

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

November 21, 2023

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

RE: Smart and Sustainable Corridors Specific Plan

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 90 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 November 13, members of the Oceanside Bicycle and Pedestrian Committee attended the City of Oceanside Community Open House on the Smart and Sustainable Corridors Specific Plan (SSCSP). On November 20, the Committee met and discussed the SSCSP. The Committee strongly supports the proposed goals, policies, and actions listed under "Bicycle Movement" and "Pedestrian Movement". The proposals closely align with our Committee's goals for cycling and walking in Oceanside and we commend the City staff and its consultants on these proposals. We offer the following comments and additional suggestions.

Bicycle Movement:

Goal #7 calls for bicycle routes along the corridors to be safe, comfortable, and accessible for cyclists of all ages and abilities. **Goal #8** calls for the City to work with SANDAG, NCTD, and responsible agencies to align and implement the Inland Rail Trail in Oceanside. Both are highly laudible goals.

The Committee proposes two additional overarching goals be added. The first is:

Bicycle lanes and paths need to be viewed and constructed as a NETWORK, with full connectivity throughout the city between bike paths, bike lanes, and intersecting streets. The City should avoid piecemeal projects which do not connect to the larger network. The network approach should also ensure that adequate bicycle parking and storage facilities, and safe pedestrian paths from such storage facilities to final destinations are included.

The second proposed new goal concerns neighborhood access across Interstate 5. The Committee has had a long-standing concern about the difficulty of cycling and walking access between South Oceanside and the major shopping areas in Pacific Coast Plaza and Vista Way, just to the east, due to the major barrier created by Interstate 5. A proposed goal addressing this issue might read as follows:

The City will work with SANDAG, Caltrans, and responsible agencies to develop a safe, comfortable, and accessible facility connecting South Oceanside communities west of I-5 with the major shopping and commercial areas east of I-5.

Policy #1 under Bicycle Movement calls for completion of the Inland Rail Trail (IRT) through Oceanside. This has long been a top goal of our Committee and we appreciate the emphasis placed on it. The Policy notes the possibility that the IRT may need to revert to Oceanside Blvd. or other parallel streets in some areas, pending the alignment study which was just funded by Caltrans. If this occurs in some areas, it will be of utmost importance that such parallel street sections that become part of the designated IRT route provide enhanced separation and safety for cyclists, through Class IV bikeways or other similar strategies such as buffered bike lanes. Oceanside Blvd. in its current state is woefully inadequate as a bicycling facility, where narrow bike lanes, non-existent bike lanes at major intersections, high traffic speeds and heavy truck volumes combine to create a high bicycling level of traffic stress for users.

Policy #4 calls for installing Class IV Separated Bicycle Facilities along SSCSP corridors and connections. While the Committee supports separated facilities in concept, it is important that each specific location where such facilities are proposed be independently evaluated to ensure unintended safety problems don't materialize as a result. They also must be planned so as to not preclude servicing adjacent sidewalks with bus stops. The attached DRAFT document, "Designing Cycle Tracks for Success" from the San Diego County Bicycle Coalition, provides an excellent checklist of items to consider in evaluating the use of Class IV Bikeways at a specific location.

Policy #7 calls for the installation of secure bicycle parking for both short-term and long-term trips at major intersections, commercial areas, employment sites, transit stations, and multi-family housing complexes in SSCSP areas. The Committee supports this recommendation but believes it would be enhanced by providing some specific bicycle parking quantity standards so that City Planners will have more direct guidance to follow in reviewing project development proposals. For example, please consider our proposal listed in our previous review letter of November 14, 2022, on this topic, which reads in part:

"Provide safe and secure bicycle parking in addition to vehicle parking at all significant commercial and multi-family residential 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 Committee also recommends addition of the following Policies which are consistent with past input we have provided on the SSCP:

Proposed Policy #8: “Seek the completion of the Coastal Rail Trail and the Inland Rail Trail in Oceanside at the earliest possible dates.”

Proposed Policy #9: “Pursue extension of the San Luis Rey River Trail as a Class I Trail out to Interstate 15.” (This is proposed as an extension of the Mission Avenue corridor.)

Proposed Policy #10: “For projects on the affected corridors, the City’s Development Review process shall always include a review of Active Transportation access and accommodations to ensure all modes of transportation are served by prospective development.”

Proposed Policy #11: “New developments in the affected corridors will be required to reduce vehicle miles travelled (VMT) by prioritizing transit, HOV, pedestrian, and bicycle travel, including by having managed car-parking systems that are shared, value-priced, automated, and that provide earnings to those for whom the parking is built, and by incorporating active transportation and transit infrastructure enhancements.”

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

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

ATTACHMENT – “Designing Cycle Tracks for Success”