on this issue for the last two years. We have been contacting various people from TAC at the SD County Offices to CALTRANS and SANDAG. I have personally written repeatedly to Bill Horn’s office requesting action be taken, to no avail.

This issue has been recognized by the mayor of Temecula, and we have had news stations report on it as well. Abby Alford with Channel 8 News was here last summer reporting from my front yard.

The time has come for drastic and immediate action. We need to expedite a carpool/Fastrak lane on the I-15 and put measures into place for small communities who are suffering the effects.

I propose:

1. I-15 plans be amended to add a carpool/Fastrak lane in each direction from the 78-15 interchange north to Riverside County.

2. Resident only laws, enforcement, and fines during rush hours as determined necessary for peripheral roads and communities along the I-15 corridor previously mentioned.

Thank you for your consideration.

Michele Sheehan

(Working with Donna Thompson on our Rainbow traffic petition, hoping to submit June/July)
As a concerned citizen living in Temecula I have personally seen the traffic explosion over the last 10 years. I do believe we need to add lanes to the 15 North and South and also believe we need to add lanes on the 15 North connector to the 215. I also work in public transportation and do see a need for public transit systems such as the Sprinter, Trolley, and the Gold, Purple, Blue and a multitude of additional colored train lines in the Los Angeles area.

I would recommend pursuing a transit line connecting the Temescal Valley from Corona (which already has Metrolink service) to Escondido which currently has the Sprinter. I know that the Sprinter services a number of Universities and may help alleviate traffic congestion. With the new campus opening soon in Fallbrook traffic will only get worse.

These options may open up addition funding sources through States and Federal agencies which may help bring an end to what has truly become a daily nightmare of a drive.

Regards

Gilberto Rodriguez
I live in Fallbrook and work in Escondido. I leave at 7 am to go to work it takes me 1-1 15 minutes!!! I get off at center city to get to valley parkway. I am back on freeway by 1-1:30 it takes me 45 minutes-1 hour to get home. I've been doing this commute for 7 years and it drains the life out of me. Don't even get me started about Fallbrook to Temecula that is a mess!!!!

Sent from my iPad
I-15 traffic is horrendous! Living in Fallbrook, we feel trapped from commuting to Temecula because of all the traffic which seems to start earlier every week! From 2:00 pm on it’s a mess! We are very concerned with all the homes going in off the 15 as well. Considering each home has at least 2 cars, that will mean thousands more cars on our already clogged roads.

I’m sure you are well aware of these facts. Something needs to be done NOW before the masses get the heck out of CA and the housing market collapses once again.

Peggy Hanne
Fallbrook resident
(760) 468-4437
MacDougall, Kristy

From: blhuss <hussbl@gmail.com>
Sent: Friday, June 22, 2018 11:50 AM
To: Assemblymember Waldron
Subject: I-15 traffic

Hello Assembly Woman Waldron,

On behalf of our family, I would like to ask that you support our plea for action to alleviate the traffic situation on the I-15 from Temecula and further south. As residents of Rainbow, we are severely impacted by the traffic flow. Commuters from Temecula are using our valley as a corridor to Old Hwy 395/Rainbow Canyon to escape the freeway. Our streets are crumbling, our children’s safety while traveling to-from school is impacted, speeders endanger us when we try to exit or enter our driveways, they roam the backstreets and private driveways attempting to circumvent stop and go traffic. We cannot safely receive emergency care if an accident or sudden illness befalls us. Last night after the semi wreck on the I-15 in Temecula, our fire station got a call and it took them 5 minutes to go 1/4 mile due to the traffic congestion.

Please help us regain our quality of life that we sought when we moved to this quiet valley 26 years ago.

The Huss Family

William, Beverly, Jeff, Lacenda, and Konnor.

This email has been checked for viruses by AVG.

https://www.avg.com
I agree that something has to be done about improving I-15 between Escondido and Temecula IMMEDIATELY!!!

Thank you for your commitment to seeing that it gets done!

Mary Welty
45187 Putting Green Ct.
Temecula, CA
I got caught on SATURDAY, June 16th, not a normal commute day. I left Fallbrook around 4:15 PM, planning to get to Costco in Temecula to pick up prescription medicine at the pharmacy. It was after 6:00 PM, when I got there, having to sit in traffic due to an accident. By the time I got there the accident was cleared to the center median near the Santiago over crossing, just south of Rancho California Rd. Thankfully, I did not attempt to go to Temecula and Murrieta on Thursday, which is my usual day to go there for appointments with most of my doctors and my bank, which closed their Fallbrook branch. I am retired and on a limited income and go to Temecula/Murrieta probably once a week. It would be wonderful if they improved the I-15. I remember when it was built in the 1970’s. I have lived in Fallbrook and Escondido since 1951! Lots of changes. The Old 395 was the only Highway if you consider the two-way road a highway!! Bloody Gap in Rainbow was notorious for accidents. I fully support ANY legislation to improve I-15 and use Highway taxes for the improvements instead of everything else. Thank you, Elaine Barlow....ebala@att.net.

Sent from my iPhone
Dear Rep. Waldron,

I recently read an op-ed piece that you wrote regarding your bill, X 1 14. While I agree with you on the necessity and urgency of finding solutions to the ubiquitous congestion that is I-15, I think longer-term solutions are necessary. Specifically, I believe mass-transit options are more sustainable and viable, particularly with the exponential growth the region is seeing. Other West Coast metropolises, such as Portland, the Bay Area, and Seattle, have seen great success with mass transit, and Southern California is long-overdue for such relief. Such a forward-thinking, dynamic region that is frequently on the global stage requires similarly forward-thinking solutions. It is time for our region to emerge from the transportation dark ages and into modernity.

Thank you for your time and consideration.

Sara Gilman Tague
this corridor has been a growing problem since, what I call the transfer of wealth that hit the nation in the mid 1990's. Remember the RTC? Housing prices were roughly 25+% lower than Escondido (probably higher % in other areas of SD County) and prompted a huge migration of home ownership to Southern Riverside County. I remember representing a Buyer for a 110 lot approved foreclosed subdivision in Hemet at $3000/lot 26 of which permits could be pulled the next day. The rest was rough graded. You can see why housing prices were so different than in SDC. The problem was that the jobs were still in SDC creating the need to pave 12 lanes of concrete in I-15 from Escondido south to downtown SD/Sorrento Valley, etc. and from Esco north no change. The County had an opportunity back then to approve a proposal to build a business park similar to the one in RB but was turned down. HP was on board to build another facility there. This would have at least had a good % of the commuter traffic exit in the Bonsall/Fallbrook area at Hwy 76/I-15. In 2001 I was appointed to the I-15 Interregional Partnership, later Co-Chair, where we talked the housing and work imbalance. SANDAG has the report on some shelf at their HQ. Flying cars may be the answer.

Ed Gallo

The I-15 Nightmare

Traveling I-15 in North San Diego/SW Riverside can be a nightmare. The distance between Temecula and Escondido is only a little over 30 miles, but during rush hour the trip can take well over an hour. http://valleymontrehappenings.com/17585/318537/a/the-i-15-nightmare
Hi Tom,

Saw this article and wanted to thank you for flagging the Regional Plan!

Assemblymember Waldron - the I-15 Nightmare

Also wanted to share these links with you - http://www.sdforward.com/vision-goals/community-input and SDForward.com/subscribe - these are both great resources for folks to know when and how to engage on the Regional Plan.

Robyn Wapner
Senior Government Relations Analyst

SANDAG
(619) 699-1994
401 B Street, Suite 800, San Diego, CA 92101

Facebook | Twitter | YouTube
MacDougall, Kristy

From: Terri Daniel <terri_daniel1@yahoo.com>
Sent: Wednesday, June 20, 2018 7:43 AM
To: Assemblymember Waldron
Subject: The I'15 Temecula

We moved to Temecula 15 years ago. Due to health reasons, I have to commute to San Diego for numerous doctor visits. I love to go to Carlsbad to the beach, unfortunately the freeway has become so congested that if you do not leave the beach by 1:00 pm you will be in a traffic jam forever. I have to make all my doctor appointments around the traffic in San Diego. We've had numerous accidents near the exit Rancho California Road due to the horrible backup. It has become a nightmare.

Please make the I-15 a top priority in California!!!!!!

God Bless.

Terri Daniel
California Native

Sent from Yahoo Mail on Android
Please upgrade 1-15!!!! Temecula and surrounding cities need it!
Paul & Mary Anne Palmer

Sent from my iPhone
Hello,

Traffic on I-15 between Temecula and Escondido has become a nightmare. Please help!

Thanks,

Tim Baize
Hi - it is my opinion that some of the problems northbound on I 15 is the I 215 exit. There are 3 northbound lands on 215 at Murrieta Hot Springs but that is not soon enough. The I 15 northbound right lane ends before Murrieta Hot Springs and could also be an entrance to the 215. That would be 3 lanes for the off ramp to join the 3 lanes on the 215. Also maybe they could put up K rails from Rainbow to Clinton Keith on the fast lane to make it a through lane only - People get in that lane and want off at Winchester or 215, so they stop traffic looking for an opening to get over.

All I know is once you get half way between Winchester & the 215 exit - the traffic seems to thin out a lot.

In Europe and elsewhere - they designate lanes for exits. Maybe they need a Winchester only exit with 2 lanes - and K rails to stop people from other lanes trying to cut over. For some reason no-one wants to wait in a line - but they prefer to race up a faster lane and then cut everyone off trying to get over. If you isolate the exit lanes - they could not do that.

Thanks

Helen Alexander
28080 Orangegrove Ave
Menifee CA 92584
hlvpal@gmail.com
Ms. Waldron,

Thank you for being an amazing north county representative. I have supported your views and voted for you in the past.

In response for your request for public opinion, I couldn't agree with you more on funds being used as allocated and not being redirected. The problem of traffic congestion on I-15 north will only get worse with new homes going in along the corridor. You have my full support on this issue.

Thank you,

Megan Nowicki
Valley Center resident

Sent from my iPad
Stinson, Tom

From: James R Parke <james.r.parke@aero.org>
Sent: Tuesday, June 19, 2018 2:33 PM
To: Assemblymember Waldron
Subject: I-15

Marie...I have read your OP-ED about I-15 congestion. I was very happy to learn that a seemingly near-term solution to relieve congestion is possible. Hopefully SANDAG will do a better job than the ever disappointing Hwy 76 update.

James R. Parke
4075 Helena Street
Fallbrook, CA 92028-3831

6128409986
Jamesparke1958@gmail.com
Please expand the 15 fwy, I work in Orange County and what used to be a 65 minute drive is now 2 hours each way. If the counties are going to keep building and selling new homes then it's your job responsibility to make sure we have the roads to travel on, so we can all get to work.
Additional lanes are a must through the San Diego/Riverside corridor. This short 30 miles stretch takes over an hour most days anytime of day. Then further down the I-15 miles before the 91 freeway is another hour to two hour delay.

Additional housing should be halted throughout San Diego/Riverside until this freeway infrastructure can handle the current traffic issues. This is a very dangerous situation. If we have a major crisis such as an earthquake there are very few alternate routes to escape this area. Visualize everyone trying to escape on roads that cannot safety handle day-to-day traffic. Safety and desire to live in these areas is no longer a draw. You can’t leave these areas without planning for 2-3 hour drive through this corridor heading north.

Something needs to happen immediately as well as, stop the new housing developments until this is crisis is resolved.

Sent from my iPhone
Hello and thank you for taking on this cause. I've lived throughout the I 15 corridor in both San Diego and Riverside counties for the last 33 yrs. The traffic has certainly gotten worse over time but the last 5 years has really gotten my attention. The portion of the interstate between Temecula and Escondido has become horrible as well as the portion between south Lake Elsinore and Corona. Again, I appreciate your efforts but CA state governments choice to not build enough infrastructure through the years has forced many of us hard working tax payers, to consider residency in other states. I’m one of them!

Thank you,

David Jensen
True Residential-Western region
314-307-8033
True-residential.com

When you buy this logo ‘True’, you’ve bought a cooler that will perform to your expectations and last essentially as long as you want to use it.” — Robert J. Trulaske Sr. (1918-2004)

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To me, the best solution is light rail from San Diego through Escondido-Temecula-Murrieta-Corona include cities in between.

Sent from my iPhone
We definitely need more lanes from the 15/215 split, the side streets are being used as ways around the traffic and of course is a safety concern. I drive it daily from Pala to Murrieta and the situation is ridiculous. How can I help more? Is there a website that focuses on this issue?

Thank you, Bob Halsted

Responded 7-17-18