

MINUTES

Oceanside Bicycle and Pedestrian Committee

Monday, May 20, 2024 at 9:00 AM

1. Call to Order

2. Attendee Roll Call

- Tom L (Chair), Kevin R. (Co-Chair), Howard L (staff support), Mitch S., Diane N., John D. (token walker), Tom D. (D3 candidate), Tom F, Mike B, Ralph N, Ricky C (NCTD), Steve S, Russ C (city planner), Joel W., Tam Tran (City traffic ops)

3. Introductions

4. April Meeting Minutes Approval* - Approved as corrected

5. Items for Discussion

a. New Oceanside Traffic Signal Cameras/Sensors

Tam Tran from the City's Traffic Department discussed the new traffic signal cameras the City has installed at some intersections, how they work, and how detection of cyclists is handled.

- Traffic detection is typically inductive loops in the pavement. New tech ("No Traffic" system) is based on cameras & radar. Tam presented a video that shows cameras identifying every vehicle that passes by a busy 4-way intersection (College & Oceanside Blvd). Detects peds and bikes too, and can also count numbers of vehicles queuing. Can also detect buses & direct signals to remain/turn green for them.
 - City wants to move towards this technology
 - Currently installing at new & remodeled intersections
 - It's cheaper than installing in-ground loops
- Radar detection system
 - Tam used this in Fort Worth where he used to work
 - Matrix radar detects vehicles, bikers. etc .
- Looking at USDOT grants but no long-term funding yet
- Member questions:
 - Is tech "situationally aware?" Tam: it can be, it can hold signals for cyclists and/or slow-walking pedestrians. Need to find balance so cyclists don't abuse it.
 - Stopping & starting on bikes - anyway to anticipate (bike) traffic further out? Tam: difficult because the signals coordinate timing one intersection to the next, based on car speeds.
 - Comment: needs to be training and more visibility if/when bike signals are installed. Needs to be coordinated with car signals too, i.e. no right turn arrow.

- Can this system work with an event producer to assist/alleviate traffic to and from? Tam: it could, based on volumes beyond the norm. However he needs to do testing to avoid unintended consequences and find the right balance.
- Do cyclists need to be in a particular position w/in the left turn lane? Tam: this system will detect you.
- Are other cities/counties using this? Tam: Santee is using it. Carlsbad uses video tech but cobwebs can blur lenses. The tech shown uses both radar and video. Carlsbad is interested as well (installing 5, does not know where).
 - Comment: get Vista or Carlsbad to follow along with this tech in order to coordinate major thoroughfares. Tam: that would likely be a SANDAG project (regional).
- Can it detect illegal/dangerous driving? Tam: depends. *Can* detect bad driving habits. How many people run red lights, etc. Tech cannot read license plates. However they can turn video over to OPD if an accident is captured. Even that involves a lot of legal questions, insurance, etc., and is also labor-intensive to constantly search & pull clips for OPD, insurance, etc.
- What kind of reports/data will be collected? Tam: traffic volumes, how many cars run red lights, a lot of data to analyze. Can analyze and continue to improve traffic signal coordination.
- Will right turns on red change? Tam: city chooses where to post “no right on red” signs depending on line of sight and other safety factors.
- Would the “Idaho stop” affect this system? (this is when cyclists can slow down at stop signs and/or stop at reds but then proceed) Tam: No
- Who keeps data/video? Tam: City keeps data, but does not own video. Video is owned by the company. There is a portal for insurance companies to request/access it, which keeps the City out of data requests.
- Can a before/after study be done? Tam: we can if the systems are working well and the new tech is put in.
 - Comment: if it improves flow it could have a positive effect on GHGs.
- Recommendations for bikers currently, when they don't trip the signal wires? Tam: make a request to public works, an engineer can increase sensitivity of the loop. Carbon road bikes are basically impossible to detect. Can also stencil the area where we need to put our bikes on.

- City can focus on the most beneficial areas to install video/radar tech
- Tam mentions the pursuit of a USDOT grant for this technology that will eventually need to go before City Council.
 - We're always guessing what the modeshare will be when it comes to active transportation grants. It's missing data that installation of "No Traffic" tech can provide us, making it important for the OBPC to support.

b. Preview of Draft Final SSCSP and Climate Action Plan Update Policies

Russ Cunningham, City of Oceanside Principal Planner, reviewed draft Smart and Sustainable Corridors Specific Plan (SSCSP) policies and Climate Action Plan Update strategies being developed for the draft final General Plan Update documents.

Note from Secretary: please see Russ' slide presentation [HERE](#). I transcribed the majority, but did not get every single bullet point.

General Plan Update:

- Creates the environment/language that allows the city to pursue these changes. Language establishes commitment from the city to carry out these changes.
- Sharing bike-oriented goals, policies, standards, and actions from the General Plan Update, phase 2 (includes SSCSP & updated CAP)
 - 2019 CAP has been challenging to implement due to a variety of factors - lack of staff capacity, lack of interdepartmental coordination.
- SSCP is a policy document, SSCSP has a regulatory element in land use/planning
- Efficient & Compatible Land Use Element (ECLU) - "promotes synergies between different land uses that encourage walking, biking, and sustainable lifestyles"
 - Stresses that land use principles are extremely important for creating the environments that encourage biking, walking, and overall VMT reduction
 - Increase neighborhood density, residential density, community-serving businesses, basically things that attract people to these corridors on foot & bike, make it conspicuous in these neighborhoods.
 - Transit oriented development, compact development patterns
 - Separate/screen surface parking from primary street frontages
- Integrated Mobility Element (IM)
 - Create a citywide mobility network to integrate all modes of travel

- Complete IRT, CRT, SLR Trail - enhance access to all of them
- Create a standard for where to prioritize funding for bike projects
- Leverage maintenance activities in a cost-effective manner (use Transnet dollars to reimagine streets, not just repair them)
- Improve bike parking facilities according to practical standards
- Reduce barriers to bike/walk created by I-5, SR76 & 78.
 - These highways create huge barriers to non-car transport
- Prioritize bike connections to transit, schools, and rec facilities when seeking grant funding
- Ensure new developments provide peds/bikers w/ seamless connections between private property & public ROW
- Integrate bike parking/amenities into mobility nodes & hubs (Sprinter stations, SLR transit center)
- Minimize curb cuts/driveways where sidewalks and bike lanes are present
- Buffer bike lanes and vehicle lanes (and parked vehicle lanes) where feasible
- Improve active transportation safety at intersections
- Continue to expand educational opportunities
- Prohibit mobility devices on sidewalks, promenades, trails, parks, plazas, garages, and piers
- Missed a couple, see slides
- Remarkable Community Element (RC)
 - Introduce & expand bike/walk trails along east-west riparian corridors and link these trails to key destinations.
 - See slides for bullets
 - Pursue better roadway design that balances uses & minimizes pollution, i.e. minimum-width traffic lanes, roundabouts, curb bulb outs, chicanes & other path deviation devices.
 - Complete Street improvements on Mission Ave.
 - Encourage businesses to establish an active presence on alley frontages w/ building transparency, outdoor merchandising/dining areas, bike parking, etc.
- Bike policies are embedded in the policy frameworks for the City's 18 neighborhood planning areas.
- Healthy & Livable Community Element (HLC)
 - Update to 1990 community facilities element, ironically one of the city's newest elements (34 years old)
 - The HLC calls upon the City to maintain its status as a designated Bicycle Friendly City.

- Smart & Sustainable Corridors Specific Plan (SSCSP)
 - Establishes that “bicycle routes along the corridors will be safe, comfortable, and accessible for bicyclists of all ages and abilities.”
 - Extend IRT
 - Install path system at El Corazon w/ off-street connections to/from Oside Blvd, Mesa, ECR, and RDO
 - See slides for more
 - Shows design prototypes for Mission Ave between Horne & Frazee, Oceanside Blvd between, Vista Way from Jefferson to Thunder.
 - Mission Ave. shows buffered bike lanes and dedicated bus lanes. Hoping that one day, VMT will be reduced enough to allow dedicated bus lanes.
 - Some lane reduction in others, again could be dedicated transit lanes in the future
- Updated CAP
 - Points to “key levers the City has to reduce transportation related emissions through reduction in vehicle miles traveled (VMT)”
 - City will study feasibility of lane diet on Mesa
 - Transportation Demand Management (TDM)
 - VMT reduction in new development (15% below baseline)
 - Bike infrastructure (11 miles of Class I bike paths, 5 miles of Class II, & 9 miles of Class III lanes by 2030)
 - Active transportation plan/trails masters plan
 - Improve connectivity to parks
 - Next Steps
 - Draft EIR etc. available to public by June 4
 - Online community forum on project deliverables on June 20th
 - Adoption hearings - 10/14 planning commission, 11/20 city council
- Questions/Comments
 - What will be the implementation for these policies? Russ: will have some time to work on this along with public review. Will need to comprehensively update zoning.
 - Will corridors conform to the CARB scoping plan?
 - Will we get away from plastic bollards that damage bikes but don't damage cars? Sport cyclists prefer buffered Class 2 bike lanes. Russ: no answer because conversation moved to bus size.
 - Can we shrink buses? Ricky: more operators = higher operating costs. 303 is the busiest bus route in Oceanside. Transit vehicles are not bloated by any means. Smaller buses make sense in some

places, but larger ones are usually a better way to go - increased productivity.

- Some debate over Class IV's vs. Class II's, beginners prefer IV's and sport cyclists prefer II's. To get more people on bikes, we need IV's. Wider IV's may better accommodate riders of all skill levels.
- A prime concern of OBPC is large intersections which are extremely unwelcoming for bikers. Class IV's can unintentionally create dangerous intersection conflicts, needs addressing.
- Coast HWY and Pacific St. are not comfortable. Detailed difficulties of getting to South O from Mesa & ECR. Found a decent route and would like the city to enhance it and designate as a bike route. Mesa west to Crouch, Crouch across Oceanside Blvd. to Hunsaker, Hunsaker to Cassidy, Cassidy to South O.
- Comment: city does not have TDM for its own employees.
 - Does have good telework policy though
- TDM assessment district concept could help the city achieve its emission reduction targets if current updates are not aggressive enough.
- Hardest nut to crack is driving trips from existing residential areas. Existing development needs to contribute to these plans and programs as well.
- Education needs to be mandatory for all of this. Encouraging children, seniors, everyone who has fear who is told not to ride bikes on streets.
 - City does bike class every month
 - Schoolkids are riding safer than adults in a lot of cases now
 - OPD instituting a diversion plan to require class instead of ticket

Note: The following additional items were not discussed due to time. Race Across America was touched upon briefly.

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

Staff will provide an update on both goals.

d. Other Active Grants Status

- i. Laurel Elementary
- ii. Inland Rail Trail – Staff to provide update on the RFP process for this recently-funded Alignment Study.

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.

f. Bike Education Programs

- i. Oceanside School District E-Bike Plan
- ii. OPD Diversion Ordinance
- iii. City Education Classes for 2024
- iv. Elementary School Rodeos

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

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

Staff will discuss volunteer needs for this year's RAAM and RAW events.

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

k. Public Communications

l. Adjournment

*Indicates Item Attachment

The Next Meeting of the Oceanside Bicycle and Pedestrian Committee is scheduled for Monday, June 17, 2024, 9:00AM. We will again meet at the Country Club Senior Center due to construction at City Hall.