

# City of Oceanside Bicycle and Pedestrian Committee

## BikeWalk Oceanside

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November 14, 2022

Mr. Russ Cunningham,  
Principal Planner  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054

RE: Onward Oceanside General Plan Update

Dear Mr. Cunningham,

The Oceanside Bicycle and Pedestrian Committee is a citizen's advisory committee whose role is to advise the City on programs, projects, and policies which improve bicycling and walking in the community. The Committee's membership includes over 75 Oceanside residents who are concerned about bicycling and walking infrastructure and opportunities. Our goals are to promote bicycling and walking in the community for health, recreation, and transportation, to promote bicycle and pedestrian safety, and to improve and increase bicycling and pedestrian facilities.

On October 18, members of the Oceanside Bicycle and Pedestrian Committee attended the City of Oceanside Community Open House for Onward Oceanside – General Plan Update, which included the Land Use and Integrated Mobility Elements. The Integrated Mobility and Land Use Elements are of principal interest to our Committee and we offer the following comments and suggestions. The Committee strongly supports the Integrated Mobility Element's emphasis on the importance of Active Transportation to the overall transportation network, including the following overarching goal statement:

*Oceanside will be one of the most pedestrian and bicycle-friendly communities in the San Diego region with complete pedestrian and bicycle networks providing continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places, and other essential destinations.*

### **Efficient and Compatible Land Use – Poster Board #7**

Under "Commercial Districts" Policy Topics, Access to Commercial Centers:

- Modify the first bullet to state: "Shared parking using a pricing and parking management system which incentivizes non-solo-auto access."
- Add: "Provide safe and secure bicycle parking in addition to vehicle parking at all significant commercial developments in an amount equal to at least 20% of vehicle parking spaces. A higher percentage of bicycle parking shall be considered for

destinations on connected corridors. Such bicycle parking shall follow minimum space requirements identified by City standards.”

Under “Industrial Districts” Policy Topics, Efficiency of Industrial Land Use:

- Modify the second bullet to state: “Manage District parking so as to share parking resources among complementary land uses, and price and operate the parking to encourage non-solo-auto access to work sites.”

Under “Development Review Process” Policy Topics, add:

- Development Review shall always include a review of Active Transportation access and accommodations to ensure all modes of transportation are served by prospective development.
- Modify the last bullet to state: “Coordination with school districts, North County Transit District, and other independent government agencies on proposed development.

### **Integrated Mobility – Active Transportation – Poster Board #8**

Under “Active Transportation” Goals:

- Add a new bullet: “Seek the completion of the Coastal Rail Trail and the Inland Rail Trail in Oceanside at the earliest possible dates.”
- Add a new bullet: “Pursue extension of the San Luis Rey River Trail as a Class I Trail out to Interstate 15.”
- Add a new bullet: “Ensure that all major and collector roads in Oceanside are designed to accommodate all modal users in a safe and secure manner.”
- Add a new bullet: “Develop a safe and convenient bicycle and pedestrian trail/path from the South Oceanside neighborhood to the major commercial area east of I-5 and north of Highway 78.”

Under “Policies” Complete Network:

- Add a new bullet after the next to last bullet: “Provide safe and secure bicycle parking in addition to vehicle parking at all significant commercial, industrial, and retail developments in an amount equal to at least 20% of vehicle parking spaces. A higher percentage of bicycle parking shall be considered for destinations on connected corridors. Such bicycle parking shall follow minimum space requirements identified by City standards.”

The other policy statements under Active Transportation are quite comprehensive and cover Committee concerns.

### **Integrated Mobility – Transit – Poster Board #9**

Under “Policy Topics” Accessible Service,

- Modify the third from the last bullet to state: “Coordinate with SANDAG and NCTD to create mobility hubs which make transit and alternative modes as visible and desirable as possible through safe, convenient, and open access; improved car parking systems that are shared, value priced, automated, and that provide earnings to those for whom the parking is built; and transit service that has reasonably-short headways and sufficiently-long hours.”

- Modify the next to last bullet to add “transit information, bike-share, ride-share, and car-share” to the list of potential features at mobility hubs.

**Integrated Mobility – Vehicular Movement – Poster Board #10**

Under “Policy Topics” Minimal Congestion:

- Modify the 10<sup>th</sup> bullet to state: “New developments will be required to: Reduce VMT by prioritizing transit, HOV, pedestrian, and bicycle travel, including by having a car-parking system that is shared, value-priced, automated, and that provides its earning to those for whom the parking is built, and by incorporating active transportation and transit infrastructure enhancements.”

Under “Transportation Demand Management (TDM)” Policy Topics System Efficiency:

- Modify the seventh bullet to state: “Require new or renovated commercial and industrial developments that would generate more than ~~100~~ 50 vehicle commute trips per day to prepare a Transportation Demand Management (TDM) Plan.”
- Modify the fourth from the last bullet to state: “Prepare and maintain a checklist of common TDM measures for use by developers in planning their projects, including but not limited to secure bicycle parking, lockers and showers for commuters, and funding for safe cycling educational programs.”
- Add new bullet: “Require the City of Oceanside to develop a TDM Plan for its downtown facilities.”
- Add new bullet: “Require the City of Oceanside to adopt a parking management program which reduces single-occupant auto trips and incentivizes use of alternative modes.”

Thank you for your consideration.

Sincerely,



Tom Lichterman  
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside Bicycle and Pedestrian Committee Members  
Oceanside Mayor and City Council