

**JAMUL DULZURA COMMUNITY PLANNING GROUP
FINAL MINUTES
JULY 10, 2018**

**Approved: July 24, 2018
Oak Grove Middle School Library
7:30 p.m.**

1. **Michael Casinelli, Chair, called the meeting to order at 7:42 p.m., as we had to wait for Preston to have a quorum.**

2. **ROLL CALL:**

Present: Michael Casinelli, Hannah Gbeh, Joe Stuyvesant, Janet Mulder, Richard Marzec, Darren Greenhalgh, Jean Strouf, and Preston Brown.

Excused: Randy White, Dan Neirinckx, Judy Bohlen, and Steve Wragg. Bill Herde, Eileen Poole.

Absent: Mark Manis

3. **APPROVAL OF AGENDA for July 10, 2018 and the Final Minutes of the JDCPG June 26, 2018, meeting as corrected and emailed to all with the addition of Liet. Wray's comment re the possibility of a park in Jamul in which he stated, "I would not expect to see as many transients issues in Jamul that we have in Spring Valley, but there may be some." in answer to Hannah Gbeh's questions. (Now reflected in the Final Minutes) Approved unanimously.**

4. **OPEN FORUM**

- a. **Jean Strouf attended the BOS meeting and the Board voted to accept the PLDO changes as proposed by County. The "Safe Passage" under SR 94 proposed by Jean Strouf earlier, was "signed onto" by Caltrans.**

- b. **Darren Greenhalgh followed up with Steve regarding the status of Tractor Supply, and Steve will notify us when he is ready to present next.**

- c. **Michael Casinelli checked on the Simpson's Nursery activity and it appears that they are now in compliance with their grading permit. Code enforcement will follow through.**

- d. **Hannah Gbeh asked Michael Casinelli to check with Sheriff Liet. Wray regarding a possible "store front" office for the Sheriff in our Planning Area as she suggested to him at the last meeting.**

5. **POTENTIAL TREE REMOVAL – across the street from 14022 Hillside Drive, eucalyptus tree that is partially blocking the flow of water at outlet side of culvert – info received from Steve Nelson, Vegetation Manager, County of San Diego - Michael Casinelli received the request to remove two different trees (a dead oak and a living eucalyptus tree which sits in the right of way) Michael sent photos of the trees to the Planning Group members and the County will make available a tree to the public for the ones they cut down. If you know of a place that needs a tree to replace these, please contact Steve Nelson <steve.nelson2sdcountry.ca.gov>, (619) 660-5820. Michael**

moved we recommend removal of the two trees by the County. Motion carried unanimously. Michael will notify the County.

6. **SR 94 TRAFFIC - SAFETY OVERVIEW AND OPPORTUNITIES AND CASINO MITIGATION AND CALTRANS OVERSIGHT** – Caltrans, District 11, Branch Chief Jacob Armstrong and Marcelo Peinado, Caltrans Deputy of Traffic Operations were invited – Michael Casinelli introduced Marcelo Peinado and Caridad Sanchez representing Caltrans who made the presentation.

Marcelo Peinado told us that Cory Binns has been named District 11 Director as of Friday, July 6, who worked with Caltrans for 19 years and has been in San Diego for a long time. Marcelo provided us with an update on SR94/125 interchange – which is somewhat on hold due to lack of funding until we know the outcome of SB1 as it will cost about 100 million dollars. He presented a fact sheet and diagram that can be found on the Caltrans website, and is attached to these minutes.

The 2nd area that he discussed was the **pathway under SR94 near the Y** and Jean Strouf offered to help do some fund raising as she has been working hard for sometime to get this pathway approved and built. An additional project includes creation of a left turn lane into Millar Ranch Road from Westbound 94 into the staging area including an additional acceleration lane. The plans should be completed next year and Caltrans was the requestor of the Grant to build this interchange.

Steele Canyon High School has requested a pedestrian walkway and Caltrans is looking at funding opportunities, and as of Friday, Caltrans will be working on the grant. Applications are due by July 31 for state and federal monies. They are working with a consulting company, Alta Design, who is working pro bono to create the design for the grant, and Caltrans will work on writing the funding portion.

The next project is a couple miles **east of the border stop and west of Dulzura** to make wider shoulders and trim the curve. Caltrans mans all traffic collisions and identifies the areas of greatest need for improvements. **Michael** asked if they try to include a bike lane in their improvements, and **Marcelo** said that the shoulder is used for bikes and pedestrians in the rural areas. He will check and see what other areas are scheduled for improvements on SR94. **Hannah Gbeh** asked if they plan to go to one lane while they are working on it and **Marcelo** told us that they remove one lane and work on it separately and then when it is complete open it up for traffic.

Preston Brown asked if there is an **overall project looking at SR94** and **Marcelo** said that in 2006 there was a study done, including a truck study, which identified the problems and it would cost over 200 million dollars. They tried to solve the hairpin curve but it was tabled due to lack of money. **Hannah Gbeh** asked if our local legislators should be lobbied and **Marcelo** said that Sandag actually looks and prioritizes the improvements. SADAG identified the area of SR94 from Avocado to Jamacha, which they are working on. Looking at the truck traffic from Tecate, it presently encompasses only 4% of the total truck traffic from Mexico as most of it comes through Otay and Calexico. **Richard Marzec** asked about the 100 acres designated for Border Patrol and Customs Headquarters in Dulzura – how will that impact SR94? – **Marcelo** said that any impacts to the SR94 must be mitigated and the number of trips would determine the improvements.

Hannah Gbeh asked about the Corridor study from 2006 and asked whether it would be used, and **Marcelo** said there is a Transportation Concept Report on the Caltrans Website. **Hannah Gbeh** asked about the **Otay Lakes Road** as it appears to be dangerous and wants to know what Caltrans thinks needs to be done. **Caridad** pointed out that Caltrans does their own study and that safety is important and **Marcelo's**

responsibility includes ensuring the safety of the highways. The system looks at accidents, their type and location of the high concentrations of accidents. **Otay Lakes Road** is part of the agreement between County and Jamul Indian Village. **Hannah Gbeh** asked what are the roles of the County, Caltrans and the tribe? **Marcelo** pointed out that there are a number of improvements including five other areas as well as the entrance to the casino in the approved EIS. The design, implementation, and the timing schedule are up to the Jamul Indian Village, even though Caltrans was the lead agency for the EIS.

Michael Casinelli asked who is responsible for the improvements? Caltrans was the “lead agency” on the EIS but not on the actual work on the improvements. **Michael Casinelli** has a copy of the Caltrans/JIV settlement agreement which stipulated that Caltrans would issue an encroachment permit and the JIV would mitigate all off-site traffic impacts prior to operating the casino. Caltrans issued the encroachment permit but only one of the mitigating improvements (the one in front of the casino was the only one) completed as of this date. **Darren Greenhalgh** asked if the JIV had turned in their plans for the other four improvement areas other than the entrance. **Marcelo** stated that the Lyons Valley Road/SR94 improvement including signalization would be started next week and completed by September. **Michael Casinelli** suggested that signage will need to be added alerting drivers that there is a “traffic light ahead” on SR94 going west as people pick up speed after the light at Jefferson. **Preston asked** if the lights between Jefferson and Lyons Valley Road will be synchronized and **Marcelo** said yes. **Marcelo** said that Caltrans sent an update to Supervisor Jacob’s office and will send it to us as well. The largest holdup on the project is the lack of acquiring the Right of way from the owners and that is delaying the projects.

Caltrans is having meetings with JIV on a regular basis regarding the improvements in the EIS. **Janet Mulder** asked if representatives from the Planning Group could be the community representatives in the meetings, as that is the role they played at the beginning and were able to help the community be kept up to date on the progress. **Marcelo suggested we speak with Erika Pinto of JIV and Chi Vargas, Indian Liaison of Caltrans to see if that is a possibility.**

7. **JAMUL INDIAN VILLAGE UPDATE:** **Michael Casinelli** pointed out that the news stated that Penn National pulled out of JIV, however the NIGC has listed Penn National’s gaming license only as “suspended”. The Catholic Diocese did transfer the property that includes the cemetery to the Jamul Indian Village for unknown reasons.
8. **JDCPG OFFICER’S ANNOUNCEMENTS AND REPORTS - PDS2018-AD-18-014 Administrative Permit Brushing & Clearing, old Daley Gravel Quarry – Michael Casinelli asked for volunteers to take the project.** **Preston Brown** worked on it originally and has done some research. **Michael Casinelli** gave the project to **Preston Brown** and pointed out that there are some previous violations and this is a request for an Administrative Permit for Brushing and Clearing for the Old Daley Gravel Quarry. The project director, **John Leavitt** asked to be on the July 24 agenda, and **Preston** will let us know if they are ready to appear.

Adjournment: Michael Casinelli adjourned the meeting at 9:19 p.m.

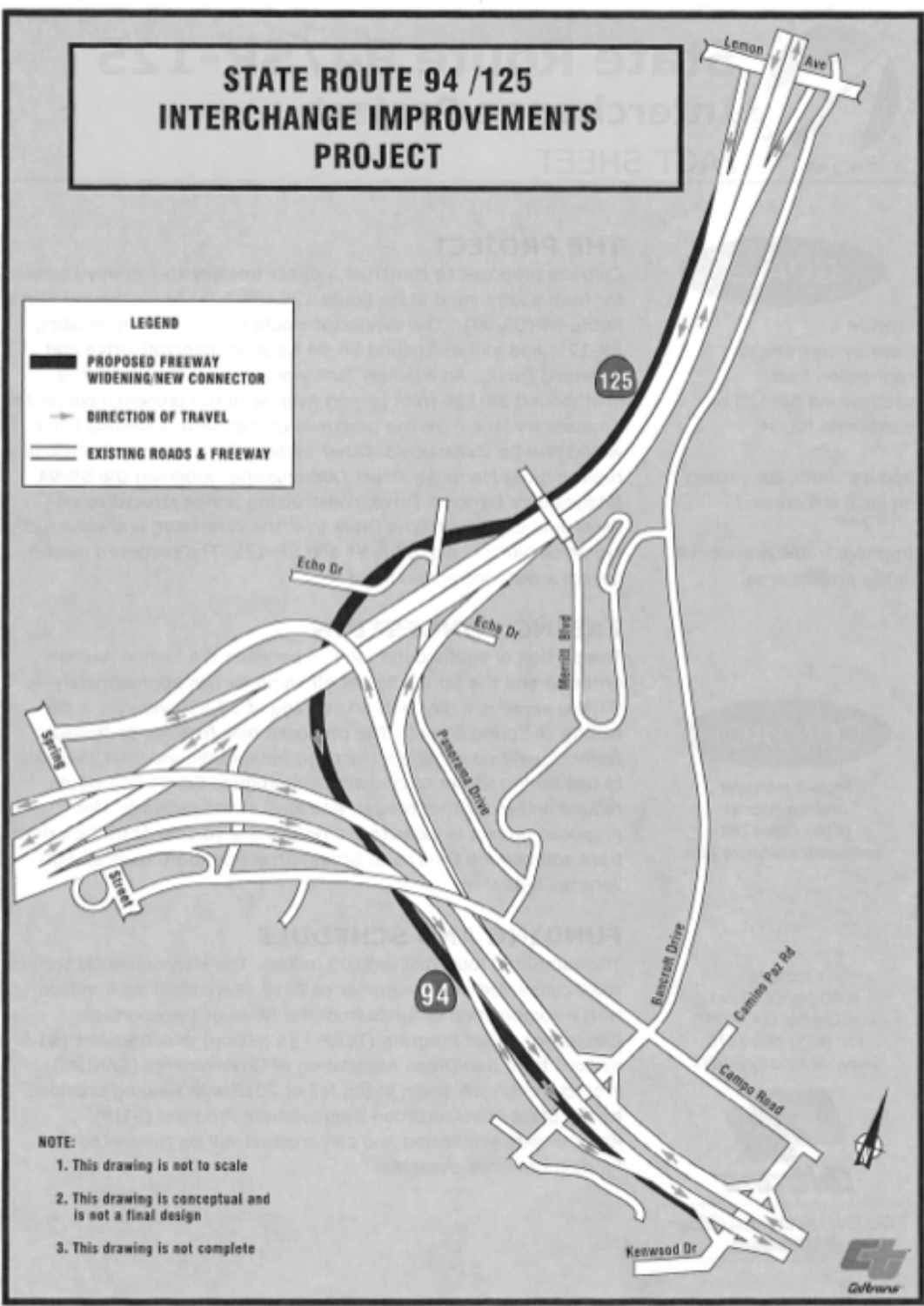
Respectfully submitted, Janet Mulder, Secretary

Attachment: Caltrans SR94/SR125 Interchange Project graphic and fact sheet:

STATE ROUTE 94 /125 INTERCHANGE IMPROVEMENTS PROJECT

LEGEND

- PROPOSED FREEWAY
WIDENING/NEW CONNECTOR
- DIRECTION OF TRAVEL
- EXISTING ROADS & FREEWAY



NOTE:

1. This drawing is not to scale
2. This drawing is conceptual and is not a final design
3. This drawing is not complete





June 2018

State Route 94/SR-125 Interchange Project

FACT SHEET

GOALS

Provide a freeway-to-freeway connection from southbound SR-125 to eastbound SR-94;

Reduce traffic congestion on local streets and

Improve traffic movement in the project area.

CONTACT

Project Manager
Andrew Rice at
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4050 Taylor Street
San Diego, CA 92110
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THE PROJECT

Caltrans proposes to construct a direct freeway-to-freeway connector from southbound State Route 125 (SR-125) to eastbound State Route 94 (SR-94). The connector would pass under the existing SR-125, and join eastbound SR-94 between Bancroft Drive and Kenwood Drive. An auxiliary lane would be constructed along southbound SR-125 from Lemon Avenue to the proposed connector. An auxiliary lane from the proposed connector to Kenwood Drive would also be constructed. Other proposed improvements include replacing the Mariposa Street Overcrossing, widening the SR-94 bridges over Bancroft Drive, constructing bridge structures on Panorama Drive and Echo Drive over the connector, and constructing noise barriers along SR-94 and SR-125. The proposed project covers a distance of two miles.

EASING CONGESTION

The portion of southbound SR-125 between the Lemon Avenue on-ramp and the Spring Street off-ramp carries approximately 83,400 vehicles a day with an average of 20,550 vehicles a day exiting at Spring Street. The proposed new freeway-to-freeway connector would eliminate the need for southbound SR-125 traffic to use Spring Street to connect to eastbound SR-94 and would reduce delays for the freeway and local street network. The proposed project is expected to reduce the volume of traffic exiting from southbound SR-125 at Spring Street by more than 15,000 vehicles a day.

FUNDING AND SCHEDULE

The estimated total cost is \$105 million. The environmental studies were completed in the summer of 2015 at a cost of \$6.8 million with a combination of funds from the State of Transportation Congestion Relief Program (TCRP - \$5 million) and TransNet (\$1.5 million) from San Diego Association of Governments (SANDAG). Project design will begin in the fall of 2018 with funding provided by the State Transportation Improvement Program (STIP). Right-of-way acquisition and construction will be completed as funding becomes available.

NOTICE OF NEXT REGULAR MEETING:

7:30 P.M. TUESDAY, July 24, 2018

OAK GROVE MIDDLE SCHOOL LIBRARY

Meeting minutes and agendas can be accessed at

<http://www.sdcounty.ca.gov/pds/CommunityGroups.html>

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