

STAFF REPORT



ITEM NO. 21
CITY OF OCEANSIDE

DATE: November 4, 2009
TO: Honorable Mayor and City Councilmembers
FROM: Development Services Department
SUBJECT: **APPROVAL OF THE RECOMMENDED CONCEPT PLAN FOR COLLEGE BOULEVARD BETWEEN WARING ROAD AND OLD GROVE ROAD**

SYNOPSIS

Staff recommends that the City Council approve the recommended concept plan for College Boulevard from Waring Road to Old Grove Road.

BACKGROUND

In 2008, the City of Oceanside contracted with RBF Consulting to complete a Project Study Report (PSR) that would assess the impacts associated with widening College Boulevard from its existing 4-lane major arterial classification to the Circulation Element classification of a 6-lane major arterial. The project study area extends from Waring Road to Old Grove Road, a distance of 2.1 miles.

Due to the length of the study corridor and diversity of the uses along the corridor, the project study area was broken into three areas (see **Exhibit 1**):

- **Section 1:** Waring Road to Roselle Street;
- **Section 2:** Roselle Street to Thunder Drive; and
- **Section 3:** Thunder Drive to Old Grove Road.

ANALYSIS

To determine the feasibility and impacts of widening College Boulevard, a number of technical studies were conducted including a physical constraints assessment, traffic operational analysis, biological impacts, geotechnical impacts, cultural resources assessment, paleontological impacts, air/noise impacts and drainage assessment.

In addition to the detailed technical analysis prepared for the project, staff worked with the project consultant in conducting a number of community outreach meetings.

Working with the ideas and concerns raised by the community and the results of the technical analysis, a number of project alternatives were considered for the study corridor. A total of three alternatives were presented to the community at the second of three community meetings conducted.

Three primary alternatives were considered for the College Boulevard study corridor:

- **Alternative 1:** Maintain College Boulevard as a 4-lane major arterial and provide intersection improvements at key locations to improve traffic flow;
- **Alternative 2:** Widen College Boulevard to provide 5 lanes (three southbound lanes and 2 northbound lanes). This alternative includes modifications to existing parking supply through Section 2 and intersection improvements in both sections 1 and 3; and
- **Alternative 3:** Widen College Boulevard to a 6-lane major arterial (three lanes in each direction). New traffic signals are provided in this alternative at the alley access (Section 1) and at Aztec Street (Section 3).

A recommended concept plan was developed based upon input received from the community. A summary of input received from the community at initial Kick-Off Meeting is attached as **Exhibit 2** as well as a summary of input received from the community at three additional follow-up meetings is also attached as **Exhibit 3**.

Recommended Concept Plan

The recommended concept plan was supported by participants in the community meetings and is comprised of a combination of each of the three alternatives studied for each study section. The recommended concept plan would include the following section alternatives:

In Section 1, widening of the southbound approach (to include 3 approach lanes) at the intersection of College Boulevard at Waring Road will provide a critical linkage to the 3 lanes that currently exists on College Boulevard south of Waring Road to SR 78. Traffic congestion queues in the southbound direction currently extend from north of Waring Road to SR 78 during peak traffic hours. Widening of the southbound approach on College Boulevard at Waring Road will help to manage the length of southbound traffic queues and improve traffic flow to SR 78. In addition, widening of the northbound approach on College Boulevard at Waring Road will help with large delivery truck right turning access from northbound College Boulevard to eastbound Waring Road.

In Section 2, the traffic volumes are currently the lowest of all three study sections and are forecast to continue to be the lowest throughout the study corridor. Therefore, it is feasible to assume this section could maintain acceptable operating conditions as a 4-lane major arterial. Additional measures are recommended such as intersection bulbouts that would help with traffic safety for the residents that reside along Section 2.

In Section 3, the segment of College Boulevard at Oceanside Boulevard currently carries 46,700 vehicles per day and operates at level of service (LOS) F. From Olive to Aztec, vehicle queues currently exceed intersection lane capacities and therefore result in deficient operating conditions with existing traffic volumes. Future queue lengths would continue to grow resulting in large number of vehicles idling through this section. This section will benefit the most from the proposed widening from 4 to 6 lanes. To improve both vehicular and pedestrian access, a new traffic signal on College Boulevard at Aztec Street is recommended as part of the recommended concept plan. Widening of this segment of College Boulevard (between Olive Drive to north of Aztec Street) will help reduce the length of existing queues, reduce delay at the signalized intersections, and increase capacity near the Sprinter crossing.

FISCAL IMPACT

Preliminary cost estimates for the study corridor were prepared based upon the City of San Diego’s published standard unit costs. Widening College Boulevard from 4 to 6 lanes would have the highest cost of over \$24 million, while the recommended concept plan would cost approximately \$7.5 million. A combination of future Thoroughfare Fees and existing developer contributions (i.e., Ocean Ranch) are expected to fund the construction of the recommended improvements.

INSURANCE REQUIREMENTS

Does not apply.

COMMISSION OR COMMITTEE REPORT

At the August 18, 2009 meeting, the Transportation Commission reviewed and approved staff’s recommended concept plan.

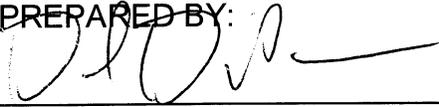
CITY ATTORNEY’S ANALYSIS

Does not apply.

RECOMMENDATION

Staff recommends that the City Council approve the recommended concept plan for College Boulevard from Waring Road to Old Grove Road.

PREPARED BY:



David DiPierro
City Traffic Engineer

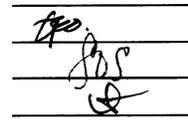
SUBMITTED BY:



Peter A. Weiss
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
George Buell, Development Services Director
Scott O. Smith, City Engineer
Teri Ferro, Financial Services Director

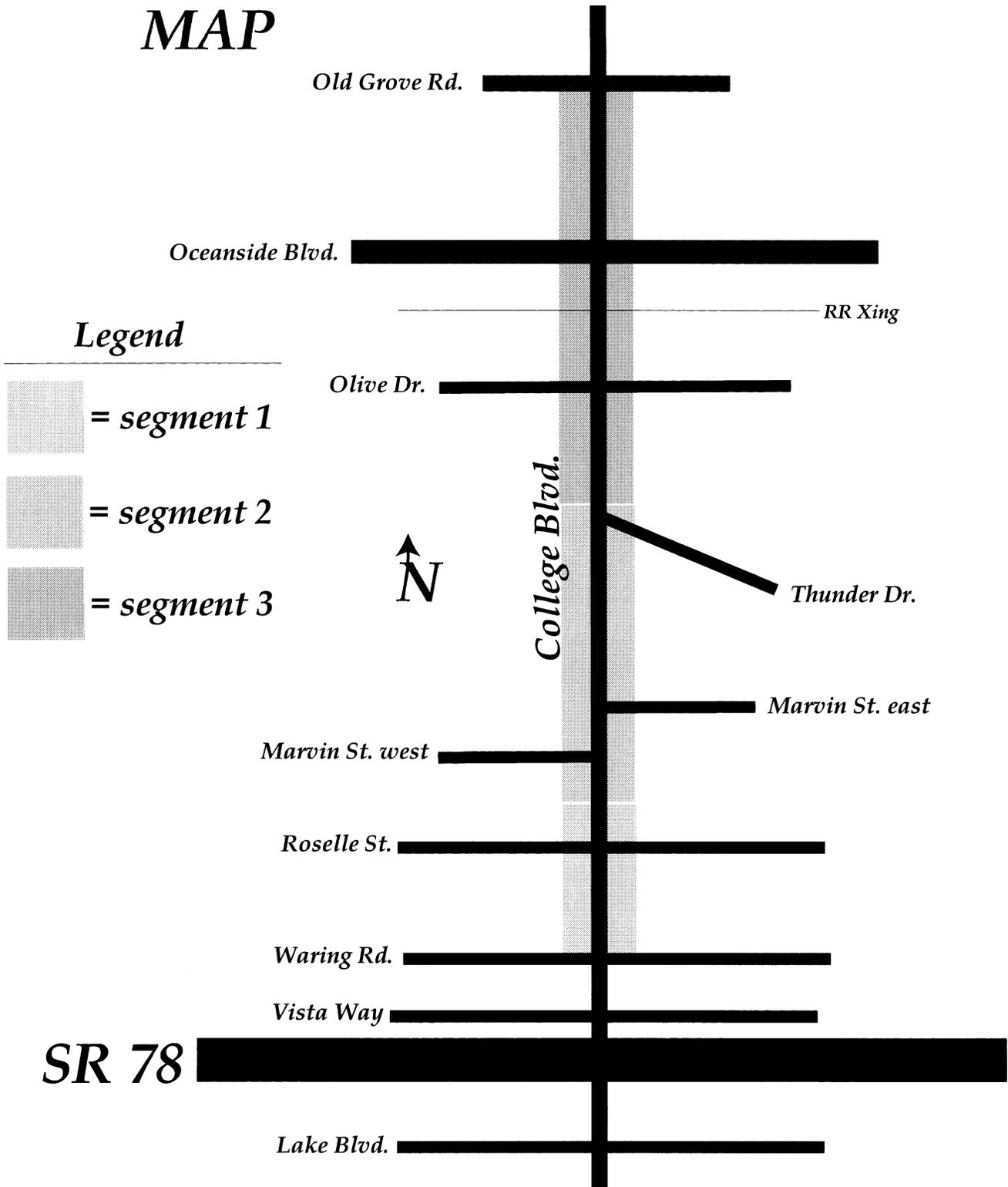


Attachments: Exhibit 1, Study Area Corridor
Exhibit 2, Kick-Off Meeting Summary
Exhibit 3, Public Input Summary from section meetings

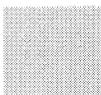
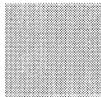
EXHIBIT 1

COLLEGE BLVD.

MAP



Legend

-  = segment 1
-  = segment 2
-  = segment 3

**Project Study Report for
College Boulevard**

**COMMUNITY OUTREACH
KICK-OFF WORKSHOP SUMMARY
REPORT**

Prepared for:



City of Oceanside

300 N. Coast Highway, Oceanside CA 92054

Prepared by:



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December 15, 2008

JN 55-100538.001

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

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- Attachment 3: Workshop Presentation
- Attachment 4: Activity 1 Specific Comments from Community
- Attachment 5: Activity 2 Specific Comments from Community
- Attachment 6: Comment Cards Received at Meeting

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1

Project Study Report For College Boulevard

WORKSHOP INTRODUCTION

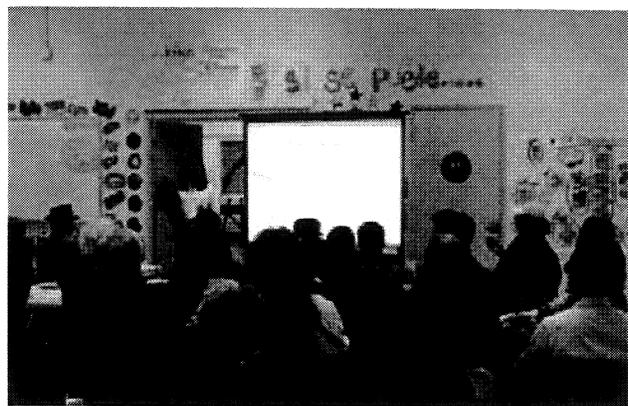
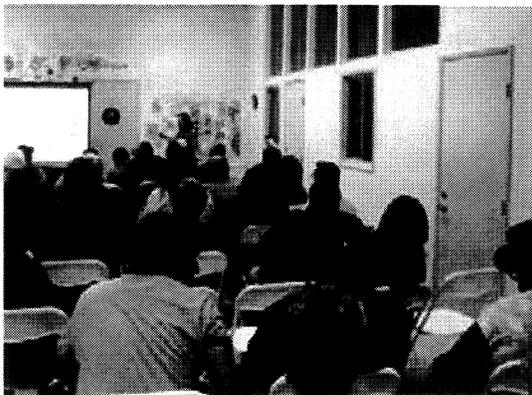
The Kick-off Workshop for the College Boulevard Project Study Report was well attended; 75 participants were signed in. A copy of the sign in sheets is provided in Attachment 1 to this report.

Residents were notified through a city-wide distribution of the workshop flyer (included in the water bill). In addition, a special letter was sent to property owners, residents and business owners located within 350' of either side of College Boulevard. A Public Service Announcement (PSA) was also aired on the local cable network the week before the meeting. A copy of the workshop flyer and special letter is provided in Attachment 2.

The entrance to the workshop held a welcome sign, sign-in sheets, an agenda, comments cards and a comment card box. There was a city-wide map requesting participants to place a dot on where they live, work or own property and a map identifying how all residents were notified.

A presentation was given providing an overview of the project, goals for the meeting and summary of the Project Study area. A copy of the presentation is provided as Attachment 3 to this report.

The presentation was followed by a brief question and answer period. During this time, there were many questions and concerns raised by the community members. Some of the issues and questions raised are recorded below:



COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

General Comments during Presentation:

- Which project is first? College Boulevard or Rancho del Oro interchange?
- Will similar workshops be held for Rancho del Oro residents?
- Coordination to make Emerald Street wider? (Vista)
- Mira Costa – if Rancho del Oro interchange was open, would alleviate entry/exits?
- Melrose Drive improvements? When?
- Consider safety of children and families along this street, no highway along College
- Rancho del Oro considered yet as main thoroughfare?
- 2030 – how many years of construction? If 6 lanes?
- Funding? – Where?
- Why only to Old Grove?
- Bad feelings about Rancho del Oro interchange
- Pay attention to what Council is saying

Two activities were conducted during the course of the workshop. The first was a Post-It Note exercise wherein participants were asked to provide two of their top concerns or issues on separate Post-Its. Participants then place their Post-Its on the wall, which were then categorized into similar topics. The project team presented the comments at the end of the workshop. The second exercise provided residents the opportunity to record their specific concerns on maps of the corridor. The results of both exercises are summarized below.

ACTIVITY 1: TOP CONCERNS AND ISSUES

Once participants completed the Post-It Note exercises the comments were grouped into categories. The following categories were identified:

- | | | |
|----------------------|--------------------------|---------------|
| • Existing Landscape | • Loss of Homes/Property | • Parking |
| • Signal Timing | • Pedestrian Safety | • Environment |
| • Property Values | • Family Character | • Traffic |
| • Safety | • Rancho del Oro | • Noise |

The following sections summarize the general concerns raised in each of these categories. Specific concerns in each category are provided in Attachment 4 to this report.

Existing Landscape:

Participants were concerned that existing palm trees in the median would be removed with the widening, which was noted as a nice aspect of the corridor. In addition, there

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
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was a concern that the widening would affect the landscaping that shields existing fences. As a result of the landscape removal, new surfaces would be revealed that could be tagged with graffiti.

Signal Timing:

Participants supported the concept of “Smart Lights”, indicating that it currently takes too long to get from SR-76 to SR-78. There was a concern that the side streets trip the signals too quickly resulting in traffic on College Boulevard stopping too frequently.. Participants felt that improving signal timing and coordination would help traffic flow along College Boulevard and help to reduce noise and pollution, especially truck traffic.

Some participants noted that widening will not entice people to use mass transit, such as the Sprinter and that the signal timing with the Sprinter crossing should be improved to reduce delays and queues on College Boulevard.

Property Values:

Participants were concerned that property values would be affected by widening College Boulevard. One comment was noted that if College Boulevard was widened, it may affect the access at Aztec Street, which could affect both safety and property values.

Safety:

There was an overall concern about safety along the corridor, ranging from existing traffic speeds to accidents along the corridor. As stated above, access at Aztec Street is currently a concern to some residents who were in attendance. Another attendee stated that there are too many accidents at Roselle Street.

There was also a concern about the speed of traffic along College Boulevard. Participants indicated they did not want the speeding cars any closer to their homes. They also stated that they feel there are more accidents on College Boulevard due to higher speed.

Other participants stated that widening to six lanes would elevate existing hazards along College Boulevard, such as areas where the road bends. There was a concern that if merging were to occur due to changes in roadway width from six to four lanes, traffic would slow down more and affect flow.

Loss of Homes/Property:

Many of the participants were concerned about how widening College Boulevard would affect property along the corridor and the people living in those houses. There was a concern that there is not enough space along these properties to widen the street. Questions were raised that if College Boulevard was planned to be a six lane road, why wasn't land set aside to widen it?

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Some participants stated that widening will not be equivalent to the impact of relocating families from the corridor. Questions were raised as to who would be responsible for relocating people affected and who would bear the cost for the widening.

Many of the participants had specific concerns about their property and whether or not the widening of the road would affect them. Some residents cited their concerns that the widening could have an affect on backyard and/or side yard sizes. Participants were concerned about how construction of the road may impact them and/or their properties.

Pedestrian Safety:

Pedestrian safety was raised as an issue by several participants. Specific concerns included pedestrian crossings along College Boulevard at Barnard and Roselle. These locations seem dangerous now and participants were concerned about how pedestrians, including Mira Costa students, will be affected by the project. Other participants noted that walking along College Boulevard, particularly between Avenida de la Plata and Oceanside Boulevard, is too dangerous already.

Family Character:

Several families live along College Boulevard and there are two parks within blocks of the corridor. Safety of children playing, bicycling, and skating along College Boulevard was a concern raised. Several participants stated that widening from four to six lanes would ruin the ambience of the community. Concerns were raised about the safety of families with six lanes of traffic parallel to their front and/or backyards.

Rancho Del Oro:

Participants noted that College Boulevard should be left alone and that Rancho Del Oro interchange should be opened instead. Several comments were received that indicated the traffic congestion along College Boulevard would be relieved if this new interchange was constructed.

Participants stated that it is unfair for residents along College Boulevard to bear the brunt of traffic and felt this is a political decision. Some indicated that they felt the Rancho Del Oro interchange is being ignored and that College Boulevard is being widened because of people who don't want the Rancho del Oro on/off ramp.

Comments were also received regarding the timing of the improvements. Some comments indicated that College Boulevard and Rancho Del Oro Drive should both be widened at the same time. Others indicated that Rancho Del Oro was originally designed and designated to be six lanes with the SR-78 interchange. Comments were received that indicated that the widening should happen along Rancho Del Oro first – where it can be done effectively and with less impact to existing homes.

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

There were concerns raised about proposed projects such as El Corazon, which would add traffic to the study area. With El Corazon building up, participants commented that all the traffic cannot be fed to College Boulevard and El Camino Real; Rancho del Oro interchange is needed.

Parking:

Participants were concerned about losing parking along College Boulevard in Section 2 (Roselle to Thunder).

Environment:

Comments were received pertaining to the existing slopes along the corridor. Both hillside erosion and retaining earth on affected slopes were cited as concerns.

Traffic & Rush Hour:

Several comments were received pertaining to traffic along College Boulevard. Some participants noted that there is high traffic on College Boulevard everyday. Long waits during rush hour, particularly in the p.m. peak between SR-78 and Oceanside Boulevard were cited by numerous commentors. Bottlenecking at the railroad tracks was also raised as a traffic concern. A concern about the traffic at SR-78/Vista Way was also identified.

Some participants suggested in their comments that increased traffic with the widening would occur. There was another concern raised that if you widen Section 1 (Waring Road to Roselle Street) and Section 3 (Thunder Drive to Old Grove), a bottleneck would be created through Section 2 (Roselle Street to Thunder Drive) if it were to remain four lanes.

Noise:

Comments were received regarding noise along the corridor, including whether sound walls for properties fronting College Boulevard would be provided. Comments received identified noise as currently too high and problematic, particularly for those who's property is located along College Boulevard where traffic may be brought closer to their existing property lines.

Many noise comments were coupled with issues such as pollution, commercial vehicle traffic and loss of quality of life. Some comments indicate that long term residents feel that widening College Boulevard to six lanes would create a highway in their backyard.

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Project Study Report For College Boulevard

ACTIVITY 2: STATIONS

The second activity included taking a closer look at the corridor. The corridor was divided into three sections, labeled Station 1, Station 2, and Station 3. At each station, participants were provided with a comment board, an aerial photograph of the section, an AutoCAD drawing of the section, and station comment cards. Participants were encouraged to leave comments and ideas on these three mediums in the form of Post-It Note comments, drawings, comments written directly on the maps, etc.

The following sections summarize the comments received at each Station using the comment boards provided at the meeting. Attachment 5 includes the detailed comments received.

Additional notes were made on the maps at each station. Comments from the maps will be discussed in the following section.

Comments from Boards at Stations

Station 1 – Section 1 (Waring Road to Roselle Street)

Comment received on the maps for Section 1 focused on noise attenuation, hillside stability, accidents, traffic from SR-78 and the need for the Rancho del Oro interchange. Specific comments included the need for relief at College Boulevard and Marvin Street and accidents along College Boulevard at both Roselle and Marvin.

Additional comments were noted regarding the cost of the improvements for College Boulevard versus the cost to build the Rancho Del Oro interchange. Questions were raised regarding the traffic volumes along College Boulevard versus the traffic volumes on Rancho del Oro.

Station 2 – Section 2 (Roselle Street to Thunder Drive):

Comments were noted regarding impacts to property, noise and the Rancho del Oro interchange. More specifically, concerns were noted pertaining to the number of homes that would have to be removed from Thunder to Waring Road and concerns over families that could be displaced. Truck traffic and noise were specifically cited as concerns.

Station 3 – Section 3 (Thunder Drive to Old Grove Road):

At this station, comments were made specifically to improving the traffic signals to include “smart” traffic controls to help move traffic along. Concerns were raised about bottlenecks that could occur at Old Grove Road with the potential widening. Comments were added to the boards that indicate that distribution of traffic from El Corazon should

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

go to College Boulevard, El Camino Real and the future Rancho Del Oro interchanges with SR-78.

Comments from Maps at Stations

Station 1 – Section 1 (Waring Road to Roselle Street)

Participants indicated that key issues through this section are speeding, loss of property and property value, noise, and air quality. Specific comments were identified at the intersections of College Boulevard/Roselle Street and College Boulevard/Vista Way. One participant wanted to know how high the retaining walls would be and identified concerns over landslides.

At the intersection of College Boulevard/Roselle Street, participants noted that cars must wait through three lights during morning rush hour and they felt that there are too many accidents at this intersection.

At the intersection of College Boulevard/Vista Way, participants noted that the north-south light is green for only a short duration during the a.m. peak (6 a.m.). Another comment received at this intersection is that the peak hour volumes presented seemed too low and unrealistic.

Station 2 – Section 2 (Roselle Street to Thunder Drive)

In this section comments were received regarding the decline in property values, a need for the Rancho Del Oro interchange, noise and safety.

A specific comment was received adjacent to 2842 College Boulevard that indicated a concern about widening cutting into resident's houses. This property in particular sticks out past the other houses.

In regard to the Rancho Del Oro interchange, comments were received regarding the cost of the interchange and wanted to know where the money could come from. Some comments suggested that the study area selected targeted areas with no home-owners associations, when compared to other portions of the corridor.

Specific comments were received northwest of the intersection of College Boulevard/Roselle Street. The comments indicated that the street should not be widened because it would result in decline in property values will plummet. Affecting these properties would potentially affect some resident's sources of include (fruit trees grown on property).

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Station 3 – Section 3 (Thunder Drive to Old Grove Road)

Comments were received at this station for Section 3 that addressed pedestrian access, status of previous traffic studies conducted, synchronization of traffic signals and status of “smart lights”, pollution, and noise. Relative to the issue of noise, participants suggested that the City consider noise barriers to residents who live in close proximity to College Boulevard. Comments were received that indicated that noise and pollution, along with traffic would have a negative affect on property values.

Specific comments were received related to the intersection of College Boulevard/ Oceanside Boulevard. Participants noted that traffic through this intersection is very high and that they have to wait through two or more traffic signals to run left southbound during rush hours. Also specifically identified was the intersection of College Boulevard/ Marcella Street. Participants noted that a synchronized signal is needed at this intersection.

Participants sighted concerns at the intersection College Boulevard / Avenida de la Plata, where they felt a westbound “no turn on red” sign should be installed. Another intersection identified with specific concerns is the intersection of College Boulevard/ Aztec Street. At this intersection concerns regarding safety and emergency access issues were raised. Many participants felt that there is a need for a signal at this intersection.

Participants noted on the maps that they believe College Boulevard already bears more traffic than SR-78 and that widening the road would add more traffic. Related comments received indicated that participants felt that Rancho Del Oro needs to be developed as the alternate north-south corridor.

Several comments were received in support of the Rancho Del Oro interchange. Participants were concerned that having only one interchange in Oceanside (College Boulevard) is bad for business. Others felt that the Rancho Del Oro interchange would direct half the traffic off College, which may reduce traffic to a level where neither College Boulevard nor Rancho Del Oro would need to be widening. Some participants questioned why a study of Rancho Del Oro is not being done simultaneous to this project.

Safety of families who live along the corridor was also identified as a concern. Participants questioned how will families be safe by bringing the roadway closer to their homes. They noted that widening College will feel like these families are living on an interstate.

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1

Project Study Report For College Boulevard

Comments were received regarding the development of the El Corazon site. Participants noted that they felt the traffic from El Corazon would bottleneck the City streets and would be worse without the Rancho Del Oro interchange.

Speeding was also sighted as a concern, particularly with downhill traffic. Participants sighted concerns over existing accidents/fatalities (bicycles, cars and pedestrians) with current traffic volume.

COMMENTS CARDS

In addition to participation in the two activities, participants were provided the opportunity to provide input using comment cards. A total of 17 comments cards were received in addition to one letter from a community member. All comments received are provided in Attachment 6 to this report.

Comments ranged from noise and property impacts to accidents and the Rancho del Oro interchange. Overall the comments focused on not widening College Boulevard with support for completing the RDO interchange and the Melrose Drive extension. Also noted in the comment cards were impacts associated with the proposed El Corazon development.

Concerns were also raised about potentially constructing retaining walls along the corridor and about taking of property through Section 2. Comments were noted regarding the taking of home and moving College Boulevard closer to people's backyards.

Questions were raised in the comment cards regarding the ability for the additional lanes to address the long-term traffic volumes and improve levels of service. Reference was made to previous studies conducted for College Boulevard, which indicate that traffic needs to be diverted.

CLOSURE

Following the two activities, additional questions and comments were raised by those in attendance. Those topics included:

- How will things outside of corridor be incorporated into the study (ie. Rancho del Oro interchange)?
- What happened to study results from 5 years ago?
- What happened to the Ocean Ranch EIR Smart Street lights?
- There is a big problem with traffic lights on College Boulevard

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- El Corazon project has caused issues
- How is traffic counted?
- If there is a LOS F grade in the future – how will widening affect this?
- Will there be similar meetings for the Rancho Del Oro interchange project?
- Will there be more circulation element meetings?
- How many cars can be accommodated on six lanes?
- What were Sprinter Impacts and how did it get approved?
- What is the source of funding for this project?
- Northbound traffic from other cities such as Vista – project team should coordinate with them to resolve issues.
- What is the level of service today?
- City amended the Circulation Element for Rancho Del Oro from six to four lanes
- What happens if you remove Mira Costa access point from College Boulevard?

Comments received verbally from the community were discussed during the meeting. To supplement this discussion, the questions raised at this meeting will be consolidated and posted as Frequently Asked Questions (FAQ's) and posted on the website.

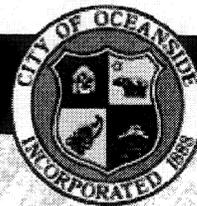
The next community meetings will be small group stakeholder meetings that will be conducted in early 2009. Participants from this meeting will be notified via email, mail or telephone call to invite them to participate in the process. The goal of the small group meetings is to discuss potential alternatives for the corridor and more detailed discussion of the traffic operation analysis.

The next city-wide meeting will be held in April/May 2009 where the potential alternatives will be presented to the community in an open house format. During that meeting, community members will be asked to comment on and rank the alternatives developed for each section of the corridor.

Attachment 1
Sign in Sheets

Attachment 2
Workshop Flyer & Letter from City Staff

Get Involved in Your Community!



The City of Oceanside is embarking on a project to evaluate opportunities to improve traffic flow and mitigate traffic congestion along College Boulevard.

The project will evaluate the feasibility of widening College Boulevard to six lanes between Waring Road and Old Grove Road. As part of the project, the City will be evaluating alternatives that minimize impacts to the environment and surrounding community.

Come share your thoughts and ideas with us at a series of three community workshops:



Meeting #1

Community Kick-Off Workshop

Thursday, November 13th, 2008
6:30-8:30 pm
John Landes Recreational Center

Meeting #2

Community Design Workshop

February 2009
John Landes Recreational Center

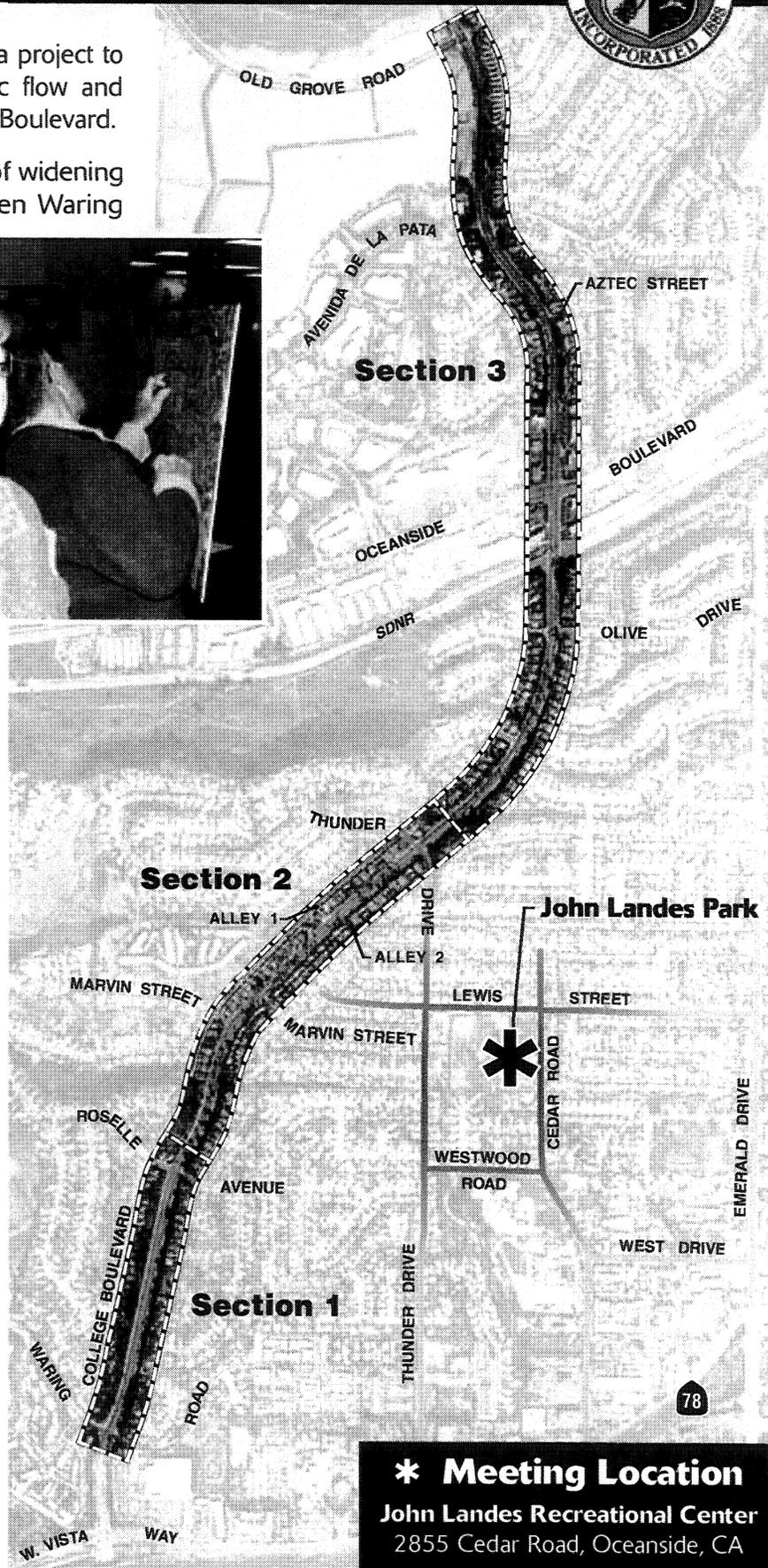
Meeting #3

Community Open House

April 2009
John Landes Recreational Center

The City needs your participation and input. At the first workshop, you will be given an opportunity to both learn about the project and provide important input into the process.

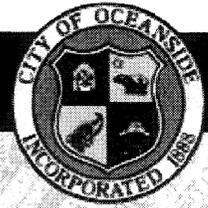
For more information, please contact **John Amberson** at **760-435-5091** or visit the City website at www.ci.oceanside.ca.us



* Meeting Location

John Landes Recreational Center
2855 Cedar Road, Oceanside, CA
(Located in John Landes Park)

¡Participe en su Comunidad!



La Ciudad de Oceanside está emprendiendo un proyecto para evaluar oportunidades de mejorar la circulación y de atenuar la congestión de tráfico a lo largo College Boulevard.

El proyecto evaluará la viabilidad de ensanchar College Boulevard a seis carriles entre Waring Road and Old Grove Road. Como parte del proyecto, la Ciudad evaluará las alternativas que reducen impactos al ambiente y a la comunidad circundante.

Viene la parte sus pensamientos e ideas con nosotros en una serie de tres talleres de la comunidad:



Reunión #1

Taller de la Comunidad del Principio

Jueves, 13 Noviembre, 2008

6:30-8:30 pm

Centro Recreacional de John Landes

Reunión #2

Taller del diseño de la Comunidad

Febrero 2009

Centro Recreacional de John Landes

Reunión #3

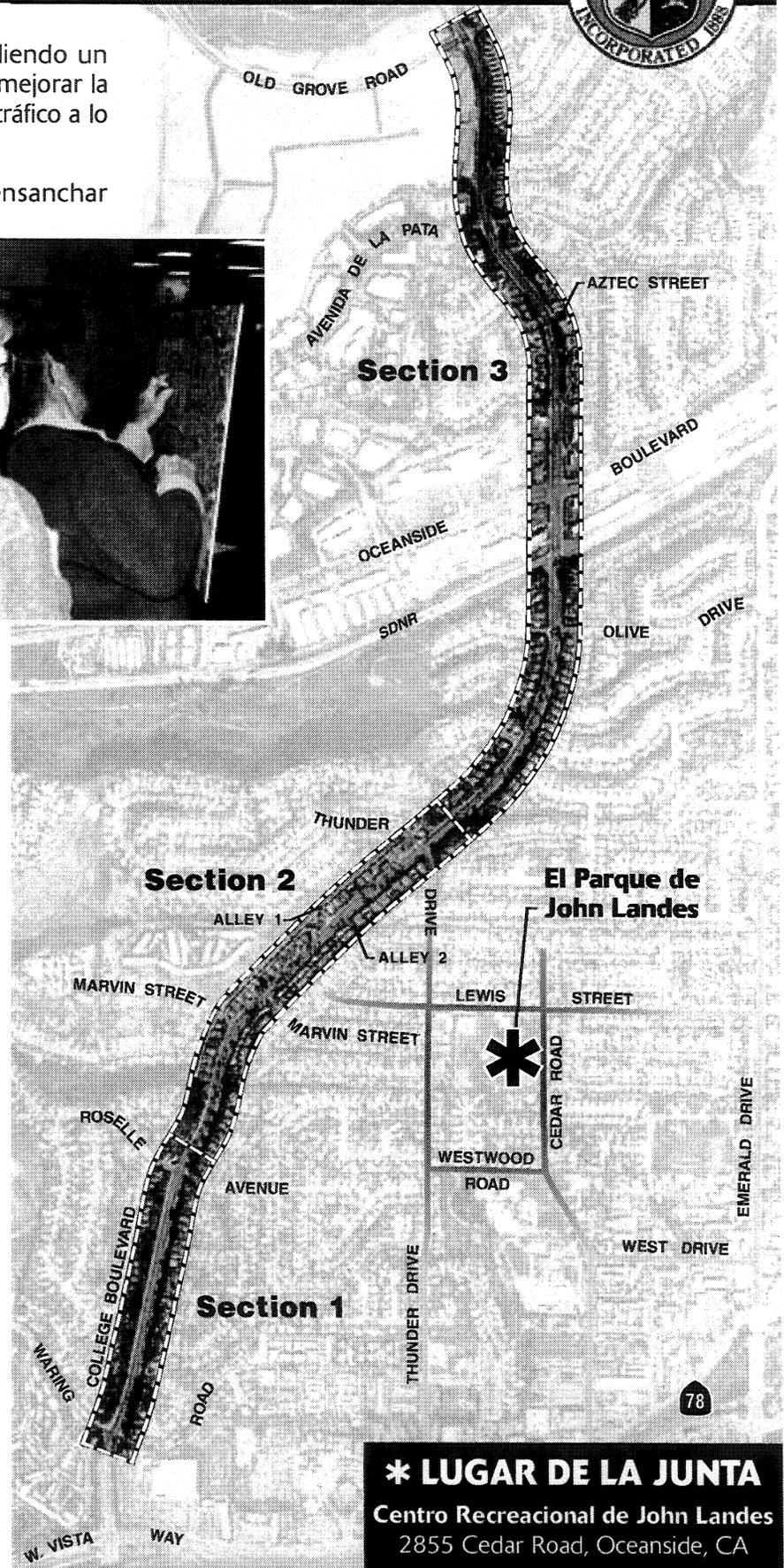
Casa abierta de la Comunidad

Abril 2009

Centro Recreacional de John Landes

La ciudad necesita su participación y entrada. En el primer taller, le darán una oportunidad a aprende sobre el proyecto y proporciona la entrada importante en el proceso.

Para más información, entre en contacto con por favor **John Amberson** en **760-435-5091** o visite el Web site de la ciudad en **www.ci.oceanside.ca.us**



* LUGAR DE LA JUNTA

Centro Recreacional de John Landes
2855 Cedar Road, Oceanside, CA

(Localizada en el Parque de John Landes)

Attachment 3
Workshop Presentation

College Boulevard Kick-Off Workshop

November 13, 2008
6:30 pm - 8:30 pm

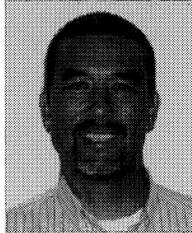


Agenda

- Welcome!
- Goals for Tonight & for the Project
- What is a Project Study Report?
- Project Study Area
- Why Consider Widening College?
- Open House Activities
- How can I Stay Involved?



Welcome!



John Amberson
Transportation Planner
City of Oceanside



Dawn Wilson, P.E.
Senior Associate
RBF Consulting

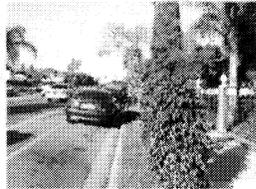
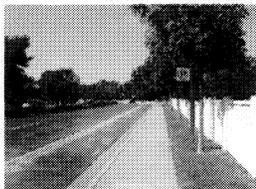


Susan Harden, AICP
Principal Planner
RBF's Urban Design Studio

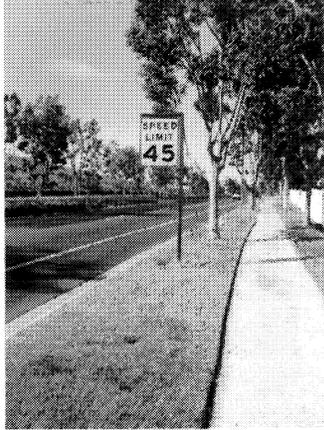


Goal for Tonight

- Present the Process for Evaluating the Possibility of Widening College Boulevard
- Understand Community Concerns Along the Corridor



Goal for the Project



- Evaluate the Impacts Associated with Widening College Boulevard from Four to Six Lanes
- Identify Alternatives to Potentially Minimize the Impacts while Providing the Necessary Capacity to Maintain Acceptable Traffic Flow

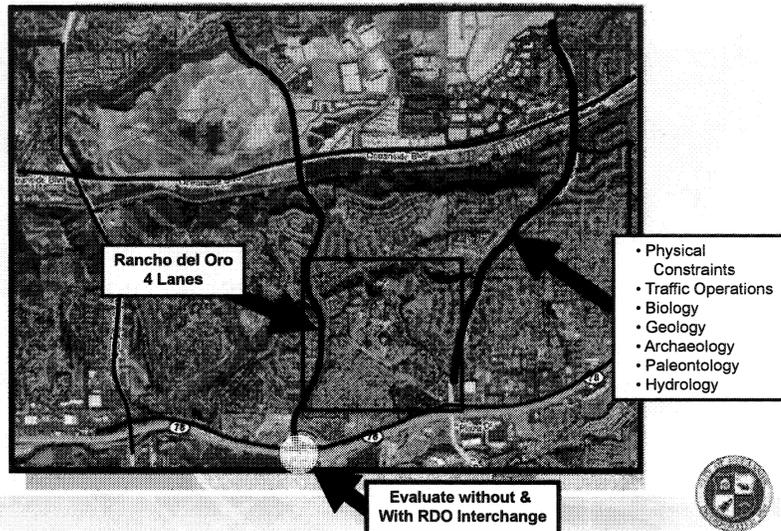


What is a Project Study Report?

- Technical Evaluation of Potential Impacts Associated with Widening College Boulevard
 - Physical Constraints
 - Traffic Operations
 - Biology
 - Geology
 - Archaeology
 - Paleontology
 - Hydrology

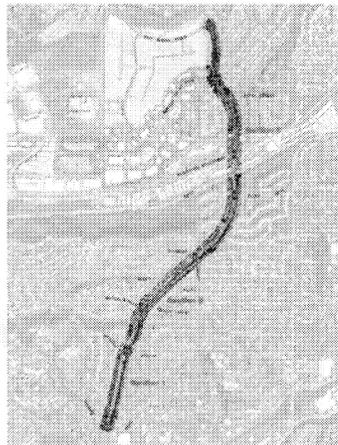


Scope of the Study Area



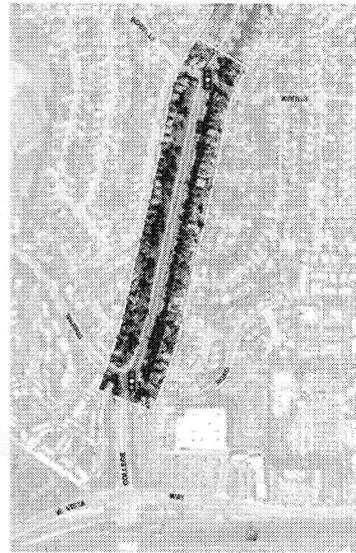
Defining the Project Area

- Corridor extends from Waring Road to Old Grove Road
- Crosses Sprinter tracks
- Split into three sections
 - Each section has distinct characteristics and issues



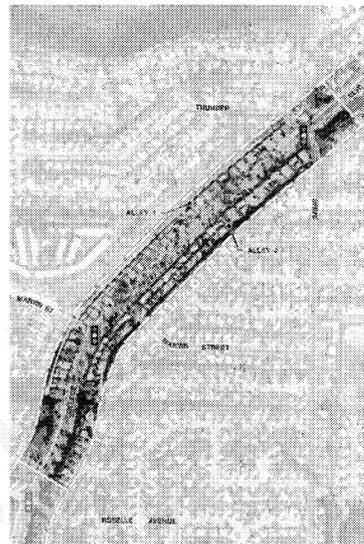
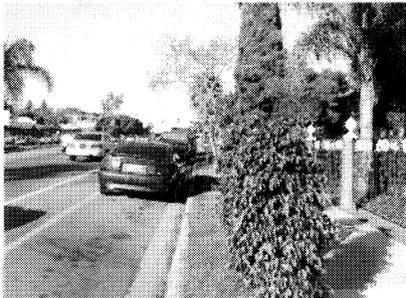
Section 1

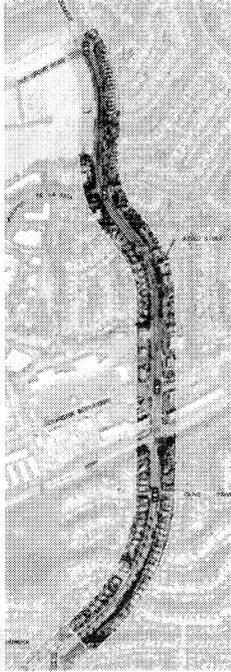
- Waring Road to just north of Roselle Ave



Section 2

- North of Roselle Avenue to Thunder Drive
- Residential Duplexes line College Blvd





Section 3

- Thunder Drive to Old Grove Road
- Longest, most diverse Section
- Section contains:
 - NCTD Right-of-Way Crossing
 - Oceanside Blvd Intersection
 - Mix of residential and commercial uses



Why Consider Widening College?

- City Circulation Element = 6 Lanes
- Primary Gateway Corridor
 - Directly connects SR-78 and SR-76
 - Key link in City's transportation system
- Maintain Acceptable Traffic Flow
 - 4 to 6 lanes, medians, left-turn lanes
- Potential Streetscape Enhancements



Questions so far?



Workshop Activities

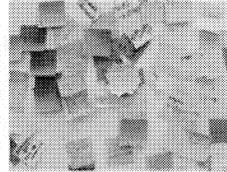


Activity 1: Post-It Note Exercise

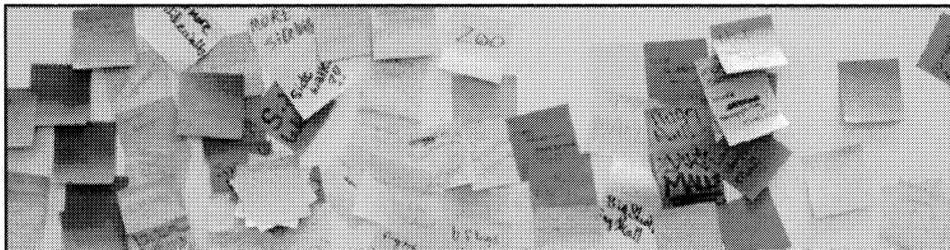
- **Identify your top three concerns along College Boulevard**

Try to answer:

- What are your primary concerns?
- What are the biggest challenges facing College Boulevard?



- *Write one thought per Post-It Note!*
- *Place the Post-It Notes on the wall, clustering yours with similar ideas*



Summary of Top Concerns

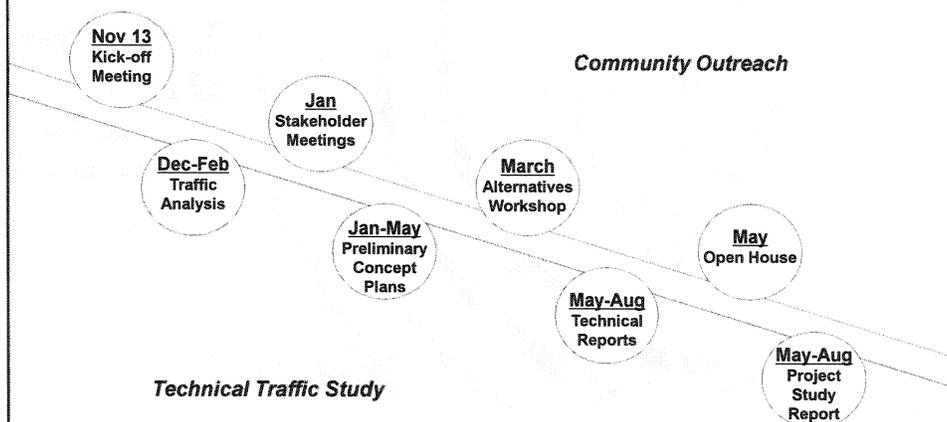


Activity 2: Open House

- Visit 1, 2, or all 3 Open House Stations
- Provide input in the form of Post-it comments on the maps
 - Corridor Treasures
 - Opportunities
 - Constraints
- Draw ideas on the table top maps
- Give additional input on Station Comment Cards



Project Schedule



Ways to stay involved!

- Check the website at www.ci.oceanside.ca.us
- Look for information on additional upcoming workshops:
 - Stakeholder Group Meetings
 - Alternatives Workshop
 - Preferred Alternative Workshop and Open House



Thank you!

See you next time!



Attachment 4
Activity 1 – Post-It Note Exercise
Specific Comments from Community

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Consolidated Post-It Note Comments

Trees:

- Fences will be open due to loss of vegetation (bushes) these tagged will have a ball.
- If they take out Palm trees in median (south of Oceanside Blvd.) the nicest aspect of College Boulevard.

Signal Timing:

- Smart Lights
- Takes way too long to go from 76 to 78. (Feel more frequent timing of lights would help in the interim).
- Cars entering College Boulevard from side streets trip light change too quickly.
- Synchronizing Coaster and street lights. There is currently no synchronization and this could improve flow dramatically. Simple steps first!
- Concerns: Increased noise, pollution from more traffic especially truck traffic.
- Alternative: Coordinated, updated “smart” traffic signals.
- Coordination with the City of Vista to develop Emerald. So that it can be used. Oceanside is not an island.
- How is City approaching commute TMDS?
- Widening will not incentive people to use mass transit (the Sprinter).

Don't:

- There are many new Roads going north and south
 - Corporate
 - Rancho Del Oro
 - Old Grove, etc.
- There is no traffic problem locals know how to manage it!
- Do not widen College!
- Isn't this widening still resulting in an “F” rating? If so, why bother?
- Why is it necessary for you guys to widen the roads?

Rush Hour:

- Long waits during rush hour on College
- Primary Concern: 3 – 6 pm traffic jam between Thunder and Oceanside Blvd.
- Biggest Challenge: Getting from Hwy. 78 to Oceanside Blvd. @ 5:00 p.m. Can take up to 25 min. (less than 2 miles).

Property Values:

- Property Issues

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- Loss of income property. If project moves ahead compensation?
- Property Values
- The value of my property
- We do not want to lose some of our property. This affects property value and comfort.
- Property Devaluation
- Access out of my track via Aztec Road (only 1 way in and out).

Safety:

- Safety
- Safety and emergency access along College Blvd., and into my track via Aztec.
- We are concerned with safety. Cars already drive over the speed limit and we do not want them speeding closer to our house.
- Left turn lane stacking at Tamarack (N) and College Blvd (S) entrance to Calavera-Hills Schools.
- Two lanes southbound reduced to one lane south bound on am drop off and pm pick up of students.
- More accidents on College due to higher speed.
- We live where the road bends. Many accidents happened there. 6 lanes would elevate that hazard 2853 College Blvd.
- Stay with either 6 or 4 lanes so merging doesn't have to take place. This slows traffic more than having not enough lanes.
- Intersection College & Roselle – too many accidents
- Safety should be No. 1, why is not for you?

Loss of Homes:

- How will the expansion affect many other home owners?
- I am concerned about the people living in the houses and the money this project will cost.
- If this were to happen than what would happen to the family's who live in the houses?
- Not enough frontage for Sec. II.
- Cost of acquiring homes on College vs. using Rancho del Oro Rd. (78 access) El Coiazon traffic should not go to El Camino and College only. Where will the extra lanes be put in? College Blvd. is already small as it is.
- Disruption to current residences primarily between Roselle and Olive. What happens to them?
- Why buy 80 homes? This is a road to nowhere. Do something else.
- Paul Hernandez Section #2: I noticed you have a chart displaying the number of accidents, but if you increase the lanes on College will it increase speed limit and increase the likelihood of more accidents since there will be more traffic (i.e.,

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

turning I-5 into a double deck interstate will only increase accident and not improve traffic.

- Section 2: Displaced home.
- My primary concern is that my house faces Marvin and is a corner lot. My house is closer to the existing College Blvd. My address is College Blvd., not Marvin. Does this mean my house will have to go? or be sacrificed for this project?
- Relocating families in a neighborhood that will benefit only minimally from the widening.
- Who will be responsible to relocate the residents affected by this project? Who is going to pay even if you do increase the length/width of College it will only add to the current traffic problem (Margarita H. Section #2).
- Raul Hernandez Section 2 – If the project does go through who is going to be responsible for relocating the residents directly affected and who will pay for the housing?
- Losing my home to eminent domain – More Traffic
- How many people may be displaced by construction?
- Is the City going to pay for the relocation of residents that include housing? I can't afford to pay for a new house. (Flaviano H.)
- Loss of size of backyard due to widening at College. How many houses would be torn down to widen College to 6 lanes over entire length?

Pedestrian Safety:

- Our house backs up to College – how much space would be needed for this widening?
- Pedestrians trying to cross College at Barnard and Roselle seems dangerous now – how will that be affected? Students trying to walk to Mira Costa?
- As a walker on College (the downhill between Avenida de la Plata – Oceanside Blvd.) is too dangerous already.
- Safety motorist and pedestrian.
- Pedestrian safety.

Family Character

- Two Park within blocks of College
- I'm concerned that 6 lanes will ruin the ambience of the community – it will be like El Camino Real.
- How will it disrupt the residents that live among College Blvd.?
- Section 2 – Safety of children
- \$\$\$\$\$
- Child safety to bike, skate...
- Cars turn around our corner...
- Children and family living on College – Safety

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- Safety for our families living on a 6 lane interstate in our front/back yards.
- In College Blvd, we are family, community we don't need 6 lanes in College Blvd.
- Do not waste our time.

Rancho Del Oro:

- Leave College along. Open Rancho Del Oro! That will open a new artery instead of over clogging College.
- Why do the College residents have to bear the WHOLE brunt of traffic when Rancho Del Oro was built as an N-5 corridor?
- 78/Rancho Del Oro interchange first.
- If College was planned to be a six lane road, why wasn't land set aside to widen it? We want Rancho Del Oro to go through before we have our road widened.
- The entire project unfair political consideration and treatment of College Residents.
- Why is a viable alternative (Rancho Del Oro Interchange) being ignored? A study has already been done which states widening College will not improve traffic a diversion is required.
- RDO interchange should be completed, then evaluate College corridor.
- Impact on residents along the College corridor vs. impact on residents along RDO.
- I'm concerned that College is being widened because of people who don't want the RDO on/off ramp.
- The interchange at Del Oro and 78 must go in. Rancho Del Oro is underused – even at 4 lanes – without the interchange.
- Concern: Off ramp at RDO would take a lot of the traffic off College but city say no \$. So where would this money come from?
- College and Rancho Del Oro should both be widened at the same time!
- Corruption on City Council Rancho Del Oro.
- Del Oro was originally designed and designated to be 6 lanes w/78 interchange. This is where widening should happen first – where it can be done effectively and with less impact to existing homes. College should be last option for widening.
- College was originally designed and built to be 4 lanes max. Widening to 6 lanes is not feasible in Section 2 because of existing residence THEREFORE, even if sections 1 & 3 were widened to 6 a bottle neck would remain – Poor traffic flow.
- Rancho Del Oro off ramp opened.
- Currently less than optimal traffic flow. If other north/south arterials are not improved widening College will not help.
- Rancho Del Oro needs to be finished first then do another traffic study on College.
- El Corazon is building up you can't feed it all to Collage and El Camino Real. You need Rancho Del Oro,

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- Build Del Oro interchange first and widen RDP to 6 lanes – it can handle the widening with less impact than College.
- There are some sinister council objections to Rancho Del Oro interchange – let do it without Carlsbad.

Parking:

- Parking (x 2)
- Losing our parking in front of our home along the street. We find it challenging to accommodate guests as it is. Taking our parking would leave us lonely.

Speeds:

- Speed limit is already too high in section two.
- Increased vehicle speed.

Environment:

- Retaining earth on affected slopes
- The increase of pollution due to traffic increase. Health problems now.
- Hillside erosion

Traffic:

- Increased traffic with 6 lanes in a residential area.
- Traffic between 78 and Oceanside.
- Danger of capacity traffic from 6 to 4 lanes at Old Grove Road? (Open interchange at Rancho Del Oro).
- Traffic
- Traffic bottlenecking at College and Tracks
- Concern – more traffic bottleneck with less lanes open during construction.
- Traffic now is at least 20 – 30 min. between Marvin – Oceanside Blvd., at 5:00 – 7:00 p.m. with 4 lanes.
- The high (?) amount of cars on College every day.
- Traffic at ends of project.
- Traffic on College and Oceanside Blvd., Congestion getting on College from Thunder.
- Traffic and the 10 stop lights.
- If section I, III and IV are widened and not Section II traffic will bottleneck, i.e., the golden triangle merge.
- Possible worse traffic at 78/Vista than it is now?

Noise:

- Noise (sound walls for properties fronting College)?
- More noise (our backyard is adjacent to College).

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- Noise currently noise level is high.
- Section 3 – increase of air and noise pollution.
- Noise
- Noise & Pollution
- We don't need a "freeway" – the noise and increase of commercial traffic.
- Noise, pollution & loss of property
- I believe in economic growth and progress so I am willing to endure some negative effects; however, taking options off the table due to "environmental impact" is unacceptable.
- Noise and speed.
- Noise, pollution, safety and loss of quality of life due to loss of use of backyard.
- I do not want a major highway in my backyard. We have lived on Thomas for 41 years and don't need more noise from extra traffic.
- Traffic noise increase due to traffic increase on College Blvd. it's loud now.
- Traffic – noise.
- Increase in noise and traffic flow is going to 6 lanes! College in a residential area!
- Noise (i.e., trucks, jack braking).
- Noise on College Blvd.
- Noise level is horrible from traffic as it is now. bringing traffic closer will make it even louder. There is no noise enforcement, it will only get worse.

Attachment 5
Activity 2 – Station Comment Exercise
Specific Comments from Community

COMMENTS FROM BOARDS AT STATIONS

Station 1:

- How to attenuate for the noise?
- Arroyo Road
- Tamarack (N) to Calavera Schools south College Blvd.
- Stacking autos for school left turn blocks one lane southbound. Planned as a two lane southbound arterial now one lane south during morning drop off and afternoon pick up.
- Hills to slide after this?
- Accidents at Roselle and College now!
- Many accidents on corner of Marvin and College Blvd. – Mail box knocked several times.
- Noise level is already really bad. Need street light or some kind of relief at College Blvd. and Marvin.
- East bound 78 interchange at Park & Ride just past Vista Way.
- Not only what's mentioned above...the cost – seems a Rancho Del Oro interchange would be less costly.
- What do the circles on the peak hour chart mean?
- How much traffic does RDO have in a day? 1/100 of what College already bears? Build the RDO interchange!

Station 2:

- Need a traffic signal at Aztec and College Blvd.
- How many homes will have to be removed from Thunder to Waring Road? Families will be displaced
- Should not be widened – HEAR - HEAR
- Rancho Del Oro needs to be done and this section will not be a problem.
- As a resident of this area for 41 years – I DO NOT WANT THE ROAD WIDENED! There was no College Blvd. when I bought my house – Just Hills!
- Tell us about the unfinished Highway 76.
- Already too much truck traffic from Roselle to Oceanside Blvd.
- Noise level on 2nd floor of my house is already intolerable (my backyard back up to College).
- Noise on College is already horrendous 6 lanes of traffic would be unbearable – what money would be put towards sound abatement?

Station 3:

- Replace traffic signals with “smart” traffic controls to help move traffic along. Reduces pollution, fuel waste and relieves driver frustration.

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- Bottlenecks at Old Grove
- El Corazon traffic needs to go College, E.
- Camino Real plus Rancho del Oro Road (Even if without Carlsbad help).

COMMENTS FROM MAPS AT STATIONS

Station 1:

- Speed limit is already too high
- Loss of property value / loss of property; Noise and air quality will be worse
- Need retaining and sound walls
- **College / Roselle:**
 - Cars must wait through three lights during morning rush hour
 - Already too many accidents
- Loss of property or homes; air quality; noise; project seems like it would be more costly to city than to open the interchange at RDO
- Landslide concerns if hill is cut into for widening
- How high would retaining walls be?
- Noise/Erosion
- **College / Vista Way:**
 - North-south light is only three seconds long at 6 a.m.
- Peak hour volumes (presented at workshop) along College are unrealistic (too low)

Station 2:

- No need to widen College if RDO/78 interchange is built. RDO only has minimal traffic and could accommodate (traffic) much more easily
- Widening takes away (residents') front doors. Is the city going to buy the houses?
- Property values decrease. Noise.
- Don't widen College Blvd. Noise and safety concerns
- (Open) RDO at 78
- **(Parcel 2842) College Blvd:**
 - Worried about cutting into residents' house. This unit sticks out past the other houses.
- Don't widen section (@ alley west of College, north of Marvin)
- "Need to hurry up – my daughter has MS. 2829"
- Concern about noise and accidents
- What about the safety of the families who live along College?
- Don't widen this section – noise and safety concerns
- Cost of RDO is \$120 million – where is the money coming from?
- Seems like the Old Grove/Waring is targeting non-HOA, ordinary people's homes to favor wealthier RDO
- RDO was designated the through-fare – make it happen
- **Northwest of College / Roselle:**
 - Don't want street widened. Property values will plummet. An endangered mouse lives here
 - Fruit trees are located here, which serve as one resident's second income

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Station 3: Section 3A

- Segment from Aztec to Oceanside Blvd has lots of pedestrians
- What happened to all the studies on widening College (for 600' Aztec to Olive) +/- 5 years ago? The EIR was not favorable then.
- **College / Oceanside Blvd:**
 - Wait through 2+ stop lights on southbound left turn at rush hour
- Residents along College have dealt with the traffic for so long. Widening the boulevard is asking them to continue to bear the burden with no relief
- Where is the El Corazon traffic to go without the RDO interchange?
- Synchronize stop lights with Coaster Sprinter.
 - Residents were promised smart lights +/- 5 years ago
- Residents feel they already bear more traffic than SR78, why add more? RDO needs to be developed as the alternate north-south corridor
- There is never any traffic on RDO – why isn't it used?
- This project is a pollution nightmare. Is it going to take away bike lanes? Property values will plummet
- How much pollution will the construction project cause? How will you account for additional pollution of residents from increased traffic? Provide noise barriers to residents at close elevation
- One interchange of Oceanside-College, why? Emerald-W. Vista, El Camino-Carlsbad. Bad for business!
- RDO/78 Interchange will direct half the traffic off College - no need to widen either College or RDO. Put Oceanside in league with San Marcos and Vista
- Rancho del Oro share the wealth
- How will families be safe by bringing an interstate closer?
- Provide soundproof walls where houses are at close elevation to the street
- (Widening College will feel like) families living on an interstate
- How can residents be protected from noise and air pollution?
- More noise 24 hours a day
- **College / Marcella:**
 - Need synchronized signal at Marcella
- Why not align College at Lake Blvd over to RDO? This would require a new overpass but it would be cheaper and lessen the traffic on College Blvd

Station 3: Section 3B

Why isn't an evaluation being done on RDO simultaneously?

- Danger of bottleneck with Corazon developing
- Concern of family/children safety living on a six-lane interstate
- Remember El Corazon buildout. Traffic can't all go to College and El Camino Real. Open RDO interchange – even if it's one-sided – without Carlsbad
- Why does college have to bear the brunt of traffic when RDO was built to be a north-south corridor? Put in RDO interchange
- Open RDO interchange before considering widening College
- **College / Avenida de la Plata:**
 - Westbound should install “no turn on red”
- Speeding concern

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

- How do staff members who live in Oceanside feel about this project in their backyards? What is their recommendation?
- **College / Aztec:**
 - Safety and emergency issues. Need signal
 - Aztec does not have light to get onto College
 - Many pedestrians walk on College around Aztec
- Existing speeding problems for downhill traffic
- Community already has water problems from the building in the industrial parks
- Concerns regarding property values, pollution, noise, and loss of property
- Noise and pollution along corridor will get worse
- Safety for families along corridor is already a concern, let alone increasing speed/lanes/traffic
- Existing problems with accidents/fatalities (bikes/cars/peds) with current traffic

Attachment 6
Comment Cards Received at Meeting

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Comment Card #1:

There is too much noise already. We are concerned that any widening will take up a part of my house, which is the corner of College Blvd. and Marvin. These are already many accidents that impact our property. More lanes will make it worse.

Name: Marvin Foster
Address:
Phone:
Email:

Comment Card #2:

Complete the 78/RDO interchange and RDP First as it was originally designed. Widening College will cause more problems and for little benefit.

Name: Ruth Szabados
Address:
Phone:
Email:

Comment Card #3:

RDO interchange first.

Name: Gene Szabados
Address:
Phone:
Email:

Comment Card #4:

Before College Blvd. is widened, the Rancho Del Oro and 78 interchange should be done first. Both Rancho Del Oro and College Blvd's should be widened at the same time.

Name: Jack Key
Address:
Phone:
Email:

Comment Card #5:

Do not widen College Blvd.!! Rancho Del Oro was built to be another north-south corridor. It is hardly used. Open the Rancho Del Oro intersection to 78!! We already have a study saying widening College would be a failure.

Name:
Address:
Phone:
Email:

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Comment Card #6:

Are you going to build retaining walls – Beware Arroyo!

Name:

Address:

Phone:

Email:

Comment Card #7:

Leave College as it is. Concentrate the other streets that were planned and built for the increased traffic.

Name: Claudia Dunlop

Address:

Phone:

Email:

Comment Card #8:

Complete Melrose to ...76 - 1st.

Complete RDO to ..78 - 1st and College Blvd. will be better.

Motorcycle noise is unbearable.

Name: Carolyn Lanyi

Address:

Phone:

Email:

Comment Card #9:

College has a problem and with further El Corazon development, we need to share the burden with El Camino Real and Rancho Del Oro Drive with a 78 interchange – cheaper than buying houses on College and spreading to a 6-lane highway.

Name: Richard Jurchen

Address:

Phone:

Email:

Comment Card #10:

There is too much traffic on College now. The noise is bad enough.

Name: Pat Harrington

Address:

Phone:

Email:

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Comment Card #11:

I do not want College widened. I have lived there for 41 years with a lot of the same neighbors – property values will fall. Noise will be intolerable.

Name: Bobbi Harrington

Address:

Phone:

Email:

Comment Card #12:

Rancho Del Oro not College.

Name:

Address:

Phone:

Email:

Comment Card #13:

Concern re: Bottleneck at Waring Road on S/B College.

Name: Richard Narton

Address:

Phone:

Email:

Comment Card #14:

Scrap the project. The answer is to open RDO. If College is widened, what are you going to do with the families from Thunder to Waring? You'll have to take their homes. The rest of us will have College Blvd. in our backyards.

Name: Bruce Anders

Address:

Phone:

Email:

Comment Card #15:

From presentation it is bias for Rancho Del Oro. Interchange; impact will only affect College.

Name: Debbie Kinney

Address:

Phone:

COMMUNITY OUTREACH SUMMARY – WORKSHOP #1
Project Study Report For College Boulevard

Comment Card #16:

Is another lane really going to affect 46,000 + cars a day?
6 lanes L.O.S. becomes F at 60,000? Per info at meeting.

Name: Mary Ann Kilgore

Address:

Phone:

Email:

Comment Card #17:

A study has already been done showing widening College won't work – Traffic needs to be diverted. Opening RDOP/78 will divert. Do it!

Name:

Address:

Phone:

Email:

Comment Card #18:

Letter provided to project team by Nancy Bernardi.

Name: Nancy Bernardi

Address:

Phone:

Email:

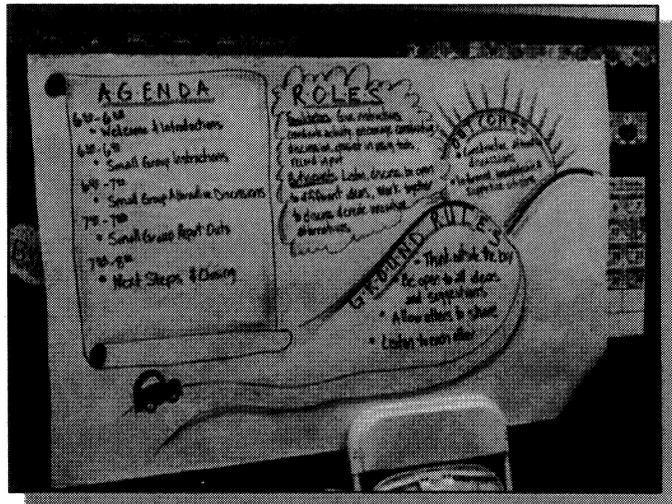
COLLEGE BOULEVARD STAKEHOLDER MEETINGS

Introduction

During the month of February 2009, three stakeholder meetings were conducted at the John Landes Community Center from 6:30 until 8:00 p.m. Each stakeholder meeting focused on one of three sections of the corridor.

Everyone who signed in for the first workshop was notified of the meetings and asked to RSVP to City staff if they were interested in participating in the stakeholder meetings. A copy of the email and letter distributed to the community is provided as an attachment to this report. Space for each meeting was limited to 10 to 15 participants in order to have meaningful discussions and to help participants to feel comfortable sharing ideas in a smaller, more intimate group setting. Although space was limited, the response rate was such that no individual was turned away. Several individuals were able to attend more than one stakeholder meeting.

The goal of the meetings was to discuss potential alternatives for College Boulevard. Draft concepts were presented to the group, which they could use or they could come up with other idea. Participants noted their thoughts and concepts on maps of the corridor provided by the project team. Participants worked in small groups of 5 to 7 people. Spanish translation was provided, but only utilized at one of the three meetings. The working groups presented their thoughts to each other during a report-out session at the end of each meeting.



The following sections summarize the comment received during the meetings. Specific comments for each meeting are provided as an attachment to this report.

Section 1 Meeting February 17, 2009

A total of seven (7) participants attended the first stakeholder meeting, which focused on the section of College Boulevard from Waring Road to Roselle Drive. Most of the participants owned property along the corridor or owned property within a short distance from this section.

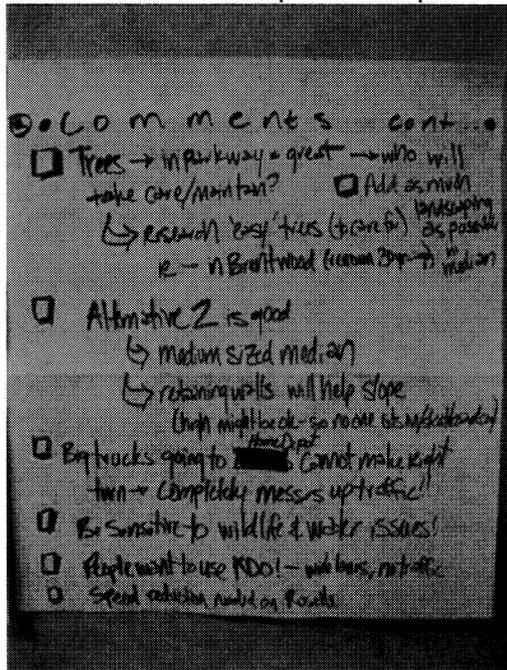
Overall the group agreed that they would not support widening College Boulevard from four to six lanes through this section. The participants indicated that speed of traffic through this section is high and widening would only make this issue worse. Some indicated that they won't walk along this portion of College Boulevard because they feel it is unsafe to walk with the traffic speeds. They noted that traffic currently drives on and over the existing unlandscaped median. Some suggested putting up a fence along the median to keep people off of it. Some suggestions were made to raise the sidewalk up

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above the elevation of the street to provide separation between the road and the sidewalk. Some thought a multiuse trail in lieu of bicycle lanes would be an improvement.

Comments were received regarding the noise along the corridor. Most people have wood fences at the top of the slope. If the road were to be widened, a sound wall would

be necessary to help with the existing sound issues. However, if a sound wall were constructed, it would need to be landscaped to reduce the potential for graffiti. Retaining walls at the toe of the slope were also supported. In many areas residents sited locations where the existing toe of slope has eroded. All property owners along College Boulevard are responsible for maintaining the slope behind their fence line.



A suggestion to convert the circulation at Mira Costa College to one-way was raised to reduce the traffic on College Boulevard from SR-78 to Vista Way. The suggested included converting the access on College Boulevard as an entrance only. All traffic from the college would exit from Rancho Del Oro.

Similarly, there was discussion about Rancho Del Oro. One participant indicated he would like to see improved signage directing more traffic toward Rancho Del Oro and widening of Rancho Del Oro to six lanes.

Some individuals sited wildlife along College Boulevard as an issue. By disrupting the slopes and the existing plant life along the corridor, existing wildlife may be affected.

A specific concern was raised regarding the intersection of College Boulevard / Waring Road. The northbound dedicated right turn lane is very sharp. Trucks cannot make the turn without swinging out into oncoming traffic on Waring Road. So trucks wait on College Boulevard until Waring Road is clear. This has a tendency to stack up traffic between Vista Way and Waring Road.

Traffic speeds on Roselle were also specifically identified. One participant shared her experiences with the group sighting two instances where her vehicle was hit by an oncoming car while parked on Roselle.

When asked about six lanes on College Boulevard, Alternative 2 was most appealing to the group. This alternative provides a narrower median and parkway along the curb (as opposed to sidewalk). Both parkway and median would be landscaped. Although the participants liked the ideas of trees, there was a concern about who would be responsible for maintaining the trees and the parkways.

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Section 2 Meeting February 19, 2009

A total of 12 participants attended the second stakeholder meeting, which focused on the section of College Boulevard from Roselle Drive to Thunder Drive. Once again, most of the participants owned property along the corridor or owned property within a short distance from this section. Some participants from the first stakeholder group chose to attend this meeting as well. Of the two groups participating in this meeting, one table had Spanish speaking participants who were provided translation service by both project team members and other members of the community.



Many of the participants at this meeting were concerned about speeds along College Boulevard through this section. Participants sighted difficulty in parking and accessing their property due to traffic speeds. Some participants indicated that removing the on-street parking to widen the street would result in an increase in speed. Comments regarding speeds were also received regarding accidents involving parked cars.

At existing intersections there was a general consensus that the speed of traffic makes it difficult to turn either right or left. Participants expressed concerns about being rear-ended as they slow down to turn or enter a turn pocket. Suggestions were made to extend the length of the pocket so that deceleration could occur outside the through lanes. Adding right turn pockets where none exist today was also suggested.

Participants supported the idea of integrating traffic calming features to help identify this portion of the corridor as a residential area. Gateway signage and bulb-outs were two examples of traffic calming features discussed. Crosswalks at intersections and radar detection speed signs were also supported. One group suggested a mid-block crosswalk where the two uncontrolled alley access roads connect. Because parking can be difficult and space is limited pedestrians cross the street midblock. Because this section of the corridor can be very dark, it's difficult to see pedestrians.

Most participants supported maintaining the parking on College Boulevard and adding parking in the alley. The group discussed the potential for converting the alley to one-way and possibly providing angled parking instead of parallel parking. Comments were made that providing retaining walls in the alley would help reduce slope erosion and keep children from playing on the existing slopes. Concerns were raised about increasing the traffic in the alley which may result in speeding. Traffic calming measures in the alleys were recommended if parking is added. Also the alleys are very dark and would benefit from increased lighting.

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A specific comment was noted regarding Roselle. One participant noted that it is difficult to see at the intersection. A suggestion to stripe the crosswalks was made to call more attention to this intersection. Similarly, concerns were raised at Marvin Street. A suggestion was made to provide a dedicated right turn lane northbound approaching Marvin Street and lengthening the left turn pocket on southbound Marvin. Bulb-outs were also recommended.

When asked specifically about six lanes, all participants agreed that widening the road would reduce the quality of life for the residents.

Section 3 Meeting February 19, 2009

A total of 10 participants attended the third and final stakeholder meeting, which focused on the section of College Boulevard from Thunder Drive to Old Grove Road. Participants in this group ranged from residents in the surrounding neighborhoods to business owners to residents from other section. The group of 10 participants broke into two groups.



Overall, several participants were opposed to widening College Boulevard to six lanes. Concerns were raised regarding impact to property and existing graffiti activity on existing walls. Although several participants supported the idea of sound walls (Marcella to Olive), concerns were raised that if more, new bare walls were constructed that more graffiti would occur. Therefore a suggestion was made that all new walls include dense vegetation to reduce the canvas area for graffiti. Many participants suggested that north of Oceanside Boulevard there is currently a lot of speeding (Aztec to Avenida de la Plata) on the downhill approach. A concern was raised that if this section were to be widening the speeding issue would become more of a problem. A suggestion was made to improve the landscaping through this section (Aztec to Avenida de la Plata) to provide a buffer between pedestrians and traffic.

South of Oceanside Boulevard, participants discussed issues such as queues blocking unsignalized intersections. A suggestion was made to paint "Keep Clear" across the unsignalized intersections to prevent this from happening. A suggestion was also made to lengthen the turn pocket at Marcella Street.

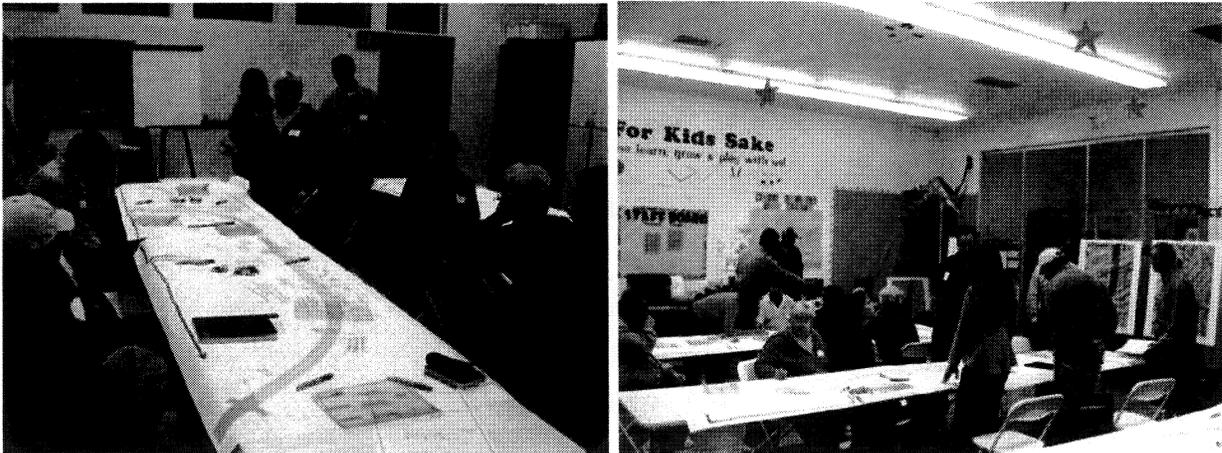
One of the two groups focused heavily on the intersection of Oceanside Boulevard and College Boulevard. The consensus within this group was improvements to the intersection of College Boulevard / Oceanside Boulevard would eliminate much of the

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existing congestion and would reduce the need for widening in other areas of the corridor.

One specific concern raised was the shared through right turn lane (westbound) from Olive Drive onto College Boulevard. Not only does this shared lane complicate pedestrian crossings, it also creates driver frustration. A vehicle waiting to through the intersection gets honked at and gestured at by people in vehicles waiting to turn right. A suggestion was made to restripe the intersection to include a shared through/left turn lane and dual right turn lanes on the westbound approach.

There was a lengthy discussion in both groups regarding the intersection at Aztec Street. This intersection is currently access restricted meaning that traffic that exits Aztec Street cannot make a left turn. Both groups discussed the possibility of a traffic signal at this intersection. One group felt that the traffic signal may back up traffic into Oceanside Boulevard. This group felt that traffic flows fairly well north of Oceanside Boulevard and the signal would make traffic conditions on College Boulevard worse. The other group supported a traffic signal at this location stating that it is needed to improve access for the residents (both vehicular and pedestrian).



Next Steps

From the comments and suggestions received through these working group meetings, the project team will prepare three (3) concepts for each of the three sections. The three alternatives will most likely include:

- 4 lanes with intersection improvements and traffic calming (Section 2 only)
- 4 or 5 lanes with intersection improvements and parking enhancements (Section 2 only)
- 6 lanes with minimal impact to right-of-way

A physical constraints analysis and traffic operational study will be conducted for all three alternatives and the results will be presented at the community workshop scheduled in April 2009.

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

Section 1 – Specific Comments

Group A:

General Comments:

- Medians
 - Cars drive over them all the time – no matter what
 - Put up a fence, but not the highway rail guards
- One way circulation at Mira Costa
 - College Enter
 - RDO Exit
 - Keep four lanes – not six
- Keep sidewalk away from road
 - Not safe for pedestrians
- Noise
 - Sound walls on fence line
 - More plantings
 - Don't disturb the wild life here – there's a good amount
- IF six lanes go in, then sound walls are a must for residents right on College
 - How effective are sound walls – do they reflect noise beyond?
- RDO – utilize the road no matter what – even without the interchange
 - Use signs to direct people to RDO
 - Six lanes regardless of interchange
- No retaining walls (current condition) means the slope erodes down into sidewalk and street
- Raise sidewalk so it's not next to the road or at car level
 - Dangerous for pedestrians as cars jump the curb all the time.
- Trees in the parkway are great, but who will take care of them and maintain them?
 - Create a pallet of suitable trees which are easy to care for and maintain – such as those in Brentwood which were renown 30 years ago – beautiful big trees!
- Alternative 2 is good (several people agreed on this)
 - Medium sized median
 - Retaining walls will help stabilize the slope (higher walls might be okay – so no one sits/skateboards on them
- Big trucks going to Home Depot cannot make the right turn into the loading zone – it messes up the traffic pattern
- Be sensitive to wildlife and water issues
- People want to use RDO – with the wide lanes and little traffic
- Speed reduction needed on Roselle
- Add as much landscaping as possible in the median

Map Comments:

- General
 - Truck noise is an issue
 - Add sound walls and retaining walls
- Waring Road
 - Trucks turning into Home Depot is a problem

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- Fix signal timing on southbound College
- Mira Costa alternative
- Between Waring and Roselle
 - Add as much landscape as possible
 - Slope failure?
 - Currently no retaining wall – allows erosion and runoff into sidewalk/road
 - Separate grade for pedestrians
 - Feels safer and looks nicer
 - Raised walkway
- Roselle Intersection
 - Speeding vehicles to beat/make light results in accidents
 - End parkway
 - Northbound right turn pocket?
 - Turning radius is too wide
 - Speeding – able to turn onto Roselle at high speeds

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

Section 2 February 19, 2009

Group A:

General Comments:

- Speeding
 - Removing on-street parking might increase speeding on College Blvd
 - Southbound speeds too high
- Alleys
 - Not enough room south of Marvin Street (West side)
- Safety & Accidents
 - Cars hit parked vehicles due to unsafe speeds
- Turn Pockets
 - Would reduce fear of getting rear-ended
 - *IDEA: Extend turn pocket lengths*
 - *IDEA: Add turn pockets where non existent*
- Visual Cues to Drivers
 - Gateway – Residential Area
 - Crosswalks
 - More street lights/pedestrian visibility
 - In-pavement flashers
 - Add cross walk striping at Roselle Ave and Marvin St stop light
 - Add bulb-outs for traffic calming and pedestrians
 - Place radar speed sign on College
- Six-Lane Alternatives
 - Would reduce quality of life for residents
- Parking
 - Maintain existing on-street parking
 - Add parking in alleys
 - *IDEA: Angled parking with one-way alley*
 - Potentially assign parking?

Map Comments:

- Roselle
 - Line of sight
 - *IDEA: Add cross walk lines*
 - Several accidents
- Between Roselle and Marvin
 - Lengthen turn lane for improved deceleration
 - Radar Speed sign
 - Southbound traffic – too fast
 - Monument
 - Dave? Look at 8+ lights (?)
- Marvin
 - Add cross walk lines and bulb outs
 - Deceleration lane into Marvin on east side?
 - Pop out

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

- Between Marvin and Thunder
 - Add parking to alley but keep street parking
 - Leave Parking on street
 - Pedestrian crossing with in-pavement flashers
 - Pop out at intersections of alleys and College

Group B:

General Comments:

- Retaining walls behind Alley would be good
 - Protect from erosion and mud into alley
 - Would deter children from climbing the slopes causing more erosion
- Parking
 - Current parking capacity is fully utilized on College
 - Need to provide same amount of parking or more
- Marvin stoplight - Southbound is a problem
 - A lot of accidents occur due to the hill, curve and high speeds
- Need policing at night for speed
- Noise
 - *IDEA: Incorporate road materials that help mitigate noise from tires on the pavement*
- Alleys
 - would need traffic calming – so people don't speed through
 - Speed bumps or stop signs
- Sidewalks need to be repaired in some areas
- Street Lights
 - Poor lighting on the street
 - Need lighting in alleys!

Map Comments:

- General
 - Noise level increases with 6 lanes
 - Retaining wall moved back with parking
 - North of Marvin there are no street lights!
 - *IDEA: Multiple crosswalks with flashing lights in road*
 - *IDEA: Cobblestone intersections – or textured pavement – reduces speeds and makes drivers more aware of pedestrians*
- Between Roselle and Marvin
 - *IDEA: Create a gateway into the corridor to identify a 'slow zone' - a neighborhood with children and families*
 - SB increases to 45 MPH from 40
 - Just south of Marvin is very accident prone!
- Marvin
 - People speed through the light
 - Big curve and hill add to problem
 - Needs traffic calming - people speed through the light
 - Speed changes - so people speed up
- Marvin on east side of College

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

- Turning right to northbound College dangerous – cannot see around curve
- At old fire station
 - Pedestrians cross here (and all along street) – dangerous
 - IDEA: *Provide pedestrian cross walk near the bus stop and old fire house*

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

Section 3 February 26, 2009

Group A:

General Comments:

- What about Railroad crossing at north? Temple Heights?

Map Comments:

- General
 - NO! on six lanes
- Olive Drive
 - Widening complicates crossing street
 - Can't see pedestrians when turning east from NB College
 - Shared lane creates problem (turning onto NB college from WB Olive)
 - SB College – third lane becomes turning lane
- South of Oceanside Blvd
 - Three SB College – trap left at Olive
 - NB College – three through streets
- North of Oceanside
 - Three SB with one dedicated turn lane
 - Three NB College
 - Vines and plants on walls
 - NB College - close access to commercial on Northwest corner
- Aztec
 - Signal might back up traffic
- North of Avenida De La Plata
 - Possibly widen?
 - Okay to consider depending

Group B:

General Comments:

- NONE

Map Comments:

- Thunder to Marcella
 - Increase turn lane onto Marcella
 - Paint "Keep Clear" at all road intersections without signals
 - Street lights on both sides of street needed – lighting poor
- Marcella to Olive
 - Need sound walls
- Olive
 - No right turn on red during peak hours
 - Beware of turning and access from Joann Drive
- North of Oceanside
 - Drivers wait as they want to make SB left at Oceanside
- Aztec

COLLEGE BOULEVARD STAKEHOLDER MEETINGS

- Signal needed
- Right turn pocket
- Between Aztec and Avenida De La Plata
 - Downhill speeding
 - Dangerous speeds downhill
 - Provide landscaped buffer to increase pedestrian safety
- Between Avenida De La Plata and Old Grove Road
 - Speeding
 - Bulb outs at Avenida De La Plata