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Memorandum

To/Attention John Amberson
David DiPierro

Date September 15, 2010

From Tuere Fa'aola
Don Murphy

Project No 28576

Subject **Jeffries Ranch September 13th Public Meeting #2 Summary**

On Monday, September 13, 2010 the City held a second public meeting to discuss with the Jeffries Ranch community alternative public access. The objectives of the meeting were to:

- Review What Had Taken Place to Date
- Discuss the Two Recommended Potential Alternative Public Access Options for the Jeffries Ranch Neighborhood
- Discuss the Next Steps

Alternatives Presentation:

City staff opened the meeting with a discussion on what had taken place to date since the August 17th public meeting. A brief overview of the previous August 17th public meeting was discussed. Due to further review of the environmental constraints and overall time and costs constraints, the eastern alternatives proposed at the August 17th meeting were determined not feasible as compared to the western alternatives proposed. The western alternatives were viewed as near term and a more realistic approach to move forward with in the feasibility study. The eastern alternatives had environmental constraints, issues related to the SDG&E gas line, and a hardline biological open space preservation agreement with the US Fish & Wildlife Service and California Department of Fish & Game. The permitting process to mitigate or purchase the land to provide an alternative access could take more than 10 years and cost multi-millions. In addition, City staff was given direction that the overall goal of the project is to restore access at Jeffries Ranch Road/SR-76. Based on direction given to City staff and the overwhelming obstacles to overcome for the eastern alternatives, the western alternatives were seen as more viable.

A “Do Nothing” alternative was presented to the group. If the community would prefer to do nothing instead of restoring access to Jeffries Ranch Road/SR-76, then it would leave open the opportunity to provide additional enhancements to the community. The land south of SR-76 would remain vacant and presents the opportunity to provide new trails (equestrian, walking, or bike) and open space, or could be revegetated with native trees and plants. Regardless, a “Do Nothing” scenario will be included in the feasibility study.

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The Consultant team discussed the installation of a signal at Jeffries Ranch Rd and SR-76 as the most desired alternative by the community. However, the issues associated with the installation of the signal were reiterated. These include the inadequate queue space for eastbound left-turning trucks for the Singh Property, conflicts with Caltrans intersection spacing requirements, potential degradation of the regional operations for SR-76 as an expressway, and the fact that Caltrans has stated they would not approve the installation of the signal.

The Consultant team provided boards that displayed the two recommended alternatives for the group to follow during the discussion. The two alternatives that were recommended for further design and analysis were the Frontage Road from Jeffries Ranch Road to the New Signal on SR-76 and a Right-In/Right-Out Only Option at Jeffries Ranch/SR-76.

The Consultant team explained the reasons behind why the frontage road and right-in/out options were feasible from a design, traffic and environmental view point. In addition, the preliminary costs and timeline associated with each alternative was discussed. The frontage road option was estimated to take approximately 2 years and cost approximately \$2 million. The right-in/right-out option was estimated to take approximately 1 ½ years and cost approximately \$1 million. The preliminary cost estimates and timeline assume that no substantial delays would occur and are based on conceptual designs.

City staff concluded the presentation by discussing the project's next steps. The next steps include completing the feasibility study by the end of October. The feasibility study will include the frontage road option design and analysis and the right-in/right-out design and analysis. The City will continue to explore the signal at Jeffries Ranch Rd/SR-76 with Caltrans. Once the feasibility study is complete, it will be published for review on the project website (located on the City of Oceanside's website) and discussed during a Council Workshop in late October/early November.

Question & Answer Session:

After the presentation of the two recommended alternatives presented by City staff and the Consultant team, the meeting was opened up to questions.

The residents of Jeffries Ranch brought up several safety and emergency access concerns. Residents were concerned with providing a secondary access if there is an emergency closure of SR-76. Several residents stated that providing access that pushes everyone to the east should a fire occur (usually to the east) is not the best option. One resident inquired about providing eastern access via Belmont Park Road/Hutchinson Street. It was agreed that an emergency closure of SR-76 should have a process that allows access to/from the Jeffries Ranch community.

It was also stated by the residents that fire response times have increased since the closure of Jeffries Ranch Road. The increased pedestrian activity on SR-76 from the VUSD Magnet school was a concern of some residents. In addition, residents would like alternative ways to reduce traffic volumes on Jeffries Ranch Road and/or additional traffic calming measures. There is concern that providing a secondary access on SR-76 will encourage cut-thru traffic once Melrose Drive connects to North Santa Fe Avenue.

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The group provided some additional input on other alternatives they felt should be considered. One alternative was the Ranch View Road access to the new signal on SR-76. City staff reiterated that this alternative was proposed but received very little support from the community. The issue of putting a signal at the Jeffries Ranch Road/SR-76 intersection instead of the proposed location for Singh Property was discussed and still viewed as the most preferred alternative by the community.

Overall, there was support to restore access from Jeffries Ranch Road to SR-76 either through the use of a frontage road or a right-in/right-out option. However, there were several people who would prefer access at Jeffries Ranch Road to remain closed or provide right-out only access.

One issue not related to access, but still important to the community, was the Jeffries Ranch monument sign for the neighborhood. City staff informed the community that Caltrans is working on renderings for a new sign and indicated that they are willing to work with the community on the design and placement of a new sign.

There were 55 people in attendance based on those who signed the sign-in sheet. The sign-in sheets and written comment sheets collected are attached for your reference.