

# MINUTES

## Oceanside Bicycle and Pedestrian Committee

Monday, October 24, 2022 at 9:00 AM

- A. Call to Order
- B. Attendee Roll Call
- C. Introductions
- D. September Meeting Minutes Approval – The Minutes were approved
- E. Items for Discussion

**1. Oceanside Transit Center Redevelopment\***

On September 15, the Chairman and two Committee members attended NCTD's "Open House" on the Oceanside Transit Center Redevelopment Project. Several concerns with the proposal from active transportation and public transit perspectives were identified in the materials displayed and discussed at the Open House. The Committee discussed a draft comment letter prepared by the Chairman, which identified concerns in the following major areas:

**Transit Related:**

- The proposed facility layout (Toll Bros.) makes the transit center component of the project almost invisible to the rest of the community, hidden behind large apartment building structures. This layout does not promote alternative modes of transportation by making them highly visible. It does not incorporate Mobility Hub concepts identified by SANDAG for this facility in 2017.
- The proposed facility has fewer bus stalls than the current facility. It does not appear that NCTD is planning for any growth in service in the next several decades that this facility will operate.
- Bus to rail integration is a major concern for this facility and is problematic at the existing facility. It is not clear from the site plan presented at the Open House how this will be addressed.

**Active Transportation:**

- Access to the facility for transit users arriving by bike or on foot is not user-friendly. There is no inviting transit plaza entrance or safe, separated pathway for cyclists and pedestrians to use to access the transit components of the project.
- Bicycle parking for the various types of bike commuters/users has not been identified on the site map made available at the Open House.

**Car Parking:**

- The large parking facilities at this project site should have a plan to manage parking that incentivizes alternative modes instead of driving solo to the facility. No such parking management system is described.

**On-Going Community Input:**

- A project of this magnitude and importance should have an on-going community outreach and participation process. We urge NCTD and its partners to establish a community stakeholder and advisory commission encompassing all user and public interests and the input from this commission should be carefully considered to achieve the best outcome for all parties.

Following an extensive discussion, the Committee voted unanimously minus one to submit the comment letter to NCTD, the City, and SANDAG officials.

## **2. City Project Review for Active Transportation**

Last year, the Committee requested that City Planning staff develop and implement a Policy calling for Active Transportation review of all significant projects coming before the City. It has also become apparent that such reviews also need to apply to changes in business licensing at existing locations. Russ Cunningham, Principal Planner with the City, addressed this item. It turns out that Article 31, Section 3108, of the City Zoning Ordinance already requires a minimum of 5% of the automobile parking requirement to be provided for bike parking. It appears City planners reviewing projects may not be aware of this Ordinance section and/or following it in establishing project requirements.

Ralph Nelson noted the importance of ensuring bike parking is secure/safe and in plain view of the business being visited.

Steve Sims stated that businesses need to provide secure parking and other facilities.

Russ agreed to discuss bike parking needs at the next Planning Staff meeting, ensure the staff follow existing Ordinance requirements, pursue improved requirements in the Ordinance Update, and to circle back with the Committee in a few months on how to get businesses to voluntarily provide bike parking. TDM ordinance requires shifting mode share 20%. SANDAG resources could be used for compliance.

## **3. Bike the Coast**

Staff reported that everything is in place for Bike the Coast on November 5. 90-100 riders on 7-15 course, 1600+ on 25, 50 and 100.

Due to time constraints, the following items were covered briefly:

## **4. Safe Routes to School**

- a. Laurel Street Elementary Caltrans Cycle 4 Grant
- b. Sharrows on California and Coast Hwy
- c. E-Bike Video for middle schoolers
- d. E-Bike 3 hr. classes - Pete Penseyres has developed -bike curriculum for E-Bike classes for schools.
- e. Bike Rodeos: San Luis Rey, Mission and Laurel Street elementaries

## **5. Grant Updates**

- a. Coastal Rail Trail Oceanside Blvd to Morse, Caltrans Cycle 6
- b. Coastal Rail Trail Improvements Morse to Carlsbad, Caltrans Cycle 5
- c. Resubmittal of Inland Rail Trail Alignment Study Grant Request

## **6. Coast Hwy Sharrows – Purchased for 3K, 6' wide, will be from Vista to Harbor Way.**

## **7. Speed signage on the SLRRT – Status of Installation**

## **8. Crowne Height Projects**

- a. Sidewalks
- b. Brooks St Bridge

c. Pump Track

9. **NEV**

- a. 29K passengers from June to September.
- b. Possible to find \$ from TOT.