

MINUTES

Oceanside Bicycle and Pedestrian Committee
Monday, March 18, 2024 at 9:00 AM
Oceanside Country Club Senior Center

1. Call to Order

2. Attendee Roll Call

3. Introductions

4. February Meeting Minutes Approval

5. Items for Discussion

a. Updates on Coastal Rail Trail Loma Alta Creek Bridging Project and Coast Highway Corridor Project

Kymerly Corbin, P.E., Associate Engineer with the City, updated the Committee on the design status of the Loma Alta Creek Bridge Design and Connectors project and the Coast Highway Corridor Project.

Coastal Rail Trail:

- 1 month away from 65% design completion - likely late April
 - 100% design at least 1 year out - Coastal Commission, NCTD, environmental review/permitting.
 - This is for CRT from Oceanside Blvd. to Morse St., including a bridge over Loma Alta Creek.
 - Funding? This would be City's 4th submission for construction funding. Recommendation is to apply for Cycle 7 because if the economy goes south, there may not be a Cycle 8. If design is unfinished, apply for finishing the design perhaps. Deadline is June 17 so this decision is coming soon.
 - Asked Kymerly to call a meeting w/ Staff re: how we're going to handle the grant application.
 - Drainage issues slowing it down a little
- Come off CRT and go straight down into Buccaneer Park (going south). Ramp grade will meet ADA minimum - 6.7% grade with landings.
- Corbin drew an image to show how the ramp/bridge will look.
- Members want to see drawings online - Howard has some.

Coast Hwy Corridor

- Project website [HERE](#)
- 60% design expected by mid-April

- One member had issue with the mashup of cars, then bike lane, then car parking on opposite side of bike lane. Could cause problems.
 - “We will not be able to change anything from the current plan” - it’s been 10 years in the making.
- How well do roundabouts work with traffic lights too? La Jolla Blvd (Bird Rock) is 100% roundabouts which equates to slower traffic but getting through it faster.
- Member concern - wasn’t proper marking at cross streets to encourage mixing between bikes & traffic, wondering if sharrows would be better.
 - Other members think otherwise & prefer the bike lanes which bikers of wider ability levels might prefer. Maybe a larger Class 2 bike/ped lane for all - although with fast ebikes these days, that could be an issue too.
- The wider the street, the faster the project.
- Community Concerns - neighborhood residents fear that traffic will end up on their neighborhood streets.
 - This is a community revitalization project, not necessarily a traffic improvement project.
 - Member comment - traffic is bad already on Coast Hwy when the I-5 backs up.
 - Member comment - community opposition is likely a vocal minority of adjacent homeowners. Businesses opposed don’t necessarily realize that this could be great for their bottom line. Same opposition occurred in Bird Rock, ask them now and they NEVER want to go back to the old road design.

b. Oceanside Transit Center Redevelopment Update

Arlene Tendick with the Oceanside Transit Center Redevelopment project team provided an update on recent progress made on the project.

- Project website [HERE](#)
- Last community meeting was Feb 1.
 - Presented updated gateway signage, draft concepts for customer service center (presentation slides can be seen [HERE](#))
 - Customer Service Center
 - OBPC vocal about having a separate customer service center, rather than having it within the residential building.
 - 3 draft concepts included in February - location identified right in heart of the center, approachable from all sides
 - Member comment - has to serve as an ambassador to others whenever he is there because it’s *that* confusing as-is.
 - Of the concepts, Option 1 got the most votes (p.29 on slides)
 - Concern over restrooms and safety. One member thinks Oside has done a great job with the restrooms on The Strand. Sinks separate from the stalls, stainless steel, low toilets to allow squatting for those who are able, etc.

- Tiered bike parking incorporated
 - Short term bike locks, longer term bike storage building (like SANDAG bike “greenhouse” at Civic Center) - SANDAG unveiling new designs too and excited to get them out there.
 - Also public & private (resident) bike parking within the residential parking garages.
- Gateway signage
 - Redesigned based on original historic transit center (art deco vibes... very big and prominent!)
 - Also a 60 foot tall OTC tower, not yet designed so just a concept. A “community art sculpture” that is iconic to Oceanside is currently the guiding principle.
 - Will be visible from every direction
- A lot of great improvements from a year ago based on community and OBPC feedback.
- Toll Bros really hoping to count on OBPC support when it comes to permitting, etc.
- Outreach@osidetransit.com to reach out!

c. Proposed Cyclist Safety Improvements for Highway 76 at I-5 Transition Ramp

Ralph Nelson, Committee Member, briefed the Committee on discussions he has had with Caltrans regarding safety improvements being considered at the intersection of Highway 76 eastbound and I-5 Transition ramps.

- Ralph rides often on Hwy 76.
 - “Why don’t you cyclists just use the bike trail?”
 - Very mixed-use so not always ideal for commuting for transportation. 76 gives more access to side-streets as well.
 - Actually feels safer than many parts of El Camino despite being a “highway”
 - Sen. Blakespear complained about this, CalTrans now motivated to fix. Ralph participated in meetings w/ CalTrans.
 - Stress factors at the I-5 entrance ramps to SR76 (from presentation)
 - 55mps traffic passing within 5 feet
 - Lack of warning about the upcoming traffic intersection
 - Downhill approach that encourages speed
 - Poor sightlines due to hill and angle of approaching traffic
 - Lack of clarity re: right of way
 - Showed map image with circles around the major bike/motorist conflict zones
 - I-5 exit onto 76 - CalTrans - proposed putting up Yield signs for cyclists, add’l signage for cars to look out for bicyclists.
 - Next: bike lane comes to end at a traffic merge with a downhill car lane - looks downright scary.

- Yield signs on bike path, and “watch out for bikes” style signs on the car lane.
- Discussion veered to the ritual politeness of motorists stopping to let cyclists by, and it's just as dangerous as road rage.
- Westbound 76 nearing the coast - bike lane stops abruptly. Caltrans promised to address that as well.
- Bravo Ralph for working with CalTrans for getting these important improvements underway!

d. Discussion of State Assembly Bill 334 and its Impact on City Grant Application Processes*

Staff will discuss the impact of this recently enacted State legislation on the City's Grant Application assistance projects.

- Bill text [HERE](#) - it was signed and went into effect in January.
- Returns control to public agencies to once again determine their own contracting decisions w/o fear of running afoul of unclear...
- Chen Ryan was previously unable to submit proposals on the city's behalf, now they can

e. Active Grants Status

i. Laurel Elementary

- Design is done, construction to begin this summer when school is out. Roundabout.

ii. Coastal Rail Trail – Morse St. to Eaton St. – Study Alternatives evaluation Status

- Project going well. Howard brought up presentation slides.
- N1: Myers to Broadway via North-side rail overcrossing.
- Issue is still how to connect new CRT back to Coast Hwy - Vista Way or Eaton St? Eaton makes more sense, it's a low volume street.
 - Problems with Eaton:
 - It's narrow due to NO sidewalks, residents have encroached upon public property where sidewalks would be.
 - Options require either taking right of way back, reducing parking, or both. Maybe even making Easton a one-way street.
 - Project has Technical Advisory Committee (TAC), Tom is on the TAC.
 - Member comment: put sharrows on it. But - this is popular for pedestrians as well.
 - Other thing - BV Audubon wants a pedestrian crosswalk from their Nature Center to the other side of the street (also their property)

iii. Inland Rail Trail – Alignment Study status.

f. Coastal Rail Trail – Oceanside Blvd. to Morse St. including Bridge over Loma

Alta Creek

i. Caltrans Cycle 7 Grant announcement for potential construction funding

g. Sharrows – Coast Hwy and Pacific St – Update on thermoplastic paint

h. Bike Education Programs

i. Oceanside School District E-Bike Plan

- Oceanside District is not yet moving on a bike plan. Vista is moving fast on the other hand.

ii. OPD Diversion Ordinance

- Passed last Wednesday at City Council. Got rid of a complete sidewalk ban, and basically mandated cautious riding on sidewalk.

iii. City Education Classes for 2024

iv. Elementary School Rodeos

i. gO'side Shuttle: Staff will provide an update on the performance of the shuttle Service.

- Howard shows February invoice for \$32K - this is what it costs to run this program for a month
 - It's expensive to run.
 - "Are we better off getting Ubers for everybody?"
 - Collected a bit over \$4200 in user fees (revenue) - HOWEVER February is one of the slowest months, so this is likely a more expensive month than others which'll have higher revenue.
 - Despite cost, it benefits the community and local businesses and hotels
 - SANDAG funding goes away next year, Visit Oceanside contributes 25%.
 - "There is no public transportation system that makes money." This is actually better than NCTD by far on a per rider cost basis.
 - 1st mile/last mile transit is the most expensive form of transit
 - NCTD does not want to do this, they run buses and trains

j. 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.

k. Other Matters

- **BCycle** – Bike Share program serves downtown Encinitas. Needs to be in Oside because Oside is going to be the transit hub for North County. Much larger growth here. It's not financially viable for BCycle to serve Encinitas only. They are pulling the plug, didn't come fast enough to Oside.
 - Issues with dockless bike and scooter programs is that people just leave them around. Docked programs offer a more regulated alternative.
 - Oside declined a scooter company, then another brand dropped them all over the City without a permit. That may have upset the City Council, so we haven't had a program here since.

l. Public Communications

m. Adjournment

***Indicates Item Attachment**