

Ramona Community Planning Group
Ramona State Routes Subcommittee
FINAL Meeting Minutes for
September 28, 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 6:02pm
2. Pledge of Allegiance – led by Lynn Hopewell
3. Establish attendance and a quorum
Attendees: Torry Brean, Deb Foster, Lynn Hopewell, Robin Joy Mason (late), Maya Phillips, and Dan Summers
Absent: Elio Noyas
4. Assign taking of minutes – Lynn Hopewell volunteered
5. Approval of the order of the agenda – motion to amend the order of the agenda by moving 8d to 8a made by Lynn Hopewell, 2nd by Maya Phillips. Motion carried 4-0-0-2 (Robin Joy Maxson and Elio Noyas absent).
6. Approval of the 8/3/22 minutes – motion to approve minutes as presented made by Lynn Hopewell, 2nd by Torry Brean. Motion carried 4-0-0-2 (Robin Joy Maxson and Elio Noyas absent).
7. Recognize members of the public who wish to speak on matters within the jurisdiction of the RSRS, but not on tonight’s agenda - None
8. Monthly update from Caltrans on SR 67 projects
Dan let public members know that we have a member of CalTrans in the meeting.
 - a. Update on SR67 and Mussey Grade Road intersection, current study –
The following public individuals spoke regarding this topic after discussion took place with Erwin Gojuangco: Barbara Green, Anne Turschmann, David Holbrook, and Susan Xanten speaking.
Marvin Canton introduced Erwin Gojuangco, District Division Chief of Traffic and Operations. Dan welcomed Erwin to the meeting and thanked him for coming.
Dan gave chronology of this intersection. We received complaints from residents that live on Mussey Grade Road that the pavement and paint at the intersection was deteriorating at a rapid rate. Then in June we had a fatal accident followed by another accident in August and five people including three children were transported to Palomar Hospital. Then we had another fatal accident. We had three accidents in a little over three months. We asked CalTrans to look at the deteriorating road and paint and asked how to address the problem. Dan understands they did a study and it said there was no need

for repair at this time. We were shocked by this. Dan shared that there's about a 200 yd trough where the surface asphalt is worn away and the paint is wearing away. We asked for a meeting at the intersection with CalTrans executives and have them tell us it wasn't in need of repair. After that request we had another fatal accident. After that accident we sent an email that said we don't need additional studies, we need the road repaired and repainted. Erwin said first and foremost CalTrans priority is safety, and he sent his heartfelt condolences to those that were impacted by the fatalities and multiple people involved. They don't like to see this happen on their facilities. They did receive a request that the location was in disrepair, and they needed to look at it by the people that manage the work. As we know they currently have a contract underway, that includes that intersection which involves rehabilitation. Now the request is it needs to happen now. As far as the pavement and when that will be done, it'll be April 2023. They understand it needs to be done, but don't have the flexibility to have it done now. From preliminary reports, they don't normally investigate every accident that occurs, CHP provides that information and that's what they use for their investigation. The investigation states that the state of the intersection wasn't at fault for the accidents. That's what they understand from preliminary reports. In terms of having to do repair right now and the state it's in. CalTrans says the road is ok and can wait till April 2023 to be done. In reference to the first part as to response as to current pavement condition, thinks he's addressed that. Asked Dan if there's other questions. Dan said the question we have is that about 18 months ago there was a major resurfacing in Ramona. It was a temporary resurfacing as the highway was turning to beach sand. CalTrans recognized that it couldn't wait until the project and did an emergency resurfacing and painting of that area. We wondered why the Mussey Grade/Hwy 67 intersection wasn't included in that repair. That's something that hasn't been addressed. Erwin didn't realize it was part of the history in regards to the state of the pavement 18 months ago. He doesn't have the details. They have a process of where repairs need to be made. It is on schedule to be repaired in April 2023. The primary concern and what they were focused on looking when fatalities were brought up and the condition of the pavement. Their preliminary investigation and information shared with them on the accidents was the road condition didn't contribute to the accidents, it was mainly driver error. Dan said to clarify our position, he asked if Erwin or Marvin have seen the condition of the pavement. Erwin said no he hasn't. The ones that evaluate it have done so. He looks at it from the crash perspective. Dan understands, we have a contract, and that intersection will be addressed in 6 months and they're pointing out that the causation may/may not be the cause and they're saying the road wasn't at fault. Whether it was a factor or not the 250' of pavement, the paint and asphalt are going away. That is the case when they came out 18 months ago. The asphalt in that area is deteriorating at an accelerated rate. Dan believes that the planning group will think even though it's being fixed in 6

months, it needs to be repaired immediately. Erwin said he'll take it back to the maintenance experts and those doing the project. Thinks they looked at it early on to see if it can be changed. Dan said that was something we brought up as a possible solution, we understand they have no control over the location the contractor wants to repair first. We were hoping that the contractor if approached that because of the condition of intersection and the three accidents that have happened the contractor would make it a primary repair as an option. Erwin said we understand the condition it's in and we may have preferences and the contractor operates differently, they need to make budget and they did it a certain way. All he can do is bring it back up and discuss with maintenance personnel and see if there's any other options. The contractor has been talked to and they've looked at schedule. Dan summarized; Erwin explained CalTrans position. However, CalTrans made the decision 18 months ago that a portion of Hwy 67 needed to be repaired and repainted and the work was done. What we're saying at the planning group level is that this intersection needs to be repaved and repainted. If it's not done it could lead to additional accidents. Eighteen months ago, they did the right thing and repaired the road on Hwy 67. Dan asked if he made himself clear. Erwin said he was clear.

Dan then asked for Erwin to listen to public comment.

Barbara Green thanked Erwin for attending, she lives on Mussey Grade and said April is unacceptable. If we have a contractor coming in April, then CalTrans needs to subcontract it out and get it done now. They talked about doing a study. She asked them to do a two-year study as to how many accidents have been there. She feels like she's wasting her breath. They have to scream and hire lawyers to get things done. They need a stop light there. Do it now, if need be, take it out of their budget. She asks that it be done. She asked for a stop light to be installed there. She'll be calling Channel 8 to come look at the road and see what the community is going through. Could be human error, drivers will not slow down.

Anne Turschmann – the last time that corner was paved they wiped out the merge line and it was never repainted. Whoever let those contracts be closed, messed up. They work on the road, and they never repaint. When they wipe out a line they don't come back and repaint. That's why the human error on the corner.

David Holbrook shared that he was on his Harley going around the corner and he swerved to miss a car and hit gravel and fish tailed. Due to his motorcycle experience, he was able to correct the slide. That's not a good area for individuals on motorcycles or cars. He wants to see criteria that justifies not doing anything.

Susan Xanten shared that she lives where the cars hit, and they come through her fence and break her water line. That intersection pavement, or no pavement, is critically dangerous. She can hear people speeding, see people not allowing drivers to merge in. It is more than the pavement it needs a stop sign. It's aggressive driving, there's never any Highway Patrol to monitor the traffic. It's upsetting as they come into her yard. It's a poorly run intersection.

Dan thanked public for attending and speaking out.

Lynn read comments below from the public that aren't able to attend tonight's meeting.

Laura Stegner requested that Lynn Hopewell read this comment. Received 9/20/22

To Whom It May Concern,

We have lived in Ramona for ten years and make the daily commute down to Scripps Ranch and the Naval Base at Point Loma. The roads have gotten more busy and more dangerous in this time period. I am not one to add traffic modifications frivolously, so I hope this makes this email more poignant. The intersection at Mussey Grade Road and the 67 has had multiple serious accidents recently. This is causing residents to consider going other routes like Archie Moore to avoid this intersection.

While it will be an inconvenience to add another light to our commutes, a signal is needed here.

What is needed to get this done?

I would be online for this meeting, but I will be driving at that time. Ms. Hopewell offered to share my concerns with you.

Respectfully,
Laura Stegner

Peggy Brannen requested that Lynn Hopewell read her statement. Received 9/20/22

The intersection on HWY 67 and Mussey Grade is deadly. Unfortunately, people think they can jump out in front of oncoming traffic and not cause accidents. How many more people need to die at that intersection? We need a traffic light. I do not believe it will take 10 years and a million dollars to install one. This is not a third world country. Do the right thing and fix that problem. Now please.

Dan assured Marvin and Erwin of all the intersections this intersection has brought the most concern from the public. The solution is a traffic light but knows it's sometime in the future. What we're asking for now is repaving and repainting prior to the work in April 2023. With the concerns of the public, Dan doesn't think it's out of order to ask that this be done now. Robin Joy Maxson shared that on Hwy 76 and Pauma Valley they have a speed issue, and they had a light. What they did similar to the stop sign mentioned is they put in a roundabout. They're not popular but have roundabouts that are big enough to accommodate larger trucks. They can add pavement and a round-about prior to

a stop light being installed. Dan said he hadn't heard that before. It's a strong suggestion and reasonable. Dan said he has a report coming from Marvin on other Hwy 67 issues. If he doesn't have any questions of us, he appreciates Erwin's attending, and we need this addressed and can't wait six months. Torry Brean supports what everyone has said, he's lived there all his life. His first question is signage, is there anything in CalTrans signage that says dangerous intersection that can be installed prior to intersection. Erwin said he'd heard last question and public comments. He heard loud and clear about pavement condition. They took a look at the accidents and that the roadway condition didn't contribute to the accidents. He's now hearing about signs, roundabouts, traffic signals. With the recent fatalities they continue to do studies on the traffic safety perspective. They've adopted the safe systems approach and they will employ it. They are taking a harder look at what counter measures they can employ. That will happen and hopes to have a conversation with community on their findings and what a counter measure would be. Torry said his question about sign, don't need sign now. Second statement around property in the area. Think CalTrans owns a large portion of land. What he's thinking of is the merge lane at Archie Moore and Hwy 67, where there's a double line. Think one of the great problems is that you can't see the merge lane but use some of the excess land to add a couple extra feet so there's a greater barrier between the merge lane and oncoming traffic.

Dan thanked Erwin again for coming. What Erwin has heard is an upset public and planning group concerns. Thinks we've clearly stated our issues. And we can't wait six months for the repairs to be done. Concerned we'll have additional accidents in the area. Lynn Hopewell asked Erwin about time line on when he'd come back with findings on study. Erwin said they're continually looking at, part of investigation, have to evaluate counter measure to address the problems and what would facilitate safety at intersection. Lynn requested timeline again. Erwin said he'll have to get back to Dan on this. Will need at least a couple of weeks as to where they'll take the investigation. Dan shared that Marvin has acted as a liaison between CalTrans and our group. If Erwin wants to communicate with Dan or Marvin on the timeline. We'll have something in a couple weeks. Erwin that will work.

b. Update on EIR progress.

Marvin gave an update and shared they're finalizing the biological study. The environmental and air team are doing the environmental study, which includes hazardous waste. Proceeding at a normal pace. Dan said sounds like progress. Marvin said they're finalizing the first environmental study. He met with their engineers.

c. Update on repaving SR 67 project

They're currently working on guardrails and improving traffic signals and ADA curb ramps and broadband conduit. Dan asked if the major repaving project is

on schedule. Marvin said yes. Division Chief Erwin said they're still scheduled to start paving in April 2023.

d. Update on Mina De Oro boulder removal project

Marvin shared that the additional work was added to the pavement project. Victor Ricardo is still working on getting specialized contractor to do the work. Once Victor has the schedule Marvin will provide to us.

Marvin spoke to Victor Ricardo regarding pavement issue near Main St and Montecito Rd. Dan didn't know if road work done was done by CalTrans or Ramona Municipal Water District. The fill in job was done poorly. It's flattening out. Would appreciate follow-up on that. Marvin doesn't know who did the work. Dan called the water district today to see if it was water district or not. He hasn't gotten a return call. It's on northbound lane of Main St at Montecito Rd. and Main St., about 8' long and 5' wide, looks like someone did work underground and filled in and did a terrible job. If motorcycle hit it it'd be problem. Dan the asphalt was sticking up. Who filled in that hole, was it water district or CalTrans. Dan said Deb Foster brought it up and Dan contacted Marvin. Now that cars have driven over it for about 48 hours it's flattening out. Deb said she's trying to find clarification on guardrail between Mt. Woodson and Mina De Oro, where people could pull over and why they're blocking dirt lot with guardrail. Marvin doesn't have specific information he'll have to check with Victor Ricardo. He'll get the information and get back to us. Deb said reason why she's curious, is we're coming up on fire season, there's a very long section that's been guard railed off and it's not a temporary situation. Deb asked if others noticed. Dan said he hadn't. Deb came through at night and wondered the reasoning. Dan asked if anyone else had question. Green – reiterate the urgency to CalTrans the urgency of Hwy 67.

Lynn Hopewell asked about crosswalk at Main St and 16th St. Marvin, normally we would ask traffic experts would give them their recommendation as to whether they can put in a crosswalk. Lynn shared that she's concerned about students and families crossing in that area. Marvin said they can bring traffic group up to address.

Torry left at 7:04pm.

e. Status of requested meeting with Mr. Amen or Mr. Peinado – No information provided.

9. Letters received in response to CMCP Draft Proposal: Dan shared that the following groups have sent in letters:

Senator Brian Jones	Barona Indian Reservation
Ramona Community Planning Group (RCPG)	Sentinel Column
Assemblyman Randy Voepel	Assembly Woman Marie Waldron
Supervisor Joel Anderson	SD County Fire Advisory Board
SD County and CalFire Chief Tony Mecham	Ramona Chamber of Commerce

Dan said thank you for all the work, but they didn't include the additional two lanes that's needed in the event of a firestorm. His plan is to take the letters and put together a package for SANDAG and will point out that these political representatives and political organization, they left out the two lanes that were asked for 33 years ago. (Ramona USD will be adding a letter to it.)

Letters anticipated:

Congressman Darrell Issa

Ramona Unified School District

10. Announcements –

Lynn said County said yes to VMT. Robin said it was 5-1. The measurement is about planning and building.

11. Concerns of members - None

12. Future agenda items

Bring Hwy 67

Crosswalk at Main St and 16th St.

13. Date of next meeting – October 26, 2022

14. Adjournment – motion to adjourn made by Lynn Hopewell, 2nd by Maya Phillips.
Motion carried 6-0-0-1 (Elio Noyas absent). Meeting adjourned at 7:30pm.