

MINUTES

Oceanside Bicycle and Pedestrian Committee Monday, November 20, 2023 at 9:00 AM

1. Call to Order

2. Attendee Roll Call

- Kevin R., Steve S. Tom F., Joel W., Ricky C., Mitch S., Kimberly C (City planner, rail trail project manager & Parks & Recs), Howard LG, Tom L., Andrew Prescott (city consultant), Pete P., Steve S., Natalia (County active transportation), Kymberly Corbin (City Engineering)

3. Introductions

4. October Meeting Minutes Approval*

5. Items for Discussion

a. Annual Election of Committee Officers

As required by the Committee By-Laws, each year at the last meeting, the Committee elects its officers for the following calendar year. The current Committee officers are:

Chair – Tom Lichterman

Co-Chair – Jim Curl

Secretary – Mitch Silverstein

Community Outreach Lead – Mike Bullock

Publicity Officer – Michelle Martini-Brown

Kevin Reed offered to run for Co-Chair Position. Michelle is not available to continue as Publicity Officer in 2024.

- Chair moved to keep Chair position, elect Kevin as co-chair, Mitch & Mike to remain in their elected positions - VOTE PASSES. Publicity Officer position to be filled at a future meeting.

b. Loma Alta Creek Bridge Design and Connections

Kymberly Corbin, P.E., Associate Engineer with the City, updated the Committee on the status of the Loma Alta Creek Bridge Design and Connectors project.

- Approved design to be completed by Dokken Engineering. ROW permits from NCTD now obtained. Survey finished, working towards 65% design. Working

on the “LOMR CLOMR” (Letters of Map Revision and Conditional Letters of Map Revision), an environmental analysis re: flood levels, etc. Expecting a “no effect” which will mean the plan moves forward.

- One of the challenges has been coordinating this project with other projects in the area (Buccaneer lift station, Buccaneer Park, Loma Alta Creek wetland restoration). Wetland restoration is basically already approved and moving forward, but causes delays in some environmental documents needed to complete the LOMR CLOMR.
- Working to get ramp to an acceptable slope for ADA compliance, and recreational bikers, etc.
- Permitting may take 1-2 years, hoping to have a complete design by end of 2024 (could be optimistic, may not be shovel ready until 2025). Fish & Wildlife, USACE, Regional Water Board etc., all need to approve. Coastal Commission too, but we do not foresee issues. It will be appealable to them, though.
- Question - how does this connect ultimately with the inland rail trail?
 - At present, it's just a desire but no plan exists. Too many considerations and unknowns still.
- Question - will it be Class 1?
 - Kim believes so, but needs to double check and circle back.
- When do we consider applying for additional funding to cover construction? Do we submit Cycle 7 or wait an add'l 2 years...
 - 4th application for funding was successful (for design phase). Found stipulation after the fact disallowing hiring a firm that assisted with the grant (Chen-Ryan). Also a stipulation re: not funding projects that may raise rent locally. These are challenges from the state level.
 - Timing for the next grant application will require close monitoring on how shovel ready the project is. Applying too early may put us up against an aggressive expiration date. High inflation rates do not help either, as costs keep rising.
- Will the existing rail trail south of Buccaneer be widened?
 - It's currently a glorified sidewalk, and doesn't conform to Class 1 standards. This will be a separate project.
- Thank you Kymberly.
 - kcorbin@oceansideca.org
 - Desk: 760.435.3534, Cell 760.978.1348
- There is mention that project construction has little chance of being funded by the city. Outside funding will likely be needed.

c. Draft Smart and Sustainable Corridors Specific Plan (SSCSP)

The Chairman attended the City's Open House on this draft Plan on Monday,

November 13, 2023, and reported back to the Committee on what was presented. The Specific Plan illustrates how the City's major inland east-west commercial corridors (Mission Avenue, Oceanside Blvd, Vista Way/Plaza Drive) will evolve over time with pedestrian-oriented mixed-use development, complete streets improvements, and enhanced landscaping.

- Andrew Prescott, of Chen Ryan Mobility, presented some of the goals:
 - These corridors are where the City wants to focus additional growth of housing and jobs, knowing building on the periphery is not ideal and this area is where transit services exist and can improve.
 - Plan includes not just mobility, but environmental, urban design, zoning, etc.
 - Draft document is available at onwardoceanside.com
 - Mobility Goals - each is supported by proposed policy goals, etc.
 - Bicycle movement goal (paraphrased)- will be safe and comfortable for bicyclists of all ages and abilities.
 - Action to achieve this goal include Class IV separated lanes, new Class II lanes, protected intersection treatments, and safe bicycle parking
 - A lot of enthusiasm (*at 11/13 Open House meeting*) for:
 - Inland and coastal rail trail
 - Urban beautification
 - Livable, walkable neighborhoods with better separation of pedestrians to cars
 - Slower traffic
 - Timeframe for inland rail trail?
 - City just got \$\$ for alignment study, which should take it to approx 30% design
 - Will there be connectivity between neighborhoods and parks?
 - Yes if they intersect with the targeted neighborhoods. City about to kick off a parks & trails master plan project, this should have elements dedicated to improving connectivity between individual sites.
 - Vista Way effort is Jefferson to Emerald.
 - Comment: Pedestrian access is terrible on Vista Way. A lot of new shops and restaurants, but it's vehicle-centric.
 - Similar community feedback in many adjacent areas, including connectivity to Vista Way across/under I-5, Brooks St. bridge (Caltrans does intend to widen the walkway and light it), etc.
 - It's come up many times that folks in South O want to access the shopping area without riding a bike on the freeway, or even

drivers who don't want to get on the freeway.

- One bus connects to Pacific Coast Plaza (315, 325 to Carlsbad), but there isn't one going northward. Route 302 goes on freeway and passes Jefferson because it's too dangerous to get off (motorists experience this too). Transit from downtown to Trader Joe's, very difficult.
- Severe gaps on the sidewalk on Jefferson
- Similarly bad pedestrian situation has developed near Vista Way and Alvarado with the recent opening of a new shop/restaurant development. Crosswalks and traffic calming needed because it's not pedestrian and bicyclists.
- Will proposed Class IV lanes have more permanent protection than flex posts?
 - Unknown as of yet.
- What about potential conflict zones between bike lanes and bus stops?
 - Comment will be passed along. Committee comment - Best practices should be explored including in-road bus stops.
- Future plans do include double tracking the entire Sprinter corridor, which may present add'l challenges over space constraints.
 - When Chen Ryan proposed turning Class 2's into Class 4's, they decided against it. Moonstone Court issue in Leucadia, cyclist was t-boned by truck. Class 4's have their set of issues when installed on busy roads, they're not a panacea. Each proposed Class 4 treatment needs to be evaluated individually based on site conditions.
- Suggested comments on the plan:
 - Survey due 22nd, but email written comments can be sent to Russ later than that date.
 - Bike lanes must be interconnected and not piecemeal (ex is Mission Avenue downtown, which stops abruptly on either end). Network approach.
 - Cyclists & pedestrians need to feel safe w/o feeling overwhelmed by auto traffic
 - Managed parking systems in commercial/downtown are needed to encourage solo drivers to use transit or alternatives (answer to specific question on survey)
 - Gaps in bike lanes must be addressed
 - Oceanside Blvd. needs to have a wider bike lane (it's 2.5 ft in some areas). This is critical to the ultimate success of the inland rail trail.

- Inland Rail Trail dealing with intersections of College and El Camino will be very challenging, but must be done
- Will add Vista Way comments to the letter - need some connectivity over/under 5 from Vista Way
- Committee concurrence for Chair to submit comments to the City.

d. Bike the Coast Debrief

Debrief from staff on this November 4 event.

- About 2200 people and overall it went pretty well.
- Event did a better job of providing food at the end. They selected their own vendors rather than hire Mainstreet.
- Included bike expo at the end of the ride too, which was great.
- Jim, Howard and their spouses represented a BikeWalk Oceanside booth
- Signs were stolen, which sucked. An off duty police officer retrieved.
- Member comments:
 - The 7 & 15 milers routed on Pacific St. and use the squirrely underpass across the rail
 - Next year a volunteer will assist, and ultimately NCTD will improve the bridge
 - 25 & 50 millers – Upon return, routed onto The Strand from Wisconsin and riding against oncoming traffic. Can traffic be stopped on The Strand for a few hours. Another option would be to continue on Pacific and make a left on Seagaze.
 - Signage was good this year. Maybe consider a couple more straight ahead/keep going signs for the few long stretches, just to assure riders they're still going the right way.
 - Wondering if the bike expo is more geared towards the spandex riders or recreational/lower experience riders? Would be great to have a good diversity of manufacturers, etc.
 - Not a lot of signs/promotions/buy-in from local bike shops. That's a responsibility for event organizers, perhaps our new publicity officer could chip in too.

e. Active Grants Status

i. Laurel Elementary

- Good to go, been a slow process. Next year.

ii. Coastal Rail Trail – Morse St to Eaton St.

- Morse St. Connector - not part of grant, but community really interested in a trailhead at Morse St down the hill to connect to Buccaneer beach area. People are already doing it, taking the hike

from the Morse trailhead along the railway to the Coastal access trail along Loma Alta Creek. It's NCTD ROW and not an official trail.

- More of a pedestrian use add-on
- Audubon society encroachment is not being pursued.
- Stage 2A alternatives:
 - Alternative 2A is to continue rail trail West of the railroad south of Cassidy, on Broadway, with a bike/ped bridge over the rail back to S Myers St. City already has an easement on NCTD ROW in that area.
 - Another alternative - cross rail on north side of Cassidy and widen existing trail on S Myers.
 - Does the city have a position on at-grade crossings?
 - We don't think so/not sure
- Run lane through Vista Way
- Run through Eaton - a lot of bike/car incidents on Eaton though. This is a popular current route from Carlsbad
 - Audubon has asked for an East/West crosswalk, which would require either a traffic light or at least a pedestrian crossing button.

f. Grant Applications

- i. Inland Rail Trail – Next steps now that Caltrans has decided to award the grant for the Alignment study
- ii. Green California – Crown Heights

g. Coastal Rail Trail – Oceanside Blvd to Morse St. including Bridge over Loma Alta Creek

- i. Design Status – Covered under Item b.
- ii. Caltrans Cycle 7 Grant announcement

h. Sharrows – Coast Hwy and Pacific St – Update on thermoplastic paint. Bike Education Programs

- \$50K price tag. Contracts slated to go out for bid next year.
- Meanwhile painted sharrows are fading. College Blvd near 78 entrance very difficult, sharrow paved over during resurfacing

i. Oceanside School District E-Bike Plan

ii. OPD Diversion Ordinance

iii. City Education Classes for 2024

- OPD hosted a community ebike education seminar for an hour. 30 or so people attended. Chief has directed OPD to do some sort of bike education for schools. But they don't have a lot of capacity. The Saturday program was pretty good, but more of a fear-based approach (showing how susceptible riders are to cars, etc.). They are not certified instructors. More about obeying the law to avoid getting killed.

- Vista is really progressive. They contracted a 1-hour program to all elementary & middle schools, requiring students to attend this class in order for students to park their bikes at school during the day (cannot bar anyone from riding public streets). Oceanside could take this approach too, but hasn't yet.
- OPD willing to share bike incidents they have on camera. This is valuable footage if used in the right way, but can be graphic too.
- New city cycling class flyers shown on projector.
- Smart Cycling classes in March, June, Sep, and Dec (16 & up, younger OK if parent approves and/or participates)
- Also a one-off class for ebike safety that is more common

iv. Elementary School Rodeos

- If OPD gets agreement from schools to do their presentation, they're willing to provide a bike rodeo the following week.

j. gO'side Shuttle: Staff will provide an update on the performance of the shuttle service.

- Going from 4 to 3 vehicles, but will run all Winter.
- Not running Mondays & Tuesdays. 10am-10pm Weds-Sun
- Service area remains the same
- Some issues with East Capistrano (lack of CC, app difficulties, underserved neighborhood issues, etc.). But demand is there and people are using it, and city is looking to address the issues.
- We're not sure if charging passengers is the right call - what is more important, charging for rides or getting more passengers? City may change/reduce the charge to address this and make more available to underserved communities, make more compelling, etc. The fee doesn't pay for the service and never will.
- Wait time average 9-10 minutes.
- Drivers are primarily local, and great ambassadors with the passengers.
 - What about adding an in-app tip option?
 - Illegal or difficult to get that money to the drivers from a tech standpoint
- Top 10 pickup/dropoff
 - In order: Harbor, North Coast Drive, Seabird, Fat Joe's, 333 Pacific, Larry's Beach Club, downtown Walmart, OTC, Haunted House/LTH (Haunted Head Saloon is not adjacent to LTH though?).
 - Nothing in South O.

k. Project/Program/Initiatives Tracking some /Sheet: *Included with Agenda*

m. Other Matters

- SLR River Trail kiosk has been taken down at Santa Fe, it was in very bad condition and heavily vandalized. Looking into better options.
- Mountain Bike Parks - Arkansas has mountain bike parks in lots of cities. Fort Collins building one too. Member printed out some information re: this strategy, big fan of pump tracks and mountain bike parks that bring the community together. It could be an economic development for the city, and illuminating bicycling in general too. El Corazon could be a great option.
 - City P&R Director has committed to a pump track at El Corazon
 - It's difficult to find a suitable, permissible location for such a mountain bike park.
 - What about the big pit at El Corazon? May fill with water?

n. Public Communications

o. Adjournment

The Next Meeting of the Oceanside Bicycle and Pedestrian Committee is scheduled for Monday, January 22, 2024, 9:00AM, in the Oceanside Library Community Rooms.