

MINUTES

Oceanside Bicycle and Pedestrian Committee

Monday, June 13, 2022 at 9:00 AM

Oceanside Library Community Rooms

300 N. Coast Highway

- A. Call to Order
- B. Attendee Roll Call
- C. Introductions
- D. May Meeting Minutes Approval
- E. Items for Discussion

1. Bike facilities Level of Traffic Stress

Howard presented materials from a recent Caltrans workshop on evaluating the Level of Traffic Stress in Bicycle Facilities. The approach quantifies the amount of discomfort that people feel when they bicycle close to traffic. This concept looks at various attributes of a bike lane or facility to determine the Level of Cycling Stress, including:

- Amount of motorized traffic: ADT
- Roadway configuration (Number of Lanes/Intersection types)
- Speed Limit
- Type of bicycle facility

Other considerations include whether there are adjacent buffers, speed of adjacent traffic lanes, etc. to come up with a rating of the level of traffic stress perceived by cyclists. The ratings run from LTS 1 (Good) to LTS 4 (Bad) based on these factors.

Peter G. Furth, a Professor of Civil and Environmental Engineering at Northeastern University, came up with a series of tables listing various roadway factors and the estimated resulting LTS level, which are summarized below:

Segment Type	Level of Traffic Stress
Stand-alone paths	LTS = 1
Segregated paths (sidepaths, cycle tracks)	LTS = 1
Bike lanes	LTS can vary from 1 to 4; see Tables 2 and 3
Mixed traffic	LTS can vary from 1 to 4; see Table 4

The tables can be used to assess the LTS for planned bicycle projects or existing bike facilities.

The Caltrans workshop also identified “Four Types of Bicyclists” as follows:

- 1) Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure
- 2) Enthused and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place
- 3) Interested but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place
- 4) No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place

Comfort Factor (i.e., the Level of Traffic Stress) is the determinant of getting the 3’s & 4’s riding bikes. The 1’s and 2’s will probably ride regardless.

Additional factor is that since Mode Share affects the amount of government \$ coming for facilities and the 1&2 categories will not see the type of growth that e-bikes have shown, the combined Mode Share of 1 through 4 will need to be considered to get funding.

An example is that the SD Bike Coalition has changed character and is aggressively supporting inclusive riding facilities.

A PDF of Howard’s entire presentation is sent with the August Meeting Agenda.

On a related note, Howard indicated that the City is looking at a Class 4 bike path on College Blvd., Vista Way to Old Grove Road as part of a road widening project. Tom requested that we ask the College Ave bike lane person to attend one of our meetings. Since this project is moving forward, perhaps a special “single issue” meeting is called for.

2. Safe Routes to School

- a. Laurel Street Elementary Caltrans Cycle 4 Grant** – Project to create round-about and safer drop off points is moving forward
- b. Sharrows on California and Coast Hwy** – One bid was received for \$14,175 but there may be issues with pavement quality on PCH.
- c. E-Bike Video for middle schoolers** – The consultant produced a draft but Howard believes it needs more work.
- d. E-Bike 3 hr. classes** – This San Diego Bicycle Coalition class is three hours of classroom, drills, and on the road. The E-Bike class is more oriented to kids. Initial experience is it is hard to keep kids focused. Also need to increase attendance. Perhaps alternate this class monthly with Traffic Skills 101 classes.
- e. Bike Rodeos:** San Luis Rey, Mission and Laurel Street elementaries planned for the Fall. Howard to look into one for South O’ schools.

3. Current Grants

- a. Coastal Rail Trail Oceanside Blvd to Morse, Caltrans Cycle 6** – Final design has not been put out to bid yet. Construction prices are skyrocketing – This project (which includes the Loma Alta Bike/Ped Bridge) is now estimated to cost \$12.8M, up from \$6M a few years ago. Time delays are impacting this project.
- b. Coastal Rail Trail Improvements Morse to Carlsbad, Caltrans Cycle 5** – Study grant was awarded but requires even more public outreach than already proposed.

4. Speed signage on the SLRRT – Signs not yet installed.

5. Crowne Height Projects

- a. Sidewalks**
- b. Brooks St Bridge** – Looking to widen sidewalks on the bridge

- c. **Pump Track** – Parks and Recs has a budget, project as community support.
- 6. **NEV Project: go'Side – Update** – Electric shuttle bus program west of I-5, Vista Way to Harbor Drive, is free to riders and will run until the Fall. Runs from 10:00AM to 10:00PM. Funded with COVID \$\$\$. Service is on-demand, via App or by flagging down vehicle. Appears to be popular with the public.
- 7. **RAAM**
RAAM will be starting from Oceanside on Tuesday, June 14 and Saturday, June 18. Event went off without major problems.
- 8. **Sub-Committee Reports as Applicable**
- 9. **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.
- 10. **Other Matters**
- 11. **Public Communications**
- 12. **Adjournment**

* Indicates Item Attachments

The Next Meeting of the Oceanside Bicycle and Pedestrian Committee is scheduled for Monday, August 22, 2022, 9:00AM, in the Oceanside Library Community Rooms.