

**Ramona Community Planning Group**  
**Ramona State Routes Subcommittee**

FINAL Meeting Minutes for  
October 26, 2022

Teleconference Meeting  
Access for Members and the Public  
Call in number- 978-990-5330  
Access Code- 8612750

1. Call to order – meeting called to order by Dan Summers at 6:04pm
2. Pledge of Allegiance – led by Elio Noyas
3. Establish attendance and a quorum  
Attendees: Lynn Hopewell, Robin Joy Maxson, Elio Noyas, Maya Phillips, and Dan Summers  
Absent: Torry Brean and Deb Foster
4. Assign taking of minutes: Lynn Hopewell volunteered
5. Approval of the order of the agenda – motion made by Lynn Hopewell to approve the order of the agenda, 2<sup>nd</sup> by Maya Phillips. Motion carried 5-0-0-2 (Torry Brean and Deb Foster absent)
6. Approval of the 9/28/22 minutes – motion made by Maya Phillips to approve minutes as presented, 2<sup>nd</sup> by Robin Joy Maxson. Motion carried 4-0-1-2 (Elio Noyas abstained, Torry Brean and Deb foster absent.)
7. Recognize members of the public who wish to speak on matters within the jurisdiction of the RSRS, but not on the agenda tonight. - None
8. Monthly update from Caltrans on SR 67 and SR 78 projects.  
CalTrans attendees: Hanh Khuu, Traffic, works for Erwin. Marvin Canton, Sam Amen, and Erwin Gojuangco
  - a. Update on repaving SR 67 project  
Marvin Canton gave update on Hwy 67 project. As of right now 10/16/22 the conduit was started from Lakeside to Ramona for broadband. Also working on guardrail update near Mina De Oro as well as culvert.  
Lynn Hopewell asked about the guardrail near the emergency phone on Hwy 67. Dan spoke about the emergency call box and that a guardrail has been put up along the road so drivers can't pull over to use the call box.  
Marvin, asked for nearest cross street. Dan said ¼ mile from Cloudy Moon on east side of Hwy 67. We're all curious about why the guardrail was put there. Marvin will need to go back to the design engineer and find out why. Dan said we want to know why.

Lynn asked about the dip and deterioration of road to the south of Ellie Lane. Dan remembers that Elio brought it up and would call it a poor repair. Road is very rough. Dan asked Lynn if that's why she's talking about. Lynn said yes. Elio Noyas said if you're driving south, it's in view of the light. It's breaking up now. Dan confirmed the section that Elio was talking about. Dan made a formal request to have that looked at. Robin Joy Maxson looked up the call box number and it's 67 -170 and provided it to Marvin.

Marvin said the environmental study is done, and they've identified the locations they need to get into, and legal letters have been sent to the property owners.

Marvin let us know he's moving to a different department and that Sam Amen will now be updating us on projects until someone is hired for his position.

b. Update on Mina De Oro boulder removal.

Marvin said boulder will be removed by the end of November.

c. Update on SR 67 and Mussey Grade Road intersection.

Dan asked Marvin for an update. Marvin said Erwin Gojuangco will give us the update. Erwin said for that location they did a control study, and it looks like to correct some of the incidents at that intersection they can proceed with a traffic signal. It will reduce or eliminate the T-bone accidents. Will need to get funding for the project. From previous meeting they got many ideas two were a round-about and an all way stop. An all-way stop wouldn't work as it would back up traffic. The other request for a roundabout, that had the same results for performance and how it'd operate. It wouldn't operate in that situation. It wouldn't work well with the traffic signal for people driving down the hill. The preferred and recommended fix is a traffic signal. Wants to get additional input from the community. They heard from previous meeting to put in a traffic signal. They need to get funding and then proceed. They have the pavement rehab project in place, there's the opportunity to connect it to the repaving. They still need to get approval and find funding. Dan asked about the timeline. Hearing about the traffic signal is very good news, realizes the cost is high. The timeline is the first thing that comes to mind. That intersection as it is today, we consider dangerous and unacceptable. We know the resurfacing project isn't going to start for 6 months. We've had 3 accidents in less than 2 ½ months. We would like that intersection

addressed and fixed within 30 days. We greatly appreciate the news about a traffic signal. We still need to address the road situation. Erwin said they'd like to proceed with the issue. Getting it done within 30 days not sure it'd happen; they'd have to do an emergency request. Thirty days is a big ask, they understand the huge concern of the community. While pursuing funding they could possibly put some limitations for vehicles coming out of Mussey Grade with a right turn only, so people aren't having to cross the road. They'd have to make a U-turn at Dye Rd. to go southbound on Hwy 67. That would be a quick fix, which would keep collisions low. This would be an interim measure. Dan said let's say we separate the projects, have the signal light project, and have the temporary resurface/repair projects, it's two separate projects. The signal light is the ultimate solution, and the condition of the road now is bad. What we're asking for is a temporary resurfacing and painting of that intersection. The signal light can come when it's possible. Robin said that what Erwin is saying is keeping people from crossing to turn left onto Hwy 67. Even with resurfacing that wouldn't stop the accidents as people would still be turning left off Mussey Grade. Dan agreed with Robin and Erwin on the right turn only. Dan said we still have people that would be turning left onto Mussey Grade. Robin said people making left turn onto Mussey Grade are in a safe pocket so they're interface is different. Amen said that's a good observation. The people in the left are looking in one direction, coming onto Mussey Grade. Lynn Hopewell spoke about the left turn and how rough the road is there. Dan asked if anyone else had comments. Dan asked Erwin what his thought was, is the plan to wait for 6 months. Erwin's initial take was it was a concern, there were 6 people that spoke at the last meeting and there were written statements. The concern is to address the accidents. They are trying to fix the problem. They have the preferred measure the traffic signal and the interim fix is a right turn only from Mussey Grade. They can do a throwaway with a right turn only, that would eliminate the left turn, T-bone situation. It's probably interim. Dilation will be a throw away, it'll guide people right, they'll do a base for the left turn. Doesn't know the movement as to if it could be done earlier. Marvin asked if they did a throwaway, it would exceed the contingency, we have to honor the contract and any changes we're at their mercy. Aren't able to change the contract and do it sooner. It becomes a Catch 22. Erwin knew it was going to be costly, hearing that doing the repairs would wipe out contingent funds that would put whole project in jeopardy. Have to live within means of project. The approach now is to see if the funds can be gotten to take care of the crash issue. For pavement repair will need to look at options since it looks like it needs to

be done sooner. Robin said funding for traffic signal, which is item 9. Is there anything they'd like us to do to support the funding? Erwin said it would be addressed through them at headquarters where they handle this, it'd be more internal. They have a process in place, and they'll be pursuing that. Robin asked what's the time estimate for that, we have to answer to the community. Erwin they'll expedite, they just initiated, want to try, and do something, will have some good news for us. They set up equipment to show why a traffic signal is needed. Erwin said he'd be contacting headquarters as to where the funding is. The intersection control evaluation was just completed. They look at different solutions including what was mentioned at previous meetings. Looking at the 30-day timeline. Will push hard to get a preliminary ok on the traffic signal. Do an interim measure to eliminate accidents. Recommended solution was a traffic signal. Dan summarized the discussion, so the first step is a right turn only which can be done quickly. Erwin yes that can be done quickly. Dan said second is the light signal which will be expedited, in terms of timeline what is Erwin's best estimate as to when the light will be installed. Erwin said the easy part is doing the sign, the lead time is based on supply of the poles/standards. They're still trying to find a way to get that expedited. For the poles/standard they can't give a solid date on. They're going to work on getting a time from the supplier. The material is the critical path. The condition of the pavement is going to be repaired in April per contract, there is no way to get the intersection repaired and painted since it's cost prohibitive to do it with the contractor. Dan asked doesn't CalTrans have the ability to repair a 300' section of the highway without doing the contract. Erwin said CalTrans does have the ability, that's hard to answer right now that they're working on. That's something he'll have to go back and speak to the maintenance division about. Dan said it's wonderful news that a traffic signal is going in. The right hand turn only is inconvenient, but it eliminates T-bone accidents there. The condition of the pavement really needs to be taken care of sooner than 6 months. Dan believes they have the ability to fix it without messing with contract. We're still wanting that to be fixed. Dan asked if they've driven through that section, and what their experience was. Erwin said he hasn't driven through there in a while. Dan said the problem is with road deterioration, when they start to deteriorate it gets worse fast. Dan is concerned that the trough is going to get much worse very fast. He wants to address that before it becomes a problem. Our request is that the pavement rehab be done if it can be done in-house that's our ask. Maya Phillips said with the Hwy 67 project, when they start work can they start at Mussey Grade, or where will it

start. When would Mussey Grade get it's turn. Dan said he's not sure that CalTrans has an answer. Believes it's up to the contractor as to where they'll start, 6 months is earliest, but it could be longer. Sam Amen said his understanding is the fiber optic is going in now, and that there's a winter stop due to the weather and what temperature is needed to lay asphalt, but he doesn't know when the stop is. Then they'll start again in late March. The pavement will go fast, hasn't see the whole schedule, but knows they're going to stop work due to weather. Dan's understanding is it'd start in April. Sam said it's his understanding no pavement until April. Lynn shared that according to document online regarding the project it'll start in Lakeside and that Ramona would be last in the re-pavement process. Dan said the timeline Lynn mentioned brings up more concerns since Ramona is at the end of the project. Erwin said he understands. He and Sam will have to meet with maintenance to address that. Dan said they need to discuss outside the contract about getting the repair done before re-pavement work reaches Ramona. Dan said if there's a way to fix the pavement and get it repainted, we'd be happy. Dan asked if Hanh Khuu had any comments. Hanh said she's taking notes and will be supporting Erwin and Sam. Dan asked if Barbara Green wanted to speak and got no response.

d. Discussion of need for a crosswalk at 16<sup>th</sup> and Main Street

Dan said this has come up before to the Ramona Community Planning Group (RCPG) and there's a bunch of apartments there and people cross Main St. at Mc Donald's, there's no light and we're concerned about that. Marvin reminded us that Erwin would handle this as they analyze crosswalks. Erwin did see that on the agenda. Dan said it was brought up at an RCPG meeting. Dan said about a year ago when Aldi market was put in, it was something that should have been done. There are no streetlights and at the same time it was brought up that a crosswalk is needed as children cross there going to school. Erwin said it's the first he's hearing about it. The current situation at 16<sup>th</sup> St. there's crosswalks at Montecito and Ramona Roads. Dan said the kids don't walk to the light. They just shoot across street. Erwin as a result of the traffic studies the ultimate configuration is what we see. They wouldn't install a crosswalk mid-block between traffic signals. That was part of the traffic engineering that was done. That's how current configuration is done. Not sure they can go back and change due to recommendation. Lynn said we're just asking for a crosswalk. Hanh said when Aldi went in a traffic analysis was done, looking at crosswalks, it was insufficient. According to the highway street manual if it's two lanes or more between light signals. At the conclusion

of this, pedestrian crossing is not recommended. Will see signs saying don't cross. It was approved by the County. Can't do a crosswalk there. It's similar situation at 13<sup>th</sup> St. and Main St. Pedestrian crossing is not recommended. Dan what we're asking for is a crosswalk at the intersection of 16<sup>th</sup> and Main. Hanh said the evaluation concluded a crosswalk isn't needed. There's not a signal at that location. There's a light at 15<sup>th</sup> St./Montecito Rd. so don't need a crosswalk at 16<sup>th</sup> St. Dan said we'll take the crosswalk issue and discuss further and get back to them. Dan thanked the CalTrans staff for attending and we'll wait to hear about repairing asphalt. Erwin will discuss repairing asphalt at Mussey Grade and Hwy 67 with maintenance and get back to us. Robin asked Erwin's position title, District Division Chief - Traffic Safety and Operations.

9. Action item- Should the RSRS support a letter from the RCPG to Senator Brian Jones and Assemblyman Randy Voepel requesting they instruct CalTrans to correct the unsafe and deteriorating intersection of Mussey Grade Road and SR 67- the site of recent fatalities and serious injury accidents within the next 30 days.

Dan Summers said Robin Joy Maxson wrote a letter and it was sent to us and asked if we'd received. Lynn Hopewell and Maya Phillips said they received letter. Dan asked if Elio received the letter, no answer. Robin based on information from CalTrans tonight she updated the letter, asked it if it was ok to send the letter to the group. Robin was given ok. Robin forwarded revised letter to the group and then we can discuss. Robin read letter to group. Text of letter below.

To: Senator Brian Jones

Re: Mussey Grade Road and SR 67 Intersection

Located within the unincorporated community of Ramona, the Mussey Grade Road and SR 67 intersection has been, and continues to be, the site of numerous vehicle accidents resulting in both fatalities and severe injuries of our residents and visitors.

California Highway Patrol data will support the ongoing danger this intersection constitutes for our community; however, within the last few months there have been two separate fatality accidents and several severe injury accidents which involved children.

At an October 19th public meeting concerned residents were alarmed at the condition of the intersection and the number of resulting traffic accidents. This intersection is managed by both County and State agencies. Caltrans has indicated that they can: create a right-turn only lane from Mussey Grade Road exiting onto SR67 to reduce the exposure of drivers to T-bone accidents; implement an asphalt repaving project scheduled for April of 2023; and installation of a traffic signal to control the flow of vehicles through this intersection.

The Ramona Community Planning Groups requests your immediate intervention to resolve this ongoing, dangerous intersection within the next 30 days and to provide the necessary approvals and funding required to complete this critical community safety project.

Robin Joy Maxson, Chair, Ramona Community Planning Group

cc: Joel Anderson, Supervisor District 2, County of San Diego

cc: Erwin Gojuangco, District Division Chief for Traffic Safety and Operations

Robin said if we approve and RCPG approves it'll give them the ... Dan said we'd have the right turn only lane which would be safer, get the pavement done and then get the traffic signal installed. Dan want's all three. Robin said we have the 30 days. Shows we support them and getting the intersection repaired.

Motion made by Lynn Hopewell, to send letter to Senator Brian Jones and Assemblyman Randy Voepel, 2<sup>nd</sup> by Robin Joy Maxson.

Motion carried 5-0-0-2 (Torry Brean and Deb Foster absent).

10. Update on status of letters on CMCP and my appearance before SANDAG. Dan said he attended SANDAG, and all members received the letters. Thanked them for CMCP but said what it did not contain was the two lanes we've been asking for the last two years and was told 30 years ago they were needed. We're requesting two additional lanes, haven't heard anything back. Dan hand delivered the letters to the Tony Tavares, Director of CalTrans for San Diego County District 11, Director Gustavo Dallarda for District 11. Bob Study, Maya Phillips School Board Member. There's another study going on called the Highway Improvement Project, they're evaluating Ramona for two additional lanes. The CMCP is going to go along with what the Highway Improvement group says.
11. Announcements - None
12. Concerns of members - None
13. Future agenda items  
Bring forward current Hwy 67 projects
14. Date of next meeting – November 30, 2022
15. Adjournment – motion to adjourn made by Lynn Hopewell, 2<sup>nd</sup> by Elio Noyas. Motion carried 5-0-0-2 (Torry Brean and Deb Foster absent). Meeting adjourned at 7:28pm.