

MINUTES

Oceanside Bicycle and Pedestrian Committee Monday, September 12, 2022 at 9:00 AM

- A. **Call to Order** – The meeting was called to order at 9:15am.
- B. **Attendee Roll Call**
- C. **Introductions**
- D. **August Meeting Minutes Approval** - Approved
- E. **Items for Discussion**

- 1. **College Blvd. Expansion/Repaving**

Jonathan Smith, Engineer with the City, presented this item using a series of seven concept plan sheets. From the plan sheets: “The proposed College Blvd. improvement corridor focuses on enhancing traffic operations, providing congestion relief, reducing queue lengths, and improving safety conditions for people driving, people biking, and people walking . . . Improvements include widening College between Olive Drive and Old Grove Road, traffic signal modifications, landscaped parkways, landscaped medians, and improved bicycle and pedestrian facilities.”

Jonathan explained that the bike improvements must accommodate all levels of cyclists, and they make use of extensive Class IV separated bike lanes, generally at sidewalk level. To mitigate the potential for right-hook collisions between a bicycle and a vehicle, bike signal phases are proposed at the signalized intersections. Jonathan said they are still working on how to treat non-signalized intersections. The bicycle signal phases will include both a pavement detector (or camera) and a push button for cyclist use.

Comments from the Committee included:

- Some years ago, there was a cyclist fatality accident at the unprotected left turn lane from College northbound into the Albertsons Shopping Center. The cyclist was riding south on College. This situation should be addressed by potentially closing this entrance ramp and increasing the length of the left turn pocket from NB College to Oceanside Blvd. to accommodate additional turning volumes.
- The City should coordinate closely with NCTD to plan for potential future bus stops on College. While there are few stops right now due to the existing routings, there could be more service and longer routes on College in the future.
- One member stated that Class IV bike lanes are not considered part of the roadway and that the cyclist user accepts all liability by using them. Howard to look into this further.
- The on-street parking on approaches to the intersections needs to be pushed further back such that there is more sight distance for traffic approaching the intersections. Right now, for example at Thunder, large vehicles park almost up to the intersection and would block the view of cyclists crossing.

- Consider installing Sharrows on College for those cyclists who do not wish to use the Class IV lanes.
- The proposed widening to three lanes each direction north of Aztec down to Hwy 76 raised concerns about induced demand from the additional capacity. A new housing project north of Aztec may be the reason for the proposal. The City should carefully review this to determine if that additional capacity is really needed, as it will no doubt induce additional demand and just create more traffic in the future.
- Consider bulb-outs at the signalized intersections to increase pedestrian visibility and reduce pedestrian crossing distances.

2. City Project Review for Active Transportation

Planning staff were not available for this item. The Committee briefly discussed the problem of projects where just a business license is needed for a change in businesses and that the City may be limited on being able to request A-T improvements. Howard will look further into this and report back at the next meeting. He noted that the businesses were required to install signage and paint ADA parking stalls so why not require bike parking also? Discussions with City staff indicated there is presently no checklist for A-T improvements. An A-T checklist could be used both for major projects and for business license changes to ensure bike parking is required in front of new retail.

3. Review of Recent CARB Decision

The recent CARB decision to eliminate gasoline-powered new car sales by 2035 is significant for the environment and will have ramifications for City development review in the future. Mike Bullock lead a discussion of the impacts of this new decision on the overall climate crisis. His presentation was sent separately to Committee members. The Committee discussed local and state ramifications from this decision, including:

- Need for additional charging systems, particularly for long-distance driving.
- Need for additional power generation to support charging for a growing percentage of electric vehicles.
- Need for that power generation to be from clean sources so the emissions problem is not just transferred from tailpipes to smoke stacks.
- The need to eliminate the use of natural gas wherever possible due to its high emissions content.
- Fuel cells (hydrogen power) are an alternative that also provide zero emissions. That source may be more viable for fleets (such as NCTD) that can have their own hydrogen plants.
- Regarding EV production, factory capacity is an issue – how many EV's the auto manufacturers can produce each year to meet the growing percentage requirements in the CARB rule.

4. Safe Routes to School – Updates:

- a. Laurel Street Elementary Caltrans Cycle 4 Grant** – Project is moving forward, reviewing the design next week.

- b. **Sharrows on California and Coast Hwy** – Project cost has increased to \$21K due to increases in paint and labor costs. Howard got approval. Work to start in two weeks.
- c. **E-Bike Video for middle schoolers** – Video is essentially complete and ready for use.
- d. **E-Bike 3 hr. classes** – The classes are on hold due to an insurance issue. The insurance obtained through the League of American Bicyclists will not cover League-Certified instructors for other than Class 1 e-bikes. Since the vast majority of e-bikes are Class 2, this is a problem. Howard is working on this.
- e. **Bike Rodeos: San Luis Rey, Mission and Laurel Street elementaries** – Howard is making arrangements for ROTC support.

5. **Bicycle Access for the Capistrano Neighborhood**

A bike “channel” or track has been installed on the stairs leading to the underpass under I-5 to make it easier for Capistrano residents to roll a bike through this area. This overall issue is a good example of how the interstate divides the community.

6. **Grant Updates**

- a. **Coastal Rail Trail Oceanside Blvd to Morse, Caltrans Cycle 6** – This project, which includes the bike/ped bridge over Loma Alta Creek, is now priced at \$14M and includes completion of final design and construction. City expects to hear on the grant in October.
- b. **Coastal Rail Trail Improvements Morse to Carlsbad, Caltrans Cycle 5** – City is still working with Caltrans to eliminate the concern of property value increases from the widened trail as a project mitigation issue.
- c. **Resubmittal of Inland Rail Trail Alignment Study Grant Request** – Howard is seeking a debrief from Caltrans on our last application so we can improve the next submittal, which is due in October. It was suggested that the CMCP’s proposal to complete the CRT and IRT by 2030 be included as evidence of Caltrans support for this project.

- 7. **NEV Project: go’Side – Update** – The goside program had 10,000 riders last month and is wildly popular. Though the program is slated to end in November, Howard is trying to get support to retain it at a lower level during the winter months and/or find additional funding sources. It was noted that there is potentially a significant GHG emissions reduction benefit from this program, which uses electric shuttle vehicles.

8. **Cycling on the Coast of Maine**

Deferred to a future meeting due to time constraints.

9. **Other Matters**

Ricky Cervantes reported that NCTD’s overall ridership has reached 64.7% of pre-pandemic levels, which is quite good compared to other transit agencies.

10. **Adjournment at 11:15am.**