

MINUTES

Oceanside Bicycle and Pedestrian Committee

Monday, June 17, 2024 at 9:00 AM

1. Call to Order

2. Attendee Roll Call - Kevin R., Mike B, Tom (D3 candidate), Shari M., Tom F., John D., Ricky C., Steve S., Mitch S., Howard L.

3. Introductions

4. May Meeting Minutes Approval* - approved

5. Items for Discussion

Shout Out from Tom F (NCTC OTC Star Liaison) - mentions Inland Rail Trail feasibility study & Laurel St. grant was on last City Council meeting's Consent Agenda (both items approved unanimously). Kudos to Howard and the OBPC members who continuously advocated for these projects, which take a long time to get approved.

a. Follow-up to Last Meeting's Discussion of Draft Final SSCSP and Climate Action Plan (CAP) Update Policies*

The Committee will further discuss the draft Active Transportation policies and strategies presented from the General Plan Update at the last meeting and provide direction to the Chair on a comment letter on the drafts. (General Plan Update Presentation attached for reference)

- Reminder about the General Plan Update public forum this Thursday evening (6/20). Kevin sent out an event registration link to the entire OBPC.
- Comments on these documents all due July 18! All project documents can be found at <https://onwardoceanside.com/>
 - [Draft Final SSCSP](#)
 - [Draft CAP update](#)
- Comments:
 - We need to have a strong showing Thursday night and at ensuing Council meetings to counter the Climate Change deniers & demand more that 2-3% of transportation budget going to active/alternative transportation
 - City uses too much budget for roads that increase traffic, not decrease traffic. Developments not paying their fair share to address transportation impacts.
 - Car transportation is the biggest chunk of local GHG emissions

by far, yet very little of the city's CAP focuses on decreasing driving. CEQA has moved away from the "level of service" (LOS) to vehicle miles traveled (VMT), but cities still use LOS. It penalizes infill development and rewards suburban sprawl. It incentivizes induced demand for traffic.

- The link must be made that when developers pay impact fees, funding needs to go towards alternative transportation NOT just traditional road maintenance. It subsidizes driving, not alternatives. And LOS is what the City uses to get that funding.
 - City traffic dept focuses only on LOS - "how can we keep traffic moving." This goes to the top level of what the City prioritizes. It needs to be addressed with elected leadership.
- Shout out given to North County Velodrome project and being a believer in 15 minute cities. Wants Velodrome to be the hub of the community, not hidden away or something everyone needs to drive to.

b. Potential Transportation Impacts from the Frontwave Arena Project This item will be an opening discussion regarding potential transportation and active transportation impacts from the Frontwave Arena Project, and identification of possible contacts or actions the Committee may wish to pursue. Specific active transportation and transit improvements which could be considered will be discussed.

Member comments:

- Currently there is no TDM plan, or not any that this committee is aware of. It's a planning issue mainly, but *does* relate to transportation.
- Frontwave CEO was invited but was not ready to present a transportation plan... note that Frontwave is slated to open in September (3 mths).
- NCTD in talks about how to create/promote a connector between the Sprinter and the arena. Nothing concrete yet.
 - The Sprinter station is very small, at a very challenging location for expanded uses and/or shuttles. Sprinter can't make a very big impact without double-tracking and 2-car systems (member comment).
 - Station is within the "walkshed" of Frontwave (.6 mile), but it's uphill so not feasible for all people.
 - NCTD+ pilot just launched in San Marcos... may ultimately run into similar challenges as Go'Side (funding).
 - Mexico City gondolas ([Mexicable](#)) brought up as a potential solution - totally circumvents ground level traffic.
- City TDM ordinance was written so that each separate land use develops their own plan; El Corazon was different because it is holistic. Every land use in the

park needs to be harmonized into a single TDM plan. (appears to not have occurred in this case)

- A member recently visited the Grand Canyon, was impressed with their comprehensive shuttle service to effectively restrict car traffic in the park area.
- More concerns about traffic *leaving the arena* than arriving, since there is typically a mass exodus when a big event ends.

c. Update on Committee Goals

Two past goals of the Committee included:

1) Explore options for improved connectivity between Kelly Street in south Oceanside and the shopping areas east of the freeway. (This was supposed to be studied by Caltrans as a result of the Comprehensive Multimodal Corridor Plan (CMCP) studies.)

- There is renewed discussion at CalTrans on integrating active transportation through the I-5/78 intersection. Potentially a passage from the South side. Need to follow up with CalTrans.
- Kelly St. crossing is one member idea.
- Preliminary talks of extending Vista Way road
- Need better wayfinding for the existing Cassidy St. passage to the WalMart strip mall through Fire Mountain
- Member reports that Sen Blakespear stated there could possibly be a flyover from 78 to I-5, plus taking out Las Flores exit in Carlsbad

2) Improvements to Oceanside Blvd. at major intersections studied by the Berkeley study.

- Federal funding to universities 5 or so years ago - UC Berkeley got the grant, the City applied and Berkeley's planners studied issues at El Camino, College, Crouch St., etc. Berkeley provided 30% design plans on how to improve these intersections. Committee started with Crouch St. but it never took off - city traffic staff is not instructed to prioritize alternative transportation. Project requires both striping and changing inductive loops.
 - Crouch St. housing project has broken ground. A great reason to use for the City to re-prioritize this project.
- Committee has tried for 5 years to convince the city to prioritize this project
- Separate from the Inland Rail Trail (IRT) -the current IRT project is a feasibility study from Melrose to Coast Hwy. That study is just now starting. Project committee will be established once the project is started.

d. Other Active Grants Status

- i. Laurel Elementary** - big win for the committee.
- ii. Inland Rail Trail** – Staff to provide updates on the RFP process for this recently-funded Alignment Study.
 - No update yet, the Study was just approved.

e. Coastal Rail Trail – Oceanside Blvd. to Morse St. including Bridge over Loma Alta Creek

Staff will provide an update on the Caltrans Cycle 7 grant application for potential construction funding. Howard will discuss how the bridge design has been altered to reduce the 90 degree entries and exit.

- Howard shows updated design rendering. Bridge now has a soft turn from its entrance on S. Myers St. and serpentine along the NCTD Row before exiting onto Broadway across the rail tracks. Drops into Broadway right before Lion’s Club Park. Maximum grade is 3.7%.
- Also plans for a linear park in this area
- Member concerned about potential negative impacts to the neighborhood and would like a couple popups at/around Lion’s Park to get community feedback.
 - Concerns about whether the bridge will look ugly, have concrete walls, cut into the existing or future linear park, etc.
 - Member comment - in Tucson they did a similar project that needed to be caged, and they turned it into an artistic “rattlesnake” project

f. Bike Education Programs

i. Oceanside School District E-Bike Plan

ii. OPD Diversion Ordinance

- Instead of issuing a ticket for bike/ebike infractions, OPD can divert to a mandated educational class

iii. City Education Classes for 2024

- Pete and Howard gave a great class a couple weeks ago.
- Parents and kids attended (unusual, it’s an adult class)
 - A mom brought her 11 yr old and 13 yr old - younger than they usually teach. The 11 yr old passed the test because they read the book; the 13 yr old failed because they did not read it. Reading comprehension is assumed as this is technically an adult class.
- Mayor of Bell Gardens attended with the intention of making her community more bike friendly.

iv. Elementary School Rodeos

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

- Having some issues generating enough hours as the agreement calls for. Rides are taking 10-12 minutes rather than a stated goal of 5-8 minutes
- Currently we're operating 5 shuttles (high season). Issue is that there is not enough staff to operate those vehicles. Circuit is the operator - we (City) need more communications with Circuit.
 - Example: there was a collision which resulted in an injury, and they did not report it to the City (at least not quickly).
- The East Capistrano neighborhood sees high ridership. Expanding into additional underserved neighborhoods should be a goal.
- Member knows someone who drove the shuttle and was very discouraged by management; they were not interested in driver feedback. Circuit also told drivers not to talk to Howard.
- The program costs \$35K monthly. We need/deserve a better service and a better relationship with vendors. City, SANDAG, Visit O pay ⅓ each.

Impromptu NCTD discussion:

- QR codes, route maps, and digital "next bus" signage are all goals to improve service. It's a very heavy lift though. Any change to all stations is going to be expensive, but they are goals.

h. Recap on Race Across America – June 10th and 15th from Oceanside

Staff will discuss the outcome from this year's RAAM and RAW events.

- "It was different this year."
- Lack of awareness of route and also race rules
- Seemed totally disorganized as compared to previous years
- OPD did a great job assisting and with traffic control - they used ebikes, we didn't realize they had those. Very cool.

i. 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.

j. Other Matters

- This is likely Howard's last meeting as staff liaison. But he will still attend as a member. Thank you for your years of invaluable service Howard!

- The Strand
 - Lack of bike parking on one of the most popular biking areas in the City
 - Consider changing the use of The Strand to limit car use to residents (or residents & disabled only) on weekends - perhaps pilot Sundays during high season, Wisconsin to 1st St. section since the majority of that stretch serves no real purpose other than to cruise.
 - Plan was first proposed 50 years ago, but political will was lacking
- Level of Service (LOS) comments
 - It's easy for cars, but doesn't work for bikes and peds. Carlsbad is considering integrating MMLOS (multimodal level of service). To consider goals like: cyclists going straight through an intersection should not need to turn back to ensure they're not going to be run over by a car. One place this metric could be used is on Vista Way near College. There is a bike lane against the curb that goes directly to a freeway entrance.
 - Something to think about.

k. Public Communications

l. Adjournment