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Minutes

To/Attention Notes to File **Date** June 26, 2014
From IBI Group **Project No** 35130
Steno bd
Subject Steering Committee Meeting #2
Coast Highway Corridor Study
Oceanside Library Community Rooms
Thursday, June 26, 2014 – 4:00pm to 5:30pm

Attendees

Name	From	Phone	E-mail
John Amberson	City of Oceanside	(760) 435-5091	jamberson@ci.oceanside.ca.us
David DiPierro	City of Oceanside	(760) 435-5114	ddipierro@ci.oceanside.ca.us
Amy Fousekis	City of Oceanside	(760) 435-3534	afousekis@ci.oceanside.ca.us
Colleen Balch	Resident		
Pete Penseyres	Oceanside Bike/Walk		
Stephan Vance	SANDAG		
Karen Laser	Oceanside PD		
Jane Marshall	Resident/Bus. Owner		
Pam Chambers	Owner		
Judi Potter	Resident		
John McDonald	Resident		
William Olszanicky	NCTD		
John Daley	101 Café/Resident		
Kathleen Ferrier	Circulate San Diego		
Leslee Gaul	Visit Oceanside		
Joan Bockman	Oceanside Coastal Neigh.		
Greg Van Voorhees	Oceanside Fire Dept.		
Bob Neal			
Richard Fox			
Johnny Dunning	NCTD		
Ryan Zatlin	NCTD		
Zell Dwelley			
Rick Wright			
Bill Delo	IBI Group	(949) 833-5588	bdelo@ibigroup.com
Carly Rask	IBI Group	(619) 234-4110	carly.rask@ibigroup.com

Distribution Attendees, file

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1. Introductions

Meeting attendees participated in self introductions.

2. Update on Schedule and Community Outreach

John Amberson presented an overview of the current study schedule, highlighting the anticipated work efforts by quarter through the rest of 2014 and into 2015.

John also provided a review of the community workshop that was held on Thursday, May 15th. The purpose of this workshop was to receive input from the community regarding alternative street configuration options for Coast Highway.

3. Roundabout Overview

The meeting began with a short video, produced by the Federal Highways Administration (FHWA), introducing the safety and traffic operational benefits of roundabouts. The objective of sharing this video was to provide Steering Committee members with an overview of roundabouts, their benefits for traffic operations, and their key design attributes.

As part of the presentation, Bill Delo from IBI Group also provided additional information and statistics about how roundabouts reduce the number and severity of traffic collisions and elements of the design for roundabouts.

4. Development of Project Alternatives

Bill Delo, IBI Group presented an overview of the development process for the project alternatives that will be analyzed and evaluated as part of the Coast Highway Corridor Study.

There are two layers to the analysis. The first layer is the regional travel demand modeling effort, which utilizes SANDAG's regional transportation model to develop automobile trip forecasts for the Coast Highway Corridor and surrounding streets.

The second layer will use the regional model traffic forecasts as part of a more detailed evaluation of level of service for all modes of transportation in the Coast Highway Corridor.

The regional travel demand modeling will be used to forecast traffic demand for the No Build condition, maintaining Coast Highway with the current number of lanes and current land use zoning. There will then be two alternatives modeled. The first alternative will correspond to the proposed street configuration in the Coast Highway Vision and Strategic Plan (CHVSP), which proposed a single traffic lane on Coast Highway, with roundabouts at key intersections. For traffic modeling purposes, the proposed roadway configuration would be modified to continue the single travel lane in each direction through the Downtown, which was not originally considered in the CHVSP. This alternative, identified as Alternative 1, would be modeled using both current zoning and the zoning proposed under the CHVSP.

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The second alternative is to be determined in this Steering Committee meeting with input from the committee. At this stage, the only attribute of the alternative that needs to be defined for the regional modeling effort is the number of travel lanes and limits of these lane configurations on Coast Highway. As is the case with Alternative 1, Alternative 2 would be modeled both with the current zoning along Coast Highway and the zoning proposed in the CHVSP.

The second phase of the analysis of alternatives involves a more detail assessment of the roadway, examining level of service for all modes of transportation, using both traditional traffic analysis methodologies and the multi-modal level of service methodology for bicycles, pedestrians, and transit. This analysis will consider and evaluate the detailed elements of the roadway configuration, including presence and placement of bicycle lanes, sidewalks, transit stations and dedicated lanes, and on-street parking.

Discussion in the meeting focused on two options for Alternative 2 presented by the city and consultant team for consideration by the Steering Committee. Option A proposed a configuration on Coast Highway with two southbound lanes and one northbound lane. Option B proposed four lanes on Coast Highway near major intersections (specifically Mission Avenue, Oceanside Blvd, and Vista Way) and two-lane sections in between these points. The objective was to work with the committee to reach consensus on Alternative 2 for the purposes of modeling using the SANDAG regional travel demand model.

Steering Committee Member comments received:

Consider trucks and large vehicles and the need for left turn access to properties along Coast Highway when deciding on medians

Concerns about transit operations with road diet and roundabouts

Option A – Two southbound lanes and one northbound lane

- Southbound lanes consistently have more traffic
- Why build 100% more capacity for southbound lanes that only have 10% more traffic?
- Don't discourage northbound traffic
- There was little interest in accommodating cut-through traffic from I-5

Option B – Combination of two lanes and four lanes

- How to make smooth transitions between two and four lanes?
- Concerns about people cutting each other off

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before lanes narrow

- Most people drive on a small section of Coast Highway
- Cut through traffic from I-5 goes through the entire corridor
- This would help people get on and off the freeway more easily
- Business owners could be concerned about queuing
- Don't transition lanes at stop sign
- Would there be roundabout in areas with four lanes?

Signal at Oceanside Blvd doesn't work, this location needs a roundabout

Bus had trouble at roundabout in Carlsbad

- Roundabout didn't have apron?
- Has truck apron, but it may be too steep
- Bus drivers need to become more familiar with the roundabouts
- Fire trucks are doing fine on the roundabouts in Carlsbad

Map corrections: There are extra signals at Missouri and Washington that don't belong

Worried about neighborhood cut through traffic

Parking concerns for businesses

City should consider buying property to build parking lots and structures

How do bike lanes factor into lane transitions

- Are we not considering complete streets in the initial analysis?

There was discussion of a petition submitted to the city to maintain the ability for vehicles to make mid-block left turns and not be prevented by a raised median

All alternatives should include bike lanes (both sides)

Make sure to include nodes and avenues in all of the alternatives

- Would like to see road diet and roundabouts at every intersection (no signals or stop signs)

People in east Oceanside are not aware of this project and more noticing needs to be provided

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Roundabout at SR-76

- How does this roundabout work with our project?

The committee had some hesitation in selecting a second alternative without considering the more detailed roadway configurations with bicycle lanes and other elements. However, the consensus was to evaluate Option B, which proposed four lanes at selected intersections and two travel lanes in the remainder of the corridor, as part of the regional modeling process.

It was noted that the Steering Committee would like to receive meeting materials at least one week in advance of the meeting for future meetings.

5. Next Steps

The next Steering Committee meeting will be scheduled for Late Summer/Early Fall 2014. This meeting will focus on the results of the travel demand modeling and detailing the proposed alternatives.