

Appendix A

Summary of NOP Comments



Coast Highway Corridor Study Project NOP Comments (Received June 1 - July 1, 2016)

Reference #	Date:	Name	Group/Association/Agency	Comment Format	Category	Summary of Comments
1	6/23/2016 6/28/2016	Dirk Ackema	Water Works Filtration Systems	Email and Oral Comment	Traffic, Aesthetics, Project Description	<p>1. Two lanes of vehicle traffic in each direction should remain throughout the PCH corridor.</p> <p>2. Right hand traffic lanes should be designated as shared bicycle lanes with vehicle traffic.</p> <p>3. Speed limit throughout the PCH corridor should be limited to 30 mph.</p> <p>4. 'Bump-outs' should be created at most intersections for aesthetic and safer turning purposes.</p> <p>5. Parallel parking should be reduced but allowed in certain areas.</p> <p>6. City owned or private parking lots, which would require payment, should be provided in certain areas to relieve parking problems.</p> <p>7. Decorative medians should define turning lanes at intersections with street names posted on "historic City of Oceanside" signs.</p> <p>8. Roundabouts should not be considered to replace existing traffic signals.</p> <p>9. Flashing crosswalks installed at strategic pedestrian locations.</p> <p>10. Bus pullouts should be provided at all bus stops. Wants to see a shared bicyclist/vehicle lane in Coast Highway and to implement traffic calming measures to make it safer for bicyclists. Rail Trail and Pacific Street more enjoyable to bike on for the normal bicyclists. Maintain two lanes of traffic in both directions on Coast Highway.</p>
2	6/30/2016	Dianna Bailey	Individual	Email	Project Description	Concerned the constant flow of the roundabout will prove difficult for businesses to provide services to their customers.
3	6/30/2016	Colleen Balch	Individual	Email	Public Safety, Project Description	Concerned about effects on the Fire Department, businesses, and residential. Mentions how the proposed project fails to address citizen-requested addition of more sidewalks, especially in So. O.
4	6/23/2016	Joan Bockman	Individual	Oral Comment	Traffic, Land Use, Project Description	Buena Vista Audubon requests a crossing across the nature preserve in the southern end of the corridor. Supports changing businesses and allowing for new types of land uses to be included in the corridor. Problem with traffic is the speed not the volume and need a free flow traffic system but with lower speed and traffic calming measures. Supports the use of roundabouts. States that pedestrians don't cross within the roundabouts but before cars enter roundabouts.
5	7/6/2016	Caltrans (John Armstrong)	Agency	Letter	Traffic, Project Description	Caltrans states that a traffic impact study (TIS) is necessary to determine the project's near-term and long-term impacts to State facilities, both existing and proposed, and to propose mitigation measures, as appropriate. In addition, the TIS should provide project distribution analysis with and without project for I-5. It is recommended that Caltrans relinquish state right-of-way (ROW) within the project's roundabout located at the SR-76 intersection. Caltrans ROW should be reset outside of the proposed roundabout so the City will have complete control and maintain this facility; however, if this roundabout stays within Caltrans ROW, further analysis will be required based on Caltrans Intersection Control Evaluation (ICE) policy. Any work performed within Caltrans ROW will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans ROW prior to construction. AS part of the encroachment permit, the City must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the ROW and corresponding technical studies.
6	6/30/2016	Pam Chambers	Individual	Email	Traffic, Public Safety, Project Description	Fears the change of lanes will cause traffic to expand from Coast Highway to the streets and neighborhood of South O. It would "change the flavor" of the neighborhood and put people at risk of traffic accidents. "What will the city council do when one or more children are killed on their neighborhood streets by the overflow traffic from Coast Highway. Will they then increase the lanes back to 4?"
7	6/23/2016	Penny Cormails	Individual	Oral Comment	Traffic, Project Description	Suggests the Vista Way should be in the study area as it's a main connector to Coast Highway. States that Vista Way is currently operating at LOS F with large amounts of congestion and back up, which is especially annoying for residents of that street. Vista Way is a finger-pointing street as CALTRANS' jurisdiction is at the end of the street but still in the city of Oceanside.
8	6/23/2016	Kevin Edwards	Individual	Oral Comment	Traffic, Emergency Access, Project Description	The EIR needs to analyze the freeway expansion at Oceanside Boulevard and Morse St. as it will take away Cassidy off-ramp and increased emergency vehicle access and response times with the decrease in lanes and the SPRINTER line. Also stated that Vista Way down to the Lagoon is currently one lane and is packed during the summertime.
9	6/23/2016	Richard Fox	Individual	Oral Comment	Traffic, Project Description	The project needs to address taking away parking Pier View to Seagaze, as it is a critical area. Suggests adding parking lots or some other method of taking cars off the street. The pilot area is not a typical part of Coast Highway as it had four lanes with bicycle lanes and parking. With reduction to one lane, the businesses don't have alleys and has resulted in increased time to get out of driveways (5 or 6 mins usually and max of 11 minutes).

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10	6/23/2016	Nancy Gregory	Individual	Oral Comment	Traffic, Project Description	The commenter doesn't support reduction in lanes as it stresses the roadway and pushes traffic onto side streets; wants to keep cars on the main road and keep surrounding streets for less cars. Doesn't think bicycle would be the main transportation method as empty bike racks around the city demonstrate and Coast Highway should not be reduced to cater to bikes.
11	6/23/2016	Jon Hall	Individual	Oral Comment	Traffic, Public Safety, Project Description	The commenter expresses concern about roundabouts and safety of bicyclists and ensure that roundabout are wide enough for bicyclists. Keep Coast Highway at four lanes with roundabouts and finish the Rail Trail for bicyclists.
12	6/23/2016	Elizabeth Jones	Individual (on behalf of St. Malo Home Owners Association)	Oral Comment	Traffic	Asked about the area and roadways that would be analyzed in the EIR.
13	6/23/2016	Norman Kelley	Individual	Letter	Project Description	Believes the city is planning to turn Coast Hwy into a semi-pedestrian mall. Concerned with bikers mixing in with drivers. Says reverse parking experiment on mission is counter intuitive. "Oceanside is not Amsterdam."
14	6/23/2016	Jimmy Knot	Individual	Oral Comment	Public Safety, Project Description	Permanent RV Park owner and speaking on behalf of shop owners that can't make it to meetings at night. Need crosswalk on Coast Highway to reduce accidents and fatalities and allow for safe crossing of the highway.
15	7/1/2016	Carolyn Krammer	Individual	Email	Public Safety, Project Description	Concerns about how public safety (police and firefighters) will be able to get through traffic with lane reduction/roundabout added. If there will be a continuous flow of traffic when stopped at RR crossings. How will the adjacent neighborhoods and businesses throughout Coast Hwy be affected by the lane reductions and loss of parking. Accessibility concerns. Wants to know when Rail Trail will be completed.
16	6/23/2016	Nathan Lovell	Individual	Oral Comment	Traffic, Public Safety, Project Description	Appreciates the inclusion of bicycle lanes and the increased safety of bicyclist and states that younger crowd and new business would attract more bicyclist. Bicycle lanes prevents bicyclists from getting hit by cars and car doors and provides more room to pull over for emergency vehicles. Requests that project looks at how bicyclists merge into roundabouts and providing a safety route for bicyclist. Suggests a class for public to learn how to drive in roundabouts. Supports the Rail Trail as it's a safer route for bicyclists.
17	6/29/2016 6/30/2016	Shari Mackin	Individual	Emails	Public Health, Air Quality, Traffic, Project Description	Would like to see a number of impacts studied. Wants to know the benefits of the roundabout and how people will be able to cross the street if no one will stop for pedestrians currently. Impacts around the Point Loma "dip" in regards to business, residents, and others. Landscaping concerns involving male trees creating pollen that causes allergies. Freeman St., Alvarado, and Cassidy: currently, it is unsafe to turn onto or cross Cassidy from Freeman and Alvarado Streets due to street parking which blocks views of eastbound/westbound traffic and Tremont, Broadway, and Cassidy: currently, it is unsafe to turn onto or cross Cassidy from Tremont and Broadway due to street parking which blocks views of eastbound/westbound traffic. If a roundabout is installed at Cassidy, this will increase the non-stop flow of traffic on Cassidy. How will the proposed roundabouts and street parking effect people trying to get across Cassidy at these two points? Mentions bikers and the "flow" of the roundabout.
18	6/23/2016	Jane Manshau	Individual	Oral Comment	Project Description	A member of the steering committee. Supports seeing improvements to Coast Highway and want to see it as a drive to destination rather than a drive through destination to benefit the businesses. Concerned about increased side street traffic with reduction in lanes, which increases pedestrian and bicyclists hazards, and would like traffic calming measures to occur now, even as a phases.
19	6/23/2016	Bob McCollugh	Individual	Oral Comment	Traffic	Traffic has currently increased and parking problems within South Freidman neighborhood. How can a reduction in lanes handle the increase in population, especially in South Oceanside.
20	7/1/2016	Amanda Merz	Individual	Email	Code Enforcement	A need for more code enforcement on the normal work days (Mon-Fri), but also on weekends when there is no one monitoring. Garbage from unmonitored Saturday swap meet creates safety issue for cars and pedestrians. Reporting problems require an exact address/location, making it difficult for reports to be made.

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21	6/23/2016 6/29/2016	Beatrice Moniz	Individual	Comment Sheet and Email	Traffic, Public Safety, Project Description	There is a need to beautify the area by removing weeds, adding landscape, and making parking more inviting for people. The project/EIR should include the following: keep 4 lanes; take into account the freeway changes and how taking out Cassidy will impact freeway access; emergency access will be limited; finish rail trail for bicycles; parking; egress/ingress on Morris St. Also, if the City wants to be a destination and not a thoroughfare, then should focus on the east/west streets, like Mission and Pier View, and should start with the area where the street fair would be.
22	6/23/2016 6/27/2016	Pete Penseyres	Individual (representing O'Side Bike Walk Committee)	Email, Oral Comment	Project Description, Greenhouse Gas, Traffic, Project Description	<ol style="list-style-type: none"> 1. Should the roadway enhancements to include continuous Class 2 Bike Lanes throughout the corridor reference how they comply with AB 1358, The Complete Streets Act? 2. Should the installation of single lane roundabouts in place of traffic lights and at other intersections reference how they comply with AB 32, The Global Warming Solutions Act? 3. Can the educational instructions provided in the attached flyer approved by the San Diego County Bicycle Coalition be considered in any discussion of safety, education, and environmental issues within the DEIR? 4. The Roundabout Guidelines provided by the FHWA in Publication No. FHWA-RD-00-067, pages 73-76 includes methods for estimating the safety, operational and environmental advantages of roundabouts vs. traffic lights. For example the estimated cost of crashes (Exhibit 3-19 on page 74) lists the cost of a single fatality at almost \$1 million in 1997 dollars. Can this information be referenced and used in any cost/benefit analysis in the DEIR? States that Oceanside offers free bicyclists class, which teaches how to ride your bike through a roundabout. Suggest public education program to educate people on how to drive through roundabouts.
23	6/23/2016	Mary Ellen Reese	Individual	Comment Sheet and Oral Comment	Traffic, Biological Resources, Project Description	<ol style="list-style-type: none"> 1. Does the EIR include south of Vista on Pacific Coast Highway to Lagoon? Will the EIR consider any impact on the Lagoon? 2. Parking lots towards beach at Cassidy. 3. Questions why the pilot study is located at a segment that doesn't have businesses that people shop in and walk around. Not a good representation of the corridor and should be the last phase not the first. Should start in the north (Pier View to Seagaze) then gradually work its way down to Wisconsin. 4. Don't need 8' bike lanes but suggests 6' bike lanes with effective bumps between the bike lanes and road/cars. Should look at the Rail Trail to satisfy bicycle needs within in the City. 5. South Oceanside shouldn't be reduced to 2 lanes as it will affect residents with zero benefits. Why starting with Morse to Oceanside Boulevard segment as this segment has the least amount of advantages. Vista Way, Cassidy and Oceanside Boulevard are main entry roads into the downtown area. Need the Rail Trail to San Clemente to provide adequate facilities to bicyclists. Start at the North part of the corridor and if the project works then extend south as this approach allows for the most advantages.
24	6/23/2016	Meridee Johnson Reynolds	Individual	Oral Comment	Public Safety, Noise, Project Description	Business owner along segment of Coast Highway from Vista Way and Kelly, which doesn't include alleys. Planning Commission stated didn't want the type of business in Oceanside anymore. However, without alleys, semis that bring merchandise to businesses along this segment would have to park in Coast Highway and block traffic for about 45 minutes. Concerned about how semis and bicyclists/pedestrians will use roundabouts and worried about the safety of roundabouts. Stated the transitioning out automotive uses over the last 30+ years as move to more gentrified downtown area. Also, automotive uses generate large amounts of noise that are annoying to surrounding residents.
25	6/23/2016	Mike Robinson	Individual	Oral Comment	Project Description	Bicyclists should be taken off the roads and put on the Rail Trail or safety region
26	6/23/2016	Cole Sampson	Individual	Oral Comment	Public Safety, Traffic, Project Description	RV Park business owner. Suggests sharrows within the design for the Coast Highway to share the lane with both vehicles and bicyclists. Current problem of turning out of driveway as there is no break in traffic to get out into street and safety hazards. Concerned with design of roundabouts to get RVs through and increased use of side streets, which is more residential. States that all businesses should be created equal and should not be run out of town. Ambulances stuck at Morse St. when the SPRINTER is going pass and should also analyze intersections for emergency vehicles.

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27	7/1/2016	SANDAG (Susan Baldwin)	Agency	Letter	Project Description	SANDAG states that all comments are based on policies included in the San Diego Forward: The Regional Plan and are submitted from a regional perspective to emphasize the need for land use and transportation coordination and to implement smart growth and sustainable development principles. Per Smart Growth, SANDAG strongly encourages that the project acknowledges and facilitates access to public transit services, such as the COASTER, SPRINTER and local bus routes. Per Long Range Transportation, SANDAG encourages the City to reference and consult the Local Complete Sample Checklist, which serves as a tool that can be adapted to meet specific goals as the city plans and builds new transportation projects. Further, the federal regulations guiding the SANDAG Congestion Management Process requires that the city demonstrates the project performed a multi-modal analysis when selecting a preferred alternative. Per Transportation Demand Management, SANDAG supports the parking and transportation demand management strategies in the Coast Highway Vision Strategic Plan and suggests they be reflected in the project. Bikeshare services and other bike amenities should be explored along the corridor along with public outreach for bicycling. Further, schools should consider participating in the Walk, Ride and Roll to School mini-grant and educational program. SANDAG also recommends the following considerations: SANDAG regional parking management toolbox, San Diego Bike Plan, Regional Multimodal Transportation Analysis, Planning and Designing for Pedestrians, Designing for Smart Growth, Trip Generations for Smart Growth, and Parking Strategies for Smart Growth. Finally, SANDAG requests the Draft EIR be sent to them.
28	6/23/2016 6/30/2016	Nadine Scott	Friends of Loma Alta	Email and Letter, Oral Comment	Traffic, GHG, Aesthetics, Hazards	"Please incorporate our comments and concerns into the EIR study. Note that we would like to prioritize the meeting with Caltrans in order to determine if they are likely to support or oppose, particularly in light of Coast Highway being a designated alternative route during I-5 traffic issues. It doesn't seem justified to spend tons of money on studies if this is going to be a prohibited change to Coast Highway." Concerns with safety, traffic, GHG emissions, public safety, and the impacts lack of adequate parking will have on businesses. Traffic analyses need to be done on the I-5 on given days and times. A face-to-face consultation with Caltrans needs to be made about their decision to use the Coast Highway as an alternative route for I-5 congestion. Analyze NCTD bus and train crossings. Analyze public safety. Analyze safety benefits for families and children the roundabout will have. Discuss fiscal impacts. Analyze after-project traffic potentials. Suggest the a parking demand study and emergency response time study be prepared with the project. Also, need to analyze the damage to emergency vehicles if they need to jump the roundabouts. EIR needs to analyze the stopping of traffic on Coast Highway from delivery vehicles and disabled vehicles. Need to use most current SANDAG models and need alternatives to the proposed lane diet. EIR needs to state land use development and population capacities for the City and need to adjust the SANDAG models as projections are too high. Should be studying Oceanside Boulevard and Vista Way, especially in conjunction with I-5 blockages. Need to publicize that parking would be reduced in South Oceanside. Need to study surrounding neighborhoods and provide alternatives to the lane diet. Supports beautification.
29	7/1/2016	Lisa Skyles	Individual	Email	Public Safety, Project Description	"How will Police and Fire navigate if lanes are reduced? How will residential streets be protected from commercial traffic? How will angled parking improve traffic flow along PCH with only one travel lane in each direction instead of the two we have on Mission Avenue? How do visually impaired individuals navigate crossing PCH without the signals currently found at crossings? How will parking in "the Dip" benefit the patrons and businesses located south of Morse Street?" etc.
30	6/23/2016	Unknown	Individual	Comment Sheet	Traffic, Project Description	Beautify the Coast Hwy; take a look at bike lanes; no roundabouts; keep four lanes; take freeway into account; Rail Trail; public safety at risk; etc.
31	6/23/2016	Unknown	Individual	Oral Comment	Project Description	Look at city of San Clemente that moved bicyclist lanes/routes into the residential neighborhoods to increase safety and still allow streets for cars.
32	6/30/2016	Alicia Webb	Individual	Email	Project Description	Suggests the Coast Hwy saves one lane for a shared bike lane with a green line painted as a cheaper alternative. Wants more speed limit and stop signs put up, because they have seen cars going 50/60mph. Vista Way needs attention given to its crosswalk. Thinks a roundabout would help.
33	6/23/2016	Elizabeth West	Individual	Oral Comment	Project Description	Concern that South Oceanside would turn into Pacific Beach with too many bars/booze places and maintain residential character. North end is more touristy and respect integrity of the various areas of the corridor and neighborhoods.

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34	6/23/2016	Joel West	Individual	Oral Comment	Traffic, Project Description	Bike and pedestrian trips account for less than five percent of vehicle trips and not the most used transportation method in the city. States that the project should capture that the solution for South Oceanside is not necessarily the same as the solution for North Oceanside. Public education would not be effective on the large portion of tourists that use the City's roadways and used example of a confused driver stopping in a roundabout on the railroad tracks at Broadway and Cassidy. Concern that roundabouts would be confusing and not necessary for the intersections off of Coast Highway and wants to know how the intersections for roundabouts were picked. Also, wants to know the calibration for bicycle models as might take traffic off Coast Highway and add traffic on Pacific Street (South of Oceanside Boulevard), which is nicer to bike on.
35	6/10/2016 6/14/2016	Pechanga Band of Luiseño Indians	Tribe	AB52/SB18 Consultation Request	Cultural Resources	The tribe will assist the city of Oceanside in determining the type of environmental document appropriate for the project, identifying potential tribal cultural resources (TCRs), determining whether potential substantial adverse effects would occur, and to develop appropriate preservation, avoidance, and/or mitigation measures. The tribe's preferred TCR mitigation is always avoidance and the tribe requests that all efforts to preserve sensitive TCRs be made as early as possible. The tribe requests being added to the distribution list for public notices and circulation of all project documents and to be notified of all public hearings and scheduled approvals for the project. The project is located within the tribe's aboriginal territory with extensive tribal cultural ties to this area of the city of Oceanside. The tribe request to be sent copies of all available reports and plans as soon as they are available so the tribe may review them before any meetings.
36	6/16/2016	Pala Band of Mission Indians	Tribe	AB52 Consultation Request	Cultural Resources	The tribe states that the project is not located within the boundaries of the recognized Pala Indian Reservation but is within the boundaries of the tribes Traditional Use Area or is situated in close proximity to the reservation. Due to the location of the project, information generated by the project would likely be useful in better understanding regional culture and history.
37	6/20/2016	San Luis Rey Band of Mission Indians	Tribe	AB52/SB18 Consultation Request	Cultural Resources	The tribe requests formal consultation under both the SB18 and AB52 consultation processes. The tribal letters state that the project is within the tribe's traditional territory and the tribe is resolute in the preservation and protection of cultural, archaeological and historical sites within their traditional territory. The tribe urges caution in assessing the land encompassing the project for development purposes and requests that a Luiseño Native American monitor be present during any evaluation of potential impacts to cultural resources within the project boundaries. The tribe also requests consultation regarding the following issues: project alternatives, mitigation measures, significant project effects to tribal cultural resources, and the significance of tribal cultural resources. Additionally, the tribe would like to be sent any cultural resources or other assessments completed as part of the project or includes part of the project's potential area of project effect (APE). Finally, the tribe states that preservation in place is the preferred manner of mitigating impacts to archaeological sites.
38	6/23/2016	Rincon Band of Luiseño Indians	Tribe	AB52/SB18 Consultation Request	Cultural Resources	The tribe states that the project is located within the historic Luiseño Territory and is also situated within Rincon's specific area of cultural interest. Since the project is located within the tribe's Traditional Use Area, there is potential of inadvertent cultural findings at the project location. The tribe recommends a Native American monitor be present during all ground disturbing activities.