

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

January 14, 2019

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054
JAmberson@ci.oceanside.ca.us

RE: REVISED: Oceanside Coast Highway Corridor Study Partially Recirculated DEIR Comments

Dear Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The purpose of this letter is to relay the Committee's comments on the **Oceanside Coast Highway Corridor Study Partially Recirculated DEIR**.

The Committee previously provided written input to the City on this issue in March 2017, prior to the Council's March 29 Coast Highway Workshop, and also provided comments at the Workshop. With the additional studies on this subject conducted by the City, and the issuance of the Partially Recirculated DEIR, the Committee wishes to again state its position on this important, visionary project for the City.

The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. Based on our review of the Partially Recirculated DEIR, it is the Committee's position that, among the alternatives reviewed in the DEIR, only Alternative 4 (Complete Streets Improvements for the entire Coast Highway Corridor) meets the project goals and objectives which are most important to this Committee. These include Goals 1 and 2 and Objectives 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3. This fact is borne out by Table 5-22 in the DEIR document. Those Goals and Objectives include:

Project Goals and Objectives	Meets Goal/Objective per DEIR Table 5-22
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	Yes
Objective 1.1: Improve the pedestrian environment	Yes
Objective 1.2: Provide a continuous striped bicycle lane	Yes
Objective 1.3: Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods	Yes
Goal 2: Improve safety for all roadway users	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	Yes

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Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	Yes
Objective 2.3: Add new, midblock pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	Yes

Of the Alternatives reviewed in Chapter 5 of the DEIR, only Alternative 4 fully meets all of the above complete-streets objectives. The Committee has subsequently been informed that the original project for the corridor includes both the entire complete streets treatment and the Incentive District. Since the original Coast Highway Corridor Project includes the complete streets improvements for the entire corridor from Harbor Drive to Vista Way AND the Incentive District, the Committee voted on January 14, 2019 to revise its position to support that original project.

The Committee also believes that the original project would do the most to help the City meet the greenhouse gas reduction goals in the Climate Action Plan currently being developed by the City, in that it does the most to provide alternatives to driving on Coast Highway. According to City staff, 48 percent of total greenhouse gas emissions are attributable to personal vehicle use in Oceanside. We believe the City needs to be proactive in its plans for alternative modes for this important corridor, and for many other key corridors in the City, if the City is ever to achieve the Vehicle-Miles-Traveled (VMT) reductions and resulting greenhouse gas emissions reductions which will be key goals of the Climate Action Plan.

The Coast Highway Corridor Vision is a long-term plan which will likely take a number of years to become reality. In the interim period, the Committee believes it is vitally important that the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street be retained, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians. This also includes completing the promised crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway.

Based on our review, the Committee, in its role as a direct citizens’ advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City select the original project, Complete Streets Improvements for the entire Coast Highway corridor from Harbor Drive to Vista Way and the Incentive District, for future implementation.
- b) That in the interim until implementation of the original project, the City retain the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street, for the safety of all corridor users, and complete the crosswalk connection across Coast Highway to the beach access trail in this area.

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The Committee sincerely appreciates the opportunity to comment on the Coast Highway Corridor Plan partially recirculated DEIR. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

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 City Council and City Manager
David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff