

MINUTES

Oceanside Bicycle and Pedestrian Committee

Monday, May 22, 2023 at 9:00 AM

A. Call to Order

B. Attendee Roll Call - Tom, Pete, Mike, Jim Curl, Tom, Ralph Nelson, Steve Sims, Mike Bullock, Arlene w/ Toll Brothers, Emmanuel Perez w/ NCTD, Carlisle w/ Circulate, Michelle, Howard

C. Introductions

D. March Meeting Minutes Approval* - approved as amended

E. Items for Discussion

1. Public Input on the Coastal Rail Trail Improvement Program (Morse to Eaton)

- Carlisle Dockery, Circulate San Diego
 - Outreach now thru summer, first phase
 - Pop events thru summer - buccaneer, sunset market, el corazon, they're open to suggestion on locations as well
 - Passes out surveys that will also be distributed around city, via mail, and on social media. Postcards to go out within 1 mile range of project area.
 - Come back late Fall/early Winter once phase 1 feedback is incorporated
 - Howard explains current route which was designed 15 years ago, without access to NCTD right of way. Buena Vista Audubon Society currently not amenable to a rail trail easement through their property, which would connect directly to the bike/walk path on Carlsbad Blvd.
 - Alternatives - run the trail on the west side of the NCTD ROW and build a tunnel under the railroad near Eaton
 - Ralph - points out the Coast Hwy improvements and the Pacific Avd. sharrows and wonders how it all corresponds. Howard replies that there are different groups of cyclists who're comfortable with different levels of separation from motorists.
 - This would complete the Coastal Rail Trail in Oceanside, making us the 2nd city after Solana Beach to complete it.
 - Ralph curious about usage and concerned about taking away from the street improvements. Howard mentions the rail trail sees about 200 users per day currently. Also points out that the Coast Hwy improvements currently only span from Harbor to Morse.
 - City using Circulate San Diego to assist with planning and outreach. It's a contract.
 - Ralph - would the trail accommodate e-bikes and their speeds? Howard believes so. Also mentions that bike counts are 30% down from the peak of Covid.
 - Mike - asks if Circulate supports transit-oriented development and Carlisle confirms. Mike laments that the Sprinter is neglected in terms of transit

oriented development, the city doesn't seem to care, and that we need help in that area. Tom reminds that the committee helped secure a 14 ft wide bridge there to accommodate active transportation.

- Steve - lives in 55+ community w/ 35 people who ride bikes on a regular basis, who refuse to ride on anything but the San Luis Rey bike path. Putting in a vote for separated bike lanes.
- Tom is supportive of the postcards and the decals on the street (with QR codes). Howard mentions that it took 6 months to secure the grant terms with community outreach because the project would potentially increase property values in the area. Interesting.

2. Oceanside Transit Center Redevelopment (OTC)

○ Summary of signage and wayfinding

- Tom asks Arlene (Toll Brothers) to focus on the signage and wayfinding. Tom presents slides. Need some way to let people know they've arrived at OTC. Slide shows 2 main areas with "gateway signage."
- Also there will be a large "project icon," similar to the large OTC towers that currently exist. Arlene - currently meeting with artists and designers to come up with a cool new design. Wants it to be visible from a distance. Ralph wondering about an electronic sign w/ helpful day-to-day messaging. Arlene ensures there will be a comprehensive signage package to help users of all types - train, bus, bike, walk, car, etc. Mike confirms that Cleveland and Michigan are the 2 streets where gateway signage will be posted.
- "Project ID" is large, building mounted signage to denote Oceanside Station. Also a couple "wall-mounted blades" to accompany the Project ID.
- Each building will also have "Building ID" signage for people
- 4 areas dedicated to public art and/or murals for the community
 - Mike mentions that the public meetings had good representation, including from the LGBTQ+ and indigenous communities. Arlene ensures that community voices are integral to this project.
- Howard - gets confused sometimes on train schedules and which side of the track to be on, etc. as an infrequent user. Mentions that Solana Beach station is well-designed and easy to figure that out, much easier than OTC currently.
- 2 areas for "directional signage" and "directional: wall mounted blade." Tom mentions that OTC will not have a dedicated bike lane, will be striped similar to how Cleveland currently is.
- Lot of "pedestrian/cyclist directional" signage meant to help people find their way within OTC from every ingress and egress, etc. Includes eye-level fixtures, similar to what you might see at malls like UTC.
- Mike mentions a roundabout and renaming Michigan to Transit Center Way. Tom checks to ensure it's still being designed and that add'l

comments could be submitted, also that internal roadways will include sharrows. Howard will invite Coast Highway Corridor Plan city planner to June meeting to discuss these add'l points. Arlene has been talking with the city as well.

- Arlene - the goal is to make sure it all works together so that everyone knows where they are and where to go.
- Mike mentions the need for a swimming pool ("lap pool"), a public pool that could be shared with the hotel guests, etc.
- Steve mentions that the tower looks similar to one at a hotel on Mission Bay that is a successful landmark for visitors. Spurs some add'l discussion of how the tower can be an icon for all visitors. Tom interested in a universal icon for OTC, i.e. a breaking wave, etc. Basically OTC branding.
- Pete - wants to be consistent with the city for bike wayfinding signage, which is usually at-grade paint.
- **Recommendations for Bike Parking and Storage at Oceanside Transit Center (OTC)**
 - Identified 4 types of users.
 - (1) SANDAG bike locker for daily commuters - For a daily commuter who needs security, SANDAG offers a bike locker program. Keys can be secured with a \$25 deposit. Tom thinks sticking with the SANDAG regional program makes the most sense. Currently has 16 bike lockers at OTC which would be the bare minimum for the county's largest transit center. One advantage is that SANDAG manages the lockers and their management, which would save the city and toll brothers some capacity.
 - Ralph - possibility of stacked units for lighter bikes. Also likes that they're perforated and see-through to prevent people from using the lockers for storage.
 - Howard - need to plan for sizing, too, as some newer ebikes are large and look like motorcycles. Carlisle mentions the shape is somewhat triangular, and her Rad ebike barely fits. It is not a large bike either.
 - Pete - wondering about the security of the FOBS. Carlisle ensures that they won't open for everyone, and that the timer for them is 3 days. Not sure what happens after 3 days.
 - Tom wondering if SANDAG tracks them, etc. Carlisle believes so but we're not totally sure. Howard would like to invite someone from SANDAG to discuss these bike lockers as so many questions remain.
 - Ralph wondering about people using for airport, Howard thinks the 3 day limit is good to stop people from using them as storage.
 - (2) Sturdy grid bike racks - for more casual users, grid bike racks should be liberally distributed around OTC.

- Jim wondering if the racks would be covered by security cam. Tom not sure. Ralph reiterates they should be in highly visible locations. Tom agrees. Put them right in front of high-use buildings, etc.
- Steve - an alternative would be to work with local restaurants/businesses to facilitate more secure bike parking, i.e. bike valet. Great security for casual users with expensive bikes.
- (3) Bike shed or station for apartment residents
 - Some sort of lockup/storage cage for residents. Santa Ana train station has a nice one, one at Oceanside City Hall too. Also may need charging for ebikes, too, although most batteries are removable as well.
 - Ralph - wondering about fire threat of ebikes. Usually with cheaper ebikes.
- (4) Docking Stations for eventual city contractor for bike share.
- Mike - thinks the application for bike lockers can be a deterrent and there should be people at OTC to help users with application, questions, etc. Much better if they can do it on the spot.
- Steve - 15-20 years ago the state had a major bike commuter program. Asked hotels for similar bike lockers for commuters, plus option of changing room and showers, etc. Howard mentioning that there are currently no real requirements for bike parking. Tom reminds there is an ordinance on file for new developments, but it's not for residential. Howard recommends we advocate for better bike parking requirements for residential.
- Tom overlaid recommended types of bike parking on a map of the OTC redevelopment.
 - Includes bike rack grids, underground bike shed storage for apartment residents, bike share, and SANDAG bike lockers. If it can't all go in at once, recommendation is for prioritizing public bike parking near transit entrances, then spread out to build add'l capacity.
 - Pete - racks near beach need to be stainless steel. Why didn't we consider the city-issued inverted u-lock racks. Mainly due to capacity, density. They basically fit only 1 bike on each side.
 - Howard impressed by Tom and Ralph's work on this map. Would like to see some branding as well. And ensuring that ebikes fit in the containers.
 - Steve recommends looking up VeloCity convention as an international convention that features all the latest in bike parking and other infrastructure.

3. El Corazon Development Plans

- Tom - follows up on the letter to the Planning Commission. What was approved is totally at odds with the El Corazon Specific Plan. They approved 4 drive-thru

restaurants, a car wash, and a gas station. Planning Commission voted 6-1 in support of this plan. Tom trying to get a meeting with the city staff. Also feels the public outreach on this item was not handled correctly. Our letter was not even included in the public correspondence.

- Howard to give Tom a contact at the planning department.
- Complete disconnect between the city's El Corazon plan, Climate Action Plan, Transit Management ordinance, and what was approved.
- Howard - objective was to develop this area in a way to support the park development.

4. City of Oceanside Bike Map

- Howard presents. Has been working on it part-time for a year. Looks like a laminated brochure with both a route map on one side, and safety information on the other. New safety info includes ebike class information, speed limits on bike paths, etc.
- Tom can send out for review prior to next month's meeting for feedback
- Mike - wondering if he publicizes the cycling skills classes. Howard ensures that they are included on the map and pulls up that section of the map. It features a description, signup information, and contact info. Mike would like them to add comments that it includes sharing the road with cars.
- Ralph - concerned with how much information is presented on one flyer. Tom gives a visual that it's a larger, foldout map.
- Mike - is there a website for the cycling skills class and can it be on the map? Currently includes a phone number and SD County Bike Coalition website.

5. Follow-up on Cycling Safety Improvements on SR-76

- Caltrans confirmed safety improvements are slated for 2025. This is great because it's scheduled and funded.
- Also widening sidewalks and adding lighting to the Brooks St bridge in 2026. And putting lights in front of right turns on Mission Ave.
- Ralph - eastbound on the 76, under the 5, the ramp from northbound 5 to eastbound 76 is currently dangerous for cyclists. Cars are not visible and come down the offramp at highway speeds. Either need to stop bike traffic or slow down the cars.
- Also looking to do feasibility study on a class 1 path I-5 all the way from Harbor to San Onofre, on the West side.

6. Safe Routes to School

- Laurel Street Elementary Caltrans Cycle 4 Grant
 - People have turned against the roundabouts/traffic circle, including the Mayor. Grant is behind schedule. Need to appease the mayor on this somehow. Would be replacing a 5 street intersection area with stop signs on one side.

- Mike - this is an engineering question as to what is safest and what moves people the best, not a community opinion question. Traffic circles are definitely the best option according to studies (Alta).
- Michelle - Mayor has supported traffic circles for other projects at SANDAG.
- Mike - need to get this in front of City Council if Mayor won't budge. Very hard to change a Caltrans grant once it's in motion.
- Ebike class - next month.
- Bike rodeos - nothing going to happen until next year
- Coastal Rail Trail - already discussed. Good news is that the district rated our grant application as the #1 priority in the region.
- Green paint - used them in conflict zones, not the entire route. City switching to a much brighter, lime green color for future painting. More visible. Also includes reflective beads. It holds up better on the road.
- Class IV bike lane - shows photo of a method using a row of parking curbs and plastic road separator pikes. Could solve the problem of parents parking in a painted bike lane near a High school at Melrose Dr., north of 76.
 - Ralph - same problem on Mesa Dr. near Rancho Del Oro, also near a school. Ralph would rather navigate the lane w/ sharrows than deal with the separated bike lane, which makes it hard to cross the road.
 - Mike - agrees that these bike pathways are difficult when there are driveways and right turns, but in this area neither of those exist so he supports it.
 - Howard - code enforcement has not worked and OPD not so willing to issue tickets here, meanwhile ebike usage is going up. Howard details an accident that happened in a similar situation several years back, this is what he wants to prevent. The school has one of the best circulation plans in the City, but parents don't want to use it because it slows them down.
- Crown Heights
 - Submitted grant request for improved lighting and flashing beacons near Center & Horn St., and lighting across Brooks St. bridge. Will know in about 4 months whether we get grant or not.

Additional:

- Mike continuing talks with Arlene about managed parking and how it should generate financial earnings for the people for whom the parking is built.
- Howard - please report longitudinal cracks in bike lanes, shows example on Melrose near high school. Pete mentions there are some on Coast Hwy. City is liable for accidents if people get hurt, so motivated to fix them.
- Ralph - concerned about the El Corazon gas stations, making it easier for people to drive. Gas should be more expensive.
- Howard - there is commitment to adding a pump track at El Corazon.

- Tom - for next meeting. Hoping for Kimberly with the City to discuss Coast Hwy improvements, and also someone from iCommute to talk about bike lockers.
- Pete - Race Across America (RAAM) is prior to the next meeting, on 6/13 and 6/17. Several committee members will be assisting, including Steve and Pete. Howard also mentions that OPD will no longer be doing traffic control for future RAMs, and a private traffic control service will need to be used.