

Hidden Meadows Community Sponsor Group

Covering the area bordered by Escondido, 1-15, Valley Center, & Circle R

Meeting location: The Hidden Meadows Community Center, 10141 Meadow Glen Way East

27 August 2009, at 7:00 p.m.

FINAL MINUTES

- 1) CALL TO ORDER: Robert Frey, Chair 7 PM
- 2) ROLL CALL: Quorum established: Alter, Brick, Bruemmer, Coultas, Cox, Esparza, Frey and Sealey. Cook was excused.
- 3) PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA
- 4) MINUTES of 23 July 2009 approved unanimously with corrections except Sealey abstained
- 5) OPEN FORUM: Discussed responding to the DPLU/PLDO Priority Letter. Frey said he would craft the letter with Coultas participating. It was moved and passed unanimously that the finished letter should be sent to Park Development Chief, Charles Marchesano in response, with copies to the Parks Director, Brian Albright and the Deputy Chief Administrative Officer, Chandra Waller.
- 6) ADMINISTRATIVE ITEMS/CORRESPONDENCE:

A motion to re-appoint Joan Van Ingen to another term with the I-15 Design Review Board was approved unanimously.
- 7) PUBLIC REVIEW / ACTION ITEMS
 - a) Traffic Study – Francl

Francl reported that only one traffic suggestion was accepted and that was to cut back the foliage for visibility at Cerveza Baja and Mountain Meadow Rd. Francl asked the Sponsor Group to contact the CHP captain in Oceanside regarding the remaining issues. : Fry suggested that we select items 4,6,9 and concentrate on those items. Motion that we accept the traffic report approved unanimously. Complete report is included below.
 - b) Hidden Meadows Community Plan – Frey moved to make editorial changes and accept the Hidden Meadows Community Plan. Brick said she would edit the conservation section and send it to Coultas and Esparza for comment.
- 8) INFORMATION ONLY ITEMS:

Coultas asked about the American flag display respect at the fountain store. Frey suggested that it was a matter for the I-15 committee and Coultas said he would contact Joan Van Ingen so she could take appropriate action

EDCO Presentation to Valley Center Planning Group – Coultas attended the meeting which consisted of Edco executives presenting the preliminary plans for a Valley Center composting facility. Concerns for traffic increases, odor control, highway degradation, and noise were expressed.
- 9) ADJOURNMENT 9:10 PM

Report to HM Sponsor Group Regarding Traffic Study Request

August 27, 2009

In February of this year, we prepared a traffic study request for the San Diego Traffic Advisory Committee (TAC). That request was forwarded to the Department of Public Works (DPW). After four months, they have completed their analysis summarized below with the detail attached. **Traffic Study Results**

1. Mountain Meadow Rd. between Centre City Pkwy. & Hidden Meadows Rd. (Excessive speed) County recommends increasing the speed limit to 55 mph and certify it for radar.
2. Mountain Meadow Rd. between Hidden Meadows Rd. & Vista Montanoso Rd. (Road width) This section of the roadway needs to be totally reconstructed. The County does not ordinarily fund this type of construction.
3. Hidden Meadows Rd. between Mountain Meadow Rd. & Granite Ridge Rd. (Excessive speed) This roadway has still not been accepted by the County as there are several deficiencies that Graystone has not resolved.
4. Meadow Glen Way West between Meadow Glen Way East & the Rimrock gate (Excessive speed) The engineering of this roadway is sufficient. This is an enforcement issue. (See attached detail.)
5. Meadow Glen Way East between Granite Ridge Rd. & Glenmeade Way (Excessive speed) Roadway west of Mountain Meadow Rd. does not meet the criteria for a 25 mph limit.
6. Intersection of Mountain Meadow Rd. & Hidden Meadows Rd. (Traffic control) Intersection meets county standards.
7. Intersection of Mountain Meadow Rd. & Cerveza Baja Rd. (Line of sight) Overgrown vegetation removed.
8. Intersection of Mountain Meadow Rd. & Glenmeade Way (Traffic control) Intersection meets county standards.
9. Intersection of Mountain Meadow Rd. & Meadow Glen Way East (Traffic control) Disregard for stop sign is a traffic enforcement issue.

Recommended Action We ask that the Hidden Meadows Community Sponsor Group formally request Capt. Deb Shroder, California Highway Patrol (CHP) provide enforcement for issues 4, 5, 6 and 9. Should her response attempt to shift the blame on roadway engineering, then we ask that these issues be forwarded to the TAC so that the CHP & DPW work out their differences formally at a TAC meeting. Should the CHP indicate a reluctance to provide even minimal enforcement to these roadways, then we recommend that the Sponsor Group invite Capt. Shroder to a meeting where the community can present its case.

Submitted By Thomas Francl 28993 Mountain Meadow Rd. Escondido, CA 92026 760-751-1111 Michael Knapp 28231 Meadow Glen Way West Escondido, CA 92026 760-297-1287

MEADOW GLEN WAY WEST BETWEEN MEADOW GLEN WAY EAST & THE RIMROCK GATE (EXCESSIVE SPEED)

DPW SUMMARY FINDING: The engineering of this roadway is sufficient. This is an enforcement issue. **RESIDENT RESPONSE:** 8/15/2009

- Staff reviewed the segment of Meadow Glen Way West on June 2007 and as a result, 25 mph signs were installed on Meadow Glen Way West from Meadow Glen Way East to the end of County maintained segment. Additionally, in September 2008 staff installed “radar enforced” signs below the existing 25 mph signs and sent formal correspondence to the Oceanside Office of the California Highway Patrol (CHP) requesting radar enforcement of the 25 mph speed limit.
- The June 2007 speed limit review was made at the request of the 10 new residents on Meadow Glen Way West as a result of excessive speed and two property damage accidents that occurred in this 1/10 of a mile strip of the roadway which opened for through traffic in May 2006. Curiously, the newly connected segments of Meadow Glen Way West when opened were void of speed limit signs and the painted “edging” that is prominent on adjoining roadways.
 - More than a dozen telephone calls were made in to the Oceanside CHP offices in regards to the speeding issue all culminating with a no response. The only occasions reported from the neighborhood noting a presence of CHP vehicles was to report the accidents mentioned above. CHP was clear and stated their belief that without some sort of mitigating engineering to transition traffic from an undefined speed limit into the residential area, the perpetual speeding issue would never be resolved.
 - In 2007/2008, despite at least another dozen complaints from local residents to the CHP offices reporting the consistent ignorance of the posted 25 MPH speed, coupled with no response over another year’s time, we requested from the Department of Public Works (at the suggestion of CHP) to perform a validation of the speeding problem and ask for recommendations in mitigating the speeding issue. During this time residents reported a perceived increase in both traffic and speed on the roadway, witnessed several speed related near misses towards pedestrian traffic (frequently children) that are required to share the road with vehicles. Locally, residents endured the absolute disturbance of safety and neighborhood tranquility that follows with excessive vehicular speed through residential areas, including several close calls related to entering and exiting their driveways or in retrieving mail from the common mailbox. Clearly, a portion of the increase in traffic and infractions were caused from the use of the road for construction vehicles working on the RimRock housing development.
- September 2008 DPW provided details of the speed and traffic surveys conducted initially in late August for an area 300 ft north of a 90 degree turn in the road and a redo (due to apparent vandalism of the original tubes place on the roadway) of an east/west portion of Meadow Glen

Way West positioned at the 25 MPH speed limit sign, before the tennis court entrance, in early September 2008.

The report back from Michael Robinson's office on September 15, 2008 stated that the 31 MPH or lower speed recorded by 85% of drivers on the north-south segment is within reasonable limits for a residential neighborhood.

- A few observations: ○

1. The area where the speed was measured was placed close to the crest of a hill gradient of over 10%, approximately 300 feet above the 15 mph recommended speed @ the 90 degree turn heading north. Notwithstanding the natural speed resistance of driving up the hill, the location was also set approximately 100 feet before another 90 degree left turn. This turn into Indian Creek Way was identified as the area where over 85% of the measured Meadow Glen Way West traffic is likely to originate from. Logically, traffic would slow for the 90 degree left turn.

- 2. Reversing direction and traveling south, presumably most of the vehicles just turned onto Meadow Glen Way West from Indian Creek Way. The driver immediately faces a 10 MPH recommended speed just 300 feet in front of the spot where the speeds were measured, then travels down a 10% plus gradient to an immediate 90 degree right turn.

- 3. With the details factored, it is difficult to visualize that the typical driver is one taking a cautious approach in a residential neighborhood given the speeds and conditions; certainly the speeds reported were not indicative of normal road conditions while traveling the majority of Meadow Glen Way West.

- 4. At the risk of Monday morning quarterbacking, speed monitoring at a location a few hundred feet up the road would have reported more indicative and undoubtedly higher speed figures.

- • Perhaps a mistake, but curious that the 85% number is rounded *down* from the 31.8 MPH reported in the survey.

The East-West measurements reported 36.7 MPH or less for 85% of drivers, traveling Meadow Glen Way West. This was reported from Michael Robinson's office as slightly higher than what is expected for residential areas.

- Comments: ○ It was also reported that over 91% of all (averaged at 1350 daily trips) drivers exceeded the 25 MPH speed limit. Evidently this is not a coincidence that it's the same percentage of drivers estimated to travel *thru* the new stretch of

Meadow Glen Way West, to and from locations north.

- Intuitively and demonstrably, the 9% (approximately 120 trips) of daily traffic generated from the 10 new homes which are located just west of the East/West speed measurements would account for the majority of speeds recorded under or around the speed limit. Additionally and conservatively estimated, another 30 trips of slow travel were generated from traffic to and from the tennis court and adjoining playground area and from golf carts driving to the nearby golf course.
 - With these logical adjustments it shows that the minimum speed of pass thru traffic is at least 10% over the posted minimum. Median speed of the pass thru traffic would certainly rise above the 32 MPH reported and the 85% noted should easily rise above 38 MPH – over 50% above the legal limit.
 - Approximately 1 out of every 3 cars passing thru currently drives at speeds over 10 MPH (40%) above the legal limit.
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- As a result of your recent request, staff re-reviewed the segment and took note of the existing 25 mph signs with radar enforcement signs posted along Meadow Glen Way West. The County of San Diego maintains approximately 4,000' of Meadow Glen Way West, west of Meadow Glen Way East. The remaining portion of Meadow Glen Way West, beyond the maintained 4,000' to Rimrock gate, is private.
 - The roadway appears to be operating in a safe manner as evidenced by staff's observation and supported by the lack of additional collisions after the roadway was radar enforced. The most effective means to address unreasonable driver behavior is through enforcement efforts. Staff will forward your concern to the Oceanside CHP for their review. You may also wish to directly contact the Oceanside CHP at (760) 7571675 to request heightened enforcement of the posted speed limit on Meadow Glen Way West.
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- The “safe” manner “evidenced” is simply an insult to those of us who witness just the opposite and are threatened daily just leaving our homes or walking our streets. The speed data evidence accumulated in 2008 clearly contradicts this “observed evidence”. Vehicular accident data, over the 3 years the road has been open to thru traffic, we seriously doubt supports a “safe” environment given the traffic volume and 1/10 of a mile focus. The radar enforcement signs have done nothing to modify driver behavior, if anything the lack of enforcement since their posting has provided an incentive for unreasonable driver behavior.
 - We don't necessarily contest the notion that enforcement is an effective tool but the fact of the matter is that it has proven to be an impractical directive. No less than 30 complaints have been filed to CHP since 2006; including several after DPW validated the speeding issue with the survey conducted in 2008 and notified the Oceanside Office with 2 separate letters. To date no assistance from CHP has been evidenced. In contrast, CHP has voiced their objection to sole responsibility for the issues on Meadow Glen Way West. In November of 2008, Officer Newbury of the Oceanside CHP e-mailed a request to Maria Lopez for engineering assistance for Meadow Glen Way West, stating clearly that they do not have the staff to effectively patrol the road.

- Not intending to take sides but given the sheer frequency of drivers ignoring the limits placed on the roads, we concur that an engineering solution should be considered. Previous inquiries towards DPW regarding specific engineering tools such as the potential for speed radar signs and the of providing a painted road edging, such as the ones provided on the adjacent Meadow Glen Way East, have not been followed up or ignored.
- Speaking for the residents of the Highland Community on Meadow Glen Way West, we are very disappointed, without assigning blame, in the agencies responsible for keeping the community streets safe for our friends, family and neighbors. In what appears to be a classic bad example of bureaucratic finger pointing, the community endures disservice through lack of any action towards the safety of its citizens.

Mike Knapp 28231 Meadow Glen
Way West Escondido, CA 92026 858
603 3432

Report to HM Sponsor Group Regarding Traffic Study Request

Detailed Discussion

An engineering study on the following roadways was requested of the County Department of Public Works in March. Their responses are shown in red.

Mountain Meadow Rd. between Centre City Pkwy. & Hidden Meadows Rd. This four lane roadway was reconstructed in 1997 and handles 99% of the traffic in and out of Hidden Meadows. The current speed limit is 50 mph but the roadway is engineered for a greater speed. **County staff recommends increasing the speed limit to 55 mph and certify it for radar.**

Mountain Meadow Rd. between Hidden Meadows Rd. & Vista Montanoso Rd.

This two lane section of Mountain Meadow Rd. ranges from a divided road to one that is very narrow. A golf cart crossing is marked and noticed by most drivers. The most dangerous portion of this roadway is between Tricia Pl. and Cerveza Baja Dr. due to its narrow width and location of mailboxes, trash cans, etc. It is very risky for walkers, bicycles, and joggers. The foliage at this part of the roadway partially blocks the line-of-sight of vehicles entering from Cerveza Baja Dr. The speed limit of 35 mph is in effect for the entire section.

Staff reviewed Mountain Meadow Road from Hidden Meadow Road to Vista Montanoso Road for pedestrian safety. There is an existing 6' dirt shoulder on the west side of Mountain Meadow Road from Hidden Meadow Road to Meadow Glen Way East that provides an adequate walk path for pedestrians. Staff also determined there have been no reported collisions involving pedestrians or bicyclists along Mountain Meadow Road. It appears that the majority of roadway users, including pedestrians and bicyclists, are interacting with one another in a safe manner. However, if the community is interested in pursuing a formal walk path/sidewalk along Mountain Meadow Road, or wishes to continue the walk path to Vista Montanoso, the most effective means to address this issue is through the Community Planning or Sponsor Group (CPG or CSG). The CPG or CSG identifies locations throughout their community they feel will benefit most from a walk path or sidewalk installation. The locations are then forwarded by the CPG or CSG to the County's Capital Improvement Project Section for their review and ranking. You may wish to contact the Hidden Meadows CSG to determine if they would support installation of a walk path or sidewalk along Mountain Meadow Road. The CSG Chairperson is Robert Frey and he can be reached at rhfrey@earthlink.net.

Hidden Meadows Rd. between Mountain Meadow Rd. & Granite Ridge Rd.

This two lane roadway is engineered to eventually handle additional lanes as part of the County's (distant) future SC990 plan. The "inferred" speed limit is 50 mph for vehicles arriving via Mountain Meadow Rd. but because there are no speed limit signs, some might assume that the limit is 55 mph. Regardless, observed speeds are in excess of 65 mph due to the road design. Vehicles exiting the gated development Golden Leaf Pl. are at risk due to a westbound blind curve on Hidden Meadows Rd. There was a recent collision with a rollover at this intersection.

Staff reviewed the segment of Hidden Meadow Road from Mountain Meadow Road to Granite Ridge Road for excessive speeding. Currently, the County only maintains 430' of Hidden Meadow Road north of Mountain Meadow Road. Hidden Meadow Road from the termination of the County maintained portion to Granite Ridge Road (Approx.

4,000') is currently under inspection and has not been accepted into the County maintained system. Staff will re-evaluate Hidden Meadow Road for a formal speed limit posting once the segment has been accepted into the County maintained system.

Meadow Glen Way East between Granite Ridge Rd. & Glenmeade Way

This roadway is a perennial problem due to the changes in elevation, curves, and traffic volume. While volumes have been greatly reduced in recent years, the posted 25 mph limit is frequently exceeded. There are no speed limit signs west of Mountain Meadow Rd. A "Residential District" speed limit of 25 mph cannot be posted as there are only 14 homes along MGWE west of Mountain Meadow Rd. State laws require 28 qualifying homes.

Meadow Glen Way West between Meadow Glen Way East & the Rimrock gate This road has been analyzed in three distinct sections:

1. Meadow Glen Way East to Moss Tree Ln. This new section of the road is well engineered and populated with homes at the western end. There is no speed limit signage and large percentages of vehicles exceed the intended 25 mph limit. One of the authors resides on this street and his parked car was recently hit. A recent traffic study revealed that virtually all traffic passing through this new section travels in excess of the intended speed limit.
2. Moss Tree Ln. to Sage Hill Rd. This section is much narrower than the above section and has a significant elevation change. Downhill speeds are excessive and no speed limit signs are present. A 10 mph, 110 degree turn at Moss Tree Ln. makes the excessive speeds particularly precarious.
3. Sage Hill Rd. to Rimrock Gate A much wider and less populated section of the roadway. Vehicles frequently exceed the limit and injury accidents have occurred in this area. No speed limit signs are present

As a result of your recent request, staff re-reviewed the segment and took note of the existing 25 mph signs with radar enforcement signs posted along Meadow Glen Way West. The County of San Diego maintains approximately 4,000' of Meadow Glen Way West, west of Meadow Glen Way East. The remaining portion of Meadow Glen Way West, beyond the maintained 4,000' to Rimrock gate, is private. The roadway appears to be operating in a safe manner as evidenced by staff's observation and supported by the lack of additional collisions after the roadway was radar enforced. The most effective means to address unreasonable driver behavior is through enforcement efforts. Staff will forward your concern to the Oceanside CHP for their review. You may also wish to directly contact the Oceanside CHP at (760) 7571675 to request heightened enforcement of the posted speed limit on Meadow Glen Way West.

Intersection of Mountain Meadow Rd. & Hidden Meadows Rd.

This intersection has been a problem ever since it was completed some five years ago. County staff have been aware of the difficulties with this intersection for years but nothing has been done. Eastbound traffic on Mountain Meadow Rd. has no traffic control and travels at a good clip because of the downhill grade. The majority of the vehicles execute a left turn to continue on Mountain Meadow Rd. Traffic southbound on Mountain Meadow Rd. have a yield sign but many drivers to come to a complete stop before proceeding. Most turn right to continue on Mountain Meadow Rd.

The westbound traffic on Hidden Meadows Rd. accounts for the least number of vehicles and drivers are challenged to proceed due to traffic flow and the determining the intention of the oncoming drivers. It is difficult to tell if eastbound drivers will be turning north or going straight until they enter the intersection. Occasionally, these westbound drivers misjudge that traffic and pull out in front of that traffic, sometimes on purpose.

The intersection of Mountain Meadow Road and Hidden Meadow Road was previously reviewed by the Traffic Advisory Committee (TAC) for an all-way stop in June 2008. It was noted at that time that the predominant flow of

traffic was eastbound to northbound turn movements and southbound to westbound turning movements at the intersection. Consequently, a stop sign was installed on Hidden Meadow Road (minor leg) to assign the right-of-way to the predominant flow of traffic on Mountain Meadow Road (major leg). The intersection appears to be operating well with its existing right-of-way controls, as evidenced by staff's recent observation and supported by the lack of reported collisions over the past 5 years. Staff does not recommend modification to the existing right-of-way controls at this time.

Intersection of Mountain Meadow Rd. & Cerveza Baja Rd.

Westbound Cerveza Baja Drive tees at Mountain Meadow Rd. and has limited visibility of traffic approaching northbound on Mountain Meadow Rd.

Staff also conducted a sight distance review at the intersection of Mountain Meadow Road and Cerveza Baja Drive. Staff determined the sight distance is reduced as a result of vegetation located on the south east corner of the intersection. Staff will forward a removal letter to the adjacent property owner requesting removal of the vegetation to enhance sight distance looking south. The overgrown vegetation has been removed.

Intersection of Mountain Meadow Rd. & Glenmeade Way Eastbound traffic on Glenmeade Way has limited visibility of traffic approaching northbound on Mountain Meadow Rd. Drivers at night who are unfamiliar with the fact that the road tees there have a tendency to continue eastbound onto a private driveway without stopping. Property damage has resulted.

Upon review, it was noted the intersection of Mountain Meadow Road and Glenmeade Way was visible from over 200 feet away while approaching from Glenmeade Way. The available visibility provides motorists with enough information to determine when they can safely enter/exit the intersection. The intersection appears to be operating in a safe manner as evidenced by staff's observation and supported by the lack of collisions in the past 5 years.

Intersection of Mountain Meadow Rd. & Meadow Glen Way East This four-way stop has the highest number of average daily trips in the community. Not only are drivers accustomed to the traditional "California Stop" which does not require their wheels to stop moving but too many drivers sail right through the intersection at 15 to 20 mph. This is not considered an traffic engineering issue. No action taken.