

OCEAN BEACH PLANNING BOARD TRANSPORTATION COMMITTEE MINUTES

Monday, September 27, 2021 @ 6:00 PM

Call to Order: 6:06 pm

Close of Meeting: 7:22 pm

In attendance:

Tracy Dezenzo
Melanie Boda
Dike Anyiwo
Mandy Havlik
Andrea Schlageter
Nicole Ueno
Kevin Hastings
Dan Finn

Agenda modifications/approval: No modifications. Motion to approve AS/MH, motion passes 6/0/0

Minutes modifications/approval: Modification on meeting date. Motion to approve, motion passes 5/0/1

NON-AGENDA PUBLIC COMMENT: Mandy Havlik; Peninsula Community Planning Board has established a high school level liaison program, with two students from PLHS participating. Applications are available to any high school student that lives or attends school within the PCPB boundary.

ACTION ITEM #1: 4-way stop at Froude and Saratoga

Discussion:

- TD: OBPB requested a stop sign evaluation at the corner of Froude & Saratoga. A response from the City denied the application for the 4-way stop, stating that it did not meet warrants per Council policy. No additional information on evaluation rubric was forthcoming. It would be nice to see more info from the City on the evaluation data and process.
- TD: A number of members of the public have requested the stop sign at that intersection. Is it something that the OBPB wishes to continue to pursue?
- Dan Finn, local resident: Has questions on the City's process for stop sign requests. Stated that conversations with City planners indicate that if a stop sign request has been previously examined within a 3 year timeframe, that request will not be processed again and be automatically denied. Neighboring residents are still very concerned about this dangerous intersection and speeding vehicles.
- AS: We can escalate this up to Council office and ask Campbell to put an order in. It would be valuable to have more information about how and when they are performing the study.
- DF: Has not seen any data collection devices on the street recently.
- TD: Sometimes the City collects data at intervals that do not accurately reflect the most impacted traffic patterns. A similar issue occurred during the traffic study for the W.Point Loma roundabout.
- MH: Two other nearby traffic measures in the vicinity have been requested by PCPB. In February 2021, the PCPB submitted an evaluation request to the City for traffic mitigation at the corner of Froude and Voltaire, which has not yet received any response and is an open request. A community member also emailed PCPB with a request for stop signs on Saratoga at the Froude and Guizot intersections, which were sent to Tom Landry at City of San Diego for evaluation. It would be nice to ask the Councilmember to take an extra look at this intersection due to the large number of residents requesting a solution.

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ACTION ITEM #1 (cont.): 4-way stop at Froude and Saratoga

- KH: In his previous experience with stop sign traffic studies; they usually shoot them down because there are not enough pedestrians using the intersection. The City's focus is on creating safe passage for pedestrians rather than slowing vehicular traffic. Council office does have the authority to override the engineering decision.
- MH: It would be helpful to ask them to take another look. PCPB still has all testimony from surrounding neighbors that were submitted as part of the traffic eval request. Perhaps there are more neighbors that would be willing to add their testimony.
- DF: The process of asking the City to evaluate, then asking the planning boards to ask the City for the same thing seems like a frustrating process/duplication of efforts. What other kind of support is needed to get Council to override?
- NU: The City works on a terribly long timeframe for most of these traffic measures. It took 12 years to approve a crosswalk in front of the elementary school on Santa Monica Ave. Not to be discouraging, but you have to be willing to play the long game with the City on getting things done.
- MH: There may be a possibility to approve this stop sign as part of a safe routes to school initiative.
- AS: Value in advocating for more frequent evaluation/ traffic studies due to expanding density and rapidly changing transportation needs. A broader focus will allow for more effective policy change.
- MH: PCPB letter asked for 4-way at Froude and Cape May, as well as traffic calming measures along Froude Street in between Voltaire and Newport. Letter passed unanimously, 8-0.
- TD: Is a stop sign needed, or a crosswalk? If residents feel unsafe crossing, there are different options. Chicken or egg situation for data points - if people feel unsafe crossing, then they won't cross there and the City's data will not reflect the true need.
- TD/MH: Discussion on whether PCPB and OBPB should collaborate together on this request. Will keep motions separate for now.

Motion: Table this discussion to our next meeting, allowing for further investigation and the opportunity for additional community members to provide affidavits on their experience with traffic patterns in the proposed location so that we can advocate for our Councilmember to overturn the Council policy.

***Motion passes
MH/AS 6/0/0***

ACTION ITEM #2: Municipal Code Change to Allow In-Lieu-Of Bicycle Parking for Businesses

- TD: Item was previously discussed in Transportation subcommittee; in light of additional information we will review it again. Kevin Hastings has dug into this and takes issue with the following: code change will only affect CN, CO, CV zones and OB doesn't have any. Should we weigh in on an issue that doesn't concern us?
- NU: OB Planning Board can't really weigh in on this code update unless we are saying that this is something that OB would like to be included in, and advocate for expansion of the applicable zones.
- AS: That was the intent of the original motion from the Transportation subcommittee, that Ocean Beach be included.
- KH: The update proposal will go to Coastal and most likely pass, unless a large number of people speak against it. The update gives business carte blanche to wipe out all of their existing parking with the additions of a few bike racks.
- DA: Without influencing the outcome of how OBPB wants to proceed, this code update is something that the Midway District Planning Group has discussed and is willing to support.
- MH: The issue has not been brought to the PCPB for consideration. Point Loma doesn't have the same parking difficulties as Downtown OB. The proposed update would give businesses the ability to expand and meet their customers' needs. There has been a city-wide effort to increase bicycle use and create mobility hubs and this code update supports that effort. If you want to get people out of their cars, you need to create a safe infrastructure behind it. Economic benefits to local businesses and mitigation of vehicular congestion in the Downtown OB area would be positives.

ACTION ITEM #2 (cont.): Municipal Code Change to Allow In-Lieu-Of Bicycle Parking for Businesses

- AS: We should be working to strengthen the proposed code update. The concern that businesses will abandon their parking due to having a previously existing bike rack within 200 feet of the business is valid. If businesses are going to utilize this parking code, they should be required to provide secure bike infrastructure, not just piggyback off of an existing bike rack. Bike theft is super common in OB and secure bike facilities can curtail that problem.
- DA: This is something that is optional and gives businesses the flexibility on how they want to put their best foot forward.
- MH: It is only a matter of time before the City begins lifting parking requirements. Discussion on how current parking requirements affect local businesses, and that loosening those requirements will benefit local business.
- NU: This proposal is perfectly in line with what the City has been doing up until this point to promote more bike-friendly, alternative modes of transportation. Bike racks on Newport are often full to the point that people are using planter boxes, signposts, other immovable objects to lock their bikes onto. Discussion of how this code update would play out at our local family-owned business.
- TD: What is there to prevent business owners from using this as a giant loophole to unilaterally remove parking?
- NU: The provision that allows for an existing City bike rack near to the business entrance to be enough to trigger in-lieu of parking should be removed.
- MH: This is a needed step forward and should be advocated for. There is no more available parking for vehicles in OB, which limits business growth.
- AS: Only worthwhile if the advocacy is for secured bike parking, not mere bike racks. Secured facilities would do alot to curtail the bike theft issue in our community.
- TD: Two concerns at OBPB full Board meeting: a) why is it 2 spaces per 1 vehicle space, and can it be more, and b) eliminate existing bike rack loophole.
- AS: Set sights on having those stipulations included in the next code update.
- AS/DA: Discussion on language in proposed update and how it can be amended to support goals.
- NU: Code update is still not tied to Ocean Beach in any way, as it is proposed only in CN, CO, CZ zones. Before making a request to amend the language, shouldn't OB first be included in the update? Perhaps Business Improvement Districts could be added.
- DA: Could request expansion to all commercial zones.

Motion: To request a code update to 142.0530 to include all commercial zones, and strike 1C, to be replaced with the requirement that bike parking spaces be secure bike facilities and not simply bike racks.

Motion passes

AS/DA 6/0/0

Discussion on Future Transportation Subcommittee agenda requests; would like to see continuation of discussion surrounding connectivity between Midway and Peninsula with Ocean Beach.

Meeting ended. 7:22pm