Rancho Bernardo Community Planning Board

12463 Rancho Bernardo Road #523, San Diego, CA 92128

www.rbplanningboard.com

TRAFFIC & TRANSPORTATION COMMITTEE MEETING

MEETING MINUTES

MONDAY, May 4, 2026 – 6:30 PM

7 Oaks Community Center, 16789 Bernardo Oaks Dr, San Diego, CA 92128

Public participation is encouraged, but note that due to controlled access to the Meeting Room, please arrive at the Seven Oaks Community Center entrance gate by 6:25 PM to attend the meeting.

MEETING AGENDA

1. Call to Order – Chair at 6:30 pm
2. Roll Call –
    a. In attendance: Jim Nadlonek, Gary Long, Hugh Rothman and Emily Liebscher
    b. Absent: Robin Kaufman and Don Meyers
3. Chairs Remarks – the Traffic and Transportation committee has not met in a period of time felt there were a couple of items to discuss.
4. Public Comment - Limited to 3 minutes each (for items not on the agenda) - none
5. Approval of the Minutes – None to review or approve
6. Discussion/Action Items:

A. Establish defined meeting time at 6:00 pm or 6:30 pm. The group voted to have future meeting at 6:00 pm. Hugh Rothman made the motion and Jim Nadlonek seconded the motion. All voted in favor for the 6:00 pm start time.

B. **Update on Rancho Bernardo Road (RB Road) between Pomerado and Rancho Bernardo Center Drive:**

a. Issue: Off hour traffic accidents either with cars totaled or damaged or side swiped during the middle of the night
b. Contact has been made for The Villas HOA No.1 (No. 1) has been made via Elite Management. The Board has shown interest in the traffic accident mitigation evaluation
c. Contact for The Villas No.2 HOA (No.2) was made via the initial contact to No. 1 since Elite Management
d. Need data for review to assist in any road modifications
e. Both boards have an interest to reduce traffic accidents that occur at nighttime
f. When stated 1 to 2 accidents (major) happen per year, the response from a HOA Board member mentioned it is very likely to have more than 1 to 2 accidents occur per year
g. Information: Meeting with Luis Anjulo, Community Relations Officer (CRO) and discussed at previous RB Community Plan Board meeting:
    i. During the meeting on March 10 the request for any data on traffic accidents

1. Note: San Diego Police on record injury accidents and self-reporting accidents to address insurance claims

ii. DUI Checkpoint is not suitable since the checkpoints are funded via grants and typically target high incidence DUI areas

h. History of the Rancho Bernado Road was a dirt road and used as an entrance into the "Ranch"

i. RB Community Plan discuss work within existing right-of -way by "narrowing median for a section of Bernardo Center Drive between I-15 and Lomica Drive"
   i. Hence, precedent narrowing of median can be considered

j. Potential Actions for Consideration and Review
   i. Meet with HOA Board or Board members
   ii. Intersection Bulbouts / Pop-Outs that look closer to the orange section in the realigned T-Intersection 5.8.5.5 Bulbouts / Pop-outs– Section 5.8.5.3 (Collision reduction, speed reduction for through traffic, shorten pedestrian crossings)
      1. The pop out to be only on RB Road and not on Bernardo Oaks (or keep the right turn lane from Bernardo Oaks on to RB Road available
      2. Consider a Pop-out for driveway exits from The Villas (2)
   iii. A form of "Protected Intersections" proceeding parked cars at strategic areas
      1. Westbound between Bernardo Oaks and parked cars
      2. Both eastbound and westbound after Acena Drive (the Rancho Bernardo Road curve)
   iv. Use of Chokers / Pinch points with signage indicating narrowing road with reflective paint curbs
   v. Any work to be coordinated with the San Diego Water Authority work along RB Road
   vi. Use "Botts dots" or rumble strips between the lanes of traffic and parked cars for both eastbound and westbound RB Road
   vii. Review impact with the Rancho Bernardo Maintenance Assessment District (MAD)

C. Update on pedestrian and traffic issues in Oaks North on loop Road Paseo Del Verano (SOUTH) / Paseo Del Verano Norte (NORTH):

a. Meeting minutes

b. City of San Diego Street Manual

c. Road observations

d. Issues:
   i. Cars exceeding the speed limit especially during Bernardo Winery complex events
   ii. Speeding cars utilizing the center lane around curves or cutting the corners
   iii. No sidewalk on Bernardo Winery side of the road and no crosswalk from the west side of the road
   iv. No crosswalks on Paseo Del Verano or Paseo Del Verano Norte
   v. Wide road with street marking inconsistency
   vi. Limited sight from side feeder streets / arteries on the SOUTH road

vii. 55+ residents with variety of senior ailments and no street crossing
viii.
ix. SOUTH has limited sight entrance from side feeder street arteries

e. Commonalities between NORTH and SOUTH entrances:

i. Oaks North is a 55+ neighborhood with patio homes, patio homes, and multi-story condos
ii. Extremely wide streets from both SOUTH and NORTH up to Bernardo Winery
    1. SOUTH road appears to be wider than the NORTH road
iii. Street narrows to two lanes near Bernardo Winery with parking on both sides of the street with street parking during winery events
iv. Map apps directions show both SOUTH and NORTH routes for directions to the Bernardo Winery
    1. From south Pomerado, WAVE map app directs you to use the SOUTH road
    2. From south Pomerado, Apple map shows both entrances with SOUTH road shorter in time
    3. Assume the opposite is true if driving from North Pomerado
v. The street is the primary feeder street to the entire neighborhood and more with connection to Bernado Trails Drive
vi. Pedestrian crossing signs but no painted crosswalks
vii. Golf carts are used to traverse to the community center and to both Oaks North Golf Course and The Country Clug of Rancho Bernardo
viii. Approximately 1,964 residences with approximately 809 on the south side and 939 on the north side
ix. Bernardo Winery (Poway area) with several events surrounded by small commercial area along with a museum
x. Farmers Market at the Bernardo Winery is every Friday
xi. No bike lanes or golf cart lanes
xii. Pedestrian crossing sign across Bernardo Winery but no crosswalk on the Bernardo Winery side
xiii. No yellow reflectors in front of Bernardo Winery
xiv. SOUTH side and North side residencies are fairly equal but SOUTH side has
xv. No side walk in front of the Bernardo Winery complex for about 0.2 miles
xvi. Total distance to the Paseo Del Verano / Paseo Del Verano Norte loop road is 1.8 miles
    1. ~1.0 mile SOUTH route to Bernardo Winery commercial area
    2. ~0.8 mile NORTH route to Bernardo Winery commercial area

f. Differences between NORTH and SOUTH entrances up to Bernardo Winery area:

i. SOUTH –
    1. Road with compound and reverse curves and horizontal and vertical curves with limited sight to see traffic for entry onto from street driveways or arteries
    2. Speed limit 30 mph with golf cart sign below speed limit sign
    3. No defined lefthand turn lanes

4. Yellow lane marking for turning left from SOUTH to Calle Cortita does not align with street entrance but rather aligns with the exit from Calle Cortita
5. Double yellow lines faded without any yellow reflectors, accept section between Plaza Fiel and Plaza Maria
6. No yellow reflectors to discourage vehicles from cutting across centerline or for speed reduction
7. The road has 25 side or artery / feeder streets and driveways from condos and homes
8. No stop signs
9. No chevron markings
10. Lanes with faded double yellow painted markings
11. Center lane is unusually wide
12. Yellow lane painting steers the cars closer to the curb area or lane markings steer cars to the inside radius on the curve
13. Less road repaving and more patches
14. No Bernardo Winery signage
15. Red curb by gated community
16. No Bernardo Winery sign at south entrance

ii. *NORTH –*

1. Road with fewer curves
2. Speed limit 35 mph with golf cart sign below speed limit sign
3. Well defined lefthand turn lanes with yellow reflectors
4. Well defined double yellow lines marked with yellow reflectors
5. Less hills and more straight sections of the road
6. The road has 12 side or artery / feeder streets and driveways from condos and homes
7. Lane markings or chevron markings with diagonal markings manages cars away from the curbs
8. Chevrons provide longer sight lines for side street entrance or lanes steer car to the outside radius on the curve
9. One three-way stop sign located at intersection of Fonticello Way and NORTH (approximately 0.8 miles from Pomerado)
10. More recent paving activities
11. Main feeder road is from the La Breccia area.
12. Signage directing traffic to Bernardo Winery is located on Pomerado with sign located on the northeast side of the intersection

g. Potential Actions for Consideration and Review

i. Oaks North traffic study (should be compared to a recent Seven Oaks traffic study)
ii. White Chevron Lane marking with reflectors or “Botts Dots – (round non-reflective plastic/ceramic raised markers) to manage traffic calming
iii. Yellow Chevron Lane for center lanes with Botts Dots to manage speed and vehicles crossing the painted medians

iv. Treatments on Curves – raised pavement markers placed along the centerline (Botts dots or install medians
v. Bike and golf cart lane (note: Oaks North has a connecting tunnel under Pomerado to The Country Club of Rancho Bernardo and Rancho Bernado Inn Golf Course
vi. Verify roads with golf carts are not to exceed 25 mph
vii. Road lumps be considered and not road humps (See City of San Diego Street Design Manual – Section 5.8.4.1)
viii. Crosswalks to be painted on the street
ix. Crosswalk sign with Rectangular Rapid Flashing Beacons (RRFBs) or yellow push button flashing light capabilities
x. Pedestrian island and cut-throughs with RRFBs
xi. Raised crosswalk with RRFBs or with push button flashing light capabilities specifically at the Bernardo Winery area
    1. Since Bernardo Winery signage is via the Paseo Del Verano Norte, the raise sidewalk should be on the SOUTH side of the entrance to Bernardo Winery to promote direction of traffic to Pomerado via the NORTH Road
    2. The Bernardo Winery sign is obscured when travelling north bound on Pomerado
        a. Consider a location for better visibility
xii. Roundabouts at strategic locations for traffic calming caused by Bernardo Winery area visits and events
xiii. Install traffic chicanes for traffic calming
xiv. Speed tables to slow traffic
xv. Flashing speed limit signs at open spaces to minimize impact to house for both South and North
xvi. Install yellow reflectors to mitigate cars crossing the centerline
xvii. Add Chevron markings with Botts Dots on South side lanes
xviii. Review and apply ADA polices to the 55+ neighborhood for crosswalks and street markings
xix. Median Slow Point similar to islands at the entrance to the SOUTH road (slows traffic, creates pedestrian refuge area)
xx. Treatment on Curves See City of San Diego Street Design Manual – Section 5.8.3.4 (prevents or discourage vehicles from cutting across centerline, speed reduction, "Botts dots")
xxi. Utilize group / neighborhood "Get It Done" process as necessary

7. Old Business - None

8. Adjourn – 7:45 pm