

# MINUTES

Oceanside Bicycle and Pedestrian Committee  
Monday, February 26, 2024 at 9:00 AM  
Oceanside Country Club Senior Center

## 1. Call to Order

## 2. Attendee Roll Call

Tom L (Chair), Mike B, Kevin R. (Co-Chair) Ricky C. (NCTD Liaison), Steve S, Michelle C., David S., Pete P. , John D, Mitch S. (Secretary), Tom F., Howard G (city liaison), Ralph N.

## 3. Introductions

## 4. January Meeting Minutes Approval

## 5. Items for Discussion

### a. Oceanside Transit Center Redevelopment Update

Item deferred to the March meeting.

### b. SANDAG Regional Bike Projects and Planning

Co-Chair Kevin Reed reviewed recent SANDAG “GO-by-Bike” information on regional bike planning and construction, and references to same in the draft Initial Concept for the 2025 Regional Plan - these **NOTES** guided discussion.

- Regional plan has to be updated every 4 years
- Lot of money going into highways, also rapid bus routes... not much for bike/ped infrastructure
- Not much in store for Oceanside
- Rode Sprinter east, saw lots of riding and walking along rail trail in Vista area. Not as much in San Marcos (near university).
  - Comment: lot of new transit oriented development in that area which adds to active transit
  - Comment: bike trails + the Sprinter (or any rail) is key to improving flexibility of public transit
- Comment: ominous that they're improving the I-5, 78 interchange because CARB scoping plan requires 25% reduction in driving from 2019 levels by 2030.
  - But that interchange needs improvement for flow, not necessarily expansion. It's a mess. No way to go east on Vista Way without getting on freeway. It's a bicycle pedestrian no-fly zone.
  - SANDAG is looking at new prelim designs for improved connectivity in this corridor.

- [SANDAG initial concepts for the draft 2025 regional plan](#)
  - Feedback includes lots of bike lane connectivity requests, but plan is almost totally highway and transit focused. It's a "freeway plan"
    - More bike infrastructure proposed for San Diego and South Bay than North County/Oceanside
  - Chair took us through the project list to solidify this point
  - Comment: invite elected officials to take a ride with OBPC members to open their eyes to our needs and the benefits of biking
  - Comment: not a good way to go East on the 76. We have an opportunity to influence the traffic ops people to make this better.
    - Wants inland rail trail to start at the beach. And fix all the crossings on I-5.
    - Caltrans looked at 76 improvements a few years ago, but nothing came of it since that time. Howard plans to meet with them this week to get the project going again. Very detailed study of how a cyclist would ride from the 5 to Vista.
- Bottom line - no money or mention of Oceanside IRT/bike infrastructure in the draft regional plan. If anything it's a "future project."
  - SANDAG is funding active transportation in Vista but not in our area

### **c. Update on Oceanside Bike/Walk Website**

**Mitch Silverstein, Committee Secretary, will present this item.**

- <https://www.bikewalkoceanside.org/>
- Vision is to create (or recreate, technically) a useful resource for Oceansiders who want to know what's going on with bike & pedestrian issues and advocacy
- Current projects
  - reduce amount of deadend pages by consolidating them into fewer pages
  - Add meeting agendas & minutes for at least the past few years
  - Add key documents, advocacy letters, etc.
  - Create a simpler, cleaner looking website by deleting a lotta extra stuff that makes the pages look busy and distracting

### **d. Bicycle Incident Rate Trends**

**Staff will review an analysis of bicycle incident trends and causes over the past several years as well as trends in overall bicycle usage based on counter data.**

- 77% increase in bike/auto incidents from 2015-2023 (City of Oceanside)
- 36 in 2015 to the 60 something in 2023
- Bikes were more at fault than vehicles until COVID, then bikes started to increase again
  - '15-21 bikes 57%, cars 43%
  - '22-23 bikes 53%, cars 47%
  - Statistics are based on what police determined, however. There is variability as to how each individual officer will ascribe fault.

- CARS AT FAULT: 23% right hook, 22% left hook (45% hooks), 27% overtake/side swipe, 5% failed to yield, 9% drive out (of driveway, etc.), 5% dooring, 9% ran light/stop sign
  - Comment: What about increase in bike usage during these years?
    - Saw during covid but not as much after, according to several local bike cams
- BIKES AT FAULT: 21% ran signal/stop sign, 25% wrong way, 16% sidewalk, 8% turn left fm right, 9% ride out, 9% fail to yield, 7% swerve, 5% improper position
- Regular bikes account for more incidents than ebikes, but ebike number is increasing
- Comment: rider was passed by SUV with only 1.5 feet to spare, told police, and the officer said the driver had no choice because there was a double yellow line. Technically the driver should have slowed down or passed w/ at least 3 feet of buffer. Officers can be biased so it's important to be respectful when incidents occur.
- Howard shows video of ebiker going wrong way on sidewalk, getting hit by a car leaving a driveway at DAV. View obstructed by trucks parked in lot.
  - DAV trucks ought to be parked further from driveway to help with views
  - Comment: member shouted at by 4 ebikers to get out of the way while walking on a sidewalk at Carlsbad roundabout. Bikers took the sidewalk instead of taking the lane.
  - Comment: tinted windows in front make it hard to see if a driver sees you or not - OPD lacks resources to enforce these things...
- Oceanside Bike Ordinance
  - Against trying to make it illegal to ride on sidewalks in all conditions
  - Carlsbad makes it illegal to ride on all sidewalks. But people do it. It's situationally enforced. In Carlsbad virtually no one is at fault for riding on the sidewalk, and right hooks are usually the fault of the motorist.
  - Bike Committee should get involved on this draft Ordinance

#### **e. New Informational Kiosks for San Luis Rey River Trail**

##### **Staff will present this item.**

- Comment: speeding reduced a lot since speed limit was instituted
- There have been a few fatalities on the SLR Trail
- Certain materials used to clean graffiti were ruining the plexiglass

#### **f. Active Grants Status**

##### **i. Laurel Elementary**

- Project is in good shape. Traffic circle going in thx to demo project, curb cuts, better lighting, etc.

##### **ii. Coastal Rail Trail – Morse St. to Eaton St. – Study Alternatives evaluation**

##### **Status**

- Grant proceeding well. Doing outreach, showed a recent photo of doing outreach on Eaton St. Challenge is alignment from Broadway to Eaton..

- Right now it's either Vista Way or Eaton for southerly portion of project. Vista Way is a big street that leads to a small Class 2 bike lane on Coast Hwy.
- For Eaton, it's either taking away resident encroachments or taking away parking on one side. Residents may not like either but this can be done if the political will is there. No sidewalk at all on Eaton.

### **iii. Inland Rail Trail – Alignment Study status.**

- Caltrans agreed to let us proceed, Howard putting out RFP this week for the project.
- We don't have the real estate in some spots so what do we do in those areas?
- Starting a technical advisory committee and some OBPC members should be on it.

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

- Proceeding. Design should be done by end of year
- New federal grant opportunity - safe streets for all

### **i. Design Status**

### **ii. Caltrans Cycle 7 Grant announcement for potential construction funding**

### **h. Sharrows – Coast Hwy and Pacific St – Update on thermoplastic paint**

- Thermoplastic sharrow upgrades have not gone out to bid yet.

### **i. Bike Education Programs**

### **i. Oceanside School District E-Bike Plan**

### **ii. OPD Diversion Ordinance**

### **iii. City Education Classes for 2024**

### **iv. Elementary School Rodeos**

- May get something scheduled for the OBPC soon

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

- Decreased ridership during non-peak season. To be expected.
- Service east of I-5 is now being served by riders who are employed along the coast. Positive feedback so far, for \$3 they can take a direct route to their work.
- NCTD just approved a microtransit study. These programs can be a victim of their own success... costs go up, frequency goes down if the program doesn't receive more investment (add'l vehicles, etc.), can start to cannibalize transit. NEV is not the solution for every transit issue, basically.

### **k. Project/Program/Initiatives Tracking /Sheet: We have included a "Project/Program/Initiatives Tracking Sheet" attached to this Agenda. We will include this each month and update it as new information becomes available, to ensure we don't lose track of the many items the Committee has discussed.**

## **I. Other Matters**

- City considered having a new Sustainability & Climate Action Commission. This was voted down 3-2, but the Council asked the City Manager to expedite the process of hiring a Climate Action Plan Administrator. OBPC should follow along with this and ensure the new CAP Admin is aware of and prioritizes active transportation.
- City working on replacing a bridge in the East Capistrano neighborhood that was built in the early 30's. Need to make sure new bridge is more pedestrian friendly than the existing one. It's a coastal access corridor as well.
  - City gets a lot of comments from Capistrano residents about this issue. Existing bridge is not ADA compliant either.
- Steve continues to research areas where a mountain bike park could be put in the city
- March 11 is a smart cycling class but no one has signed up yet!

## **m. Public Communications**

## **n. Adjournment**

**Next meeting is March 18 9am at same location**