

**OCEAN BEACH PLANNING BOARD
TRANSPORTATION COMMITTEE MINUTES**

Monday, July 25, 2022 at 6:00 PM / Virtual Meeting

Call to Order: 6:02 PM

Adjourned: 7:43 PM

Current Committee Roster:	In Attendance:
Tracy Dezenzo (Chair) (OB)	X
Andrea Schlageter (OB)	X
Craig Klein (OB)	X
Bev McCalla (OB)	X
Susan Booth (Secretary) (OB)	X
Julie Klein – Community member	X
Kevin Hastings – Community member/OB PB	X
Denny – OB Mainstreet Association	X
Nicole Burgess – Community member/Peninsula PB	X
Matt Schalles – Community member/Peninsula PB	X

AGENDA MODIFICATIONS & APPROVAL

Yea 5 Nay 0 Abstain 0

Reasons for abstentions:

MINUTES MODIFICATIONS & APPROVAL

Yea 5 Nay 0 Abstain

Reasons for abstentions:

NON-AGENDA PUBLIC COMMENT:

BM: Comment related to Orchard Ave becoming a speedway discussion from May 23, 2022 meeting, Action Item 2. BM put in a request to the City of SD Transportation Dept. for a traffic study to look at speeding on SSC between Narragansett and Point Loma Ave in April 2022. Email response from Noor Kasto on May 11, 2022 stated this area had been recently evaluated and the result “shows that the majority of motorists were going at or near the posted limit.” The email continued with “Another speed profile study between Orchard Ave & Pescadero Ave shows motorists speeding in the southbound direction but going at or near the posted speed limit in the

northbound direction. For this reason, an electronic speed sign has been recommended and added to TUNL for the southbound direction.” BM stated that she spoke with Noor and there are no funds in this year’s budget for the electronic sign, but might be covered in another year or two.

ACTION ITEM #1: Discuss potential for 1-way traffic on Bacon Street

Discussion:

Board Member comments and general discussion of this topic.

CK: What direction would the one-way traffic flow and between what streets?

TD: Because of the roundabout at WPL, then have it start at WPL and head south?

SB: If it starts at WPL, then more people might take the narrow cross streets, which might increase traffic on those streets. What about the possibility of making Cable one-way in the opposite direction?

CK: This probably won’t work because of large delivery trucks needing access to Newport Ave and the business district.

AS: Also, Bacon and Cable both have bus routes so this probably wouldn’t work.

JK: Fourteen restaurants are located on Bacon between WPL and Niagara and large trucks make early morning deliveries mostly between 7:00 and noon along Bacon. There are already problems with large trucks going around the roundabout at WPL and Bacon. Outdoor dining is also taking up parking spaces making the street difficult to navigate.

TD: If there were one-way traffic, wouldn’t it make the street more navigable?

CK: Usually areas with one-way streets have a grid layout, like downtown SD to help with traffic flow.

TD: What about making Abbott one-way in and Bacon one-way out from WPL to Santa Monica, with Santa Monica the pivot point and avoiding Newport Ave.

OBMA: OBMA is against the idea of one-way traffic, especially because of events like the weekly farmer’s market. Delivery trucks are already using the current grid system of streets and it changing this would be a huge problem for them.

TD: Sometimes change is possible and can make things better so this is something to think about if not too drastic and if it might benefit others.

KH: This has been discussed previously and always related to the north end of Bacon, paired with another street like Abbott or Cable and between WPL or Voltaire and Santa Monica, keeping most of the business district out of it. One of the reasons for this is to give more room for bike lanes and additional parking so the streets wouldn’t become two-lane anyway and what would we gain.

TD: Envisions this would become a protected bike lane.

OBMA: Previously discussed idea (in 1980s/90s) of creating a bike and walking lane along beachfront from Dog Beach to Newport Ave and doesn’t see how making Bacon one-way would benefit anyone.

TD: Boardwalk idea has been brought up before with pushback from community.

AS: Different transportation solutions need to be in place like higher ridership for public transportation and smaller delivery trucks before something like this is considered.

SB: Have to think about the purpose behind making this change. You have to consider the impacts to the residents and businesses and how many people would be affected by it. If the sole

purpose were to create safe/dedicated bicycle lanes and pedestrian walkways, then perhaps a boardwalk along the beach would be a better alternative.

TD: This would be a huge CIP project, but it could be a revitalization project with the pier reconstruction.

SB: Then people could have access from Dog Beach to the pier.

MS: Wanted context about the reasons for considering this change or the problem you are trying to solve. Are there other concerns like vehicle speeds because studies show wider roads tend to increase vehicle speeds.

NB: This corridor has been discussed for 10 years and may never come to fruition. A big traffic study would probably be needed. Boardwalk idea is a big CIP project and would cost a lot and probably take 10-20 years or more to realize. Bacon is used by many to avoid traffic on SSC. Bacon is part of a streets initiative project designated by the Mayor and the board should probably have the City PM make a presentation to the board regarding the infrastructure plans. There have been prior discussions of making Bacon a bicycle boulevard and adding mini traffic circles at Brighton and Cape May, but doesn't know the status of these. Also likes the idea of smaller delivery trucks and buses.

TD: Thought all that the City was planning was to repave and restripe Bacon, but doesn't know if there is a plan to install a bike lane. If they install a bike lane, it will take out parking, but no one knows what they are planning.

NB: There's no room for a bike lane but we do know they are planning to install curb ramps. Are there options to reduce traffic and divert cut-through traffic? You want it to be at less than 6,000 ADT and right now it is closer to 7 or 8,000. Problem is drivers don't want to cross double yellow line and this is a problem for cyclists. Over 6,000 ADT you have to have a double yellow line. Also right now the potholes on Bacon are bad so traffic is slow, but cars will go faster once it has been repaved.

CK: Thinks driver behavior is the biggest problem and maybe calming measures are needed.

TD: Will pursue getting a PM from the City to talk to us about this project as a future action item.

ACTION ITEM #2: Discuss pursuing traffic/pedestrian/bike safety measures for Newport and Bacon Intersection

Discussion:

TD: This issue has been discussed in the past with ideas about diverting traffic away from the intersection and the possibility of a stoplight. Would like to open the discussion for any other ideas that would make pedestrians and cyclists feel safer crossing this intersection without having a dramatic impact on nearby businesses.

CK: Suggested an enhanced crosswalk like the one at Point Loma Ave and SSC with LED lights.

NB: It wasn't a controlled stop, just a flashing beacon which caused problems, so the lights were removed and the intersection was turned into a 4-way stop.

OBMA: Bacon and Newport intersection is a 4-way stop, but the crosswalk striping needs to be updated. There are cobra lights that face onto Newport but they should also do the same for Bacon.

TD: Likes a pedestrian controlled crosswalk where you can press a button and lights for the crosswalk so cars know when people are planning to cross.

SB: One of the problems now is that there are no crosswalk lines going across Bacon, only on Newport.

KH: Problem with intersection is that everyone is going in different directions all the time, and if there are pedestrian-controlled flashing lights, it will probably be constant. People arrive at the

intersection and walk at different speeds and would be pushing the button. We need a scramble crosswalk there that turns everything red for all traffic so pedestrians can cross in any direction, then reverts back for cars.

SB: Was there previous discussions about having a traffic light there?

CK: It was previously evaluated by the City and they decided against it.

NB: Scrambles work with signals, not stop signs.

MS: Diverters are a solution that could help here.

CK: You don't want to have delivery trucks diverted here because it would cause all kinds of problems and they often block the alleys off Newport.

KH: Delivery trucks aren't coming through at peak hours and they can figure it out.

NB: Diverters don't necessarily eliminate parking. The idea is to divert cut-through traffic. Also diverters require a petition by the community that lives within the footprint of the area.

TD: Would like to see the continental crosswalk put in and would like to see an intersection mural or some artwork there. Could a raised crosswalk/bump/speed table slow cars here?

NB: There are already stop signs there so this wouldn't help and this might cause drainage issues. As a side note would also like to see a follow-up on the OB bike loop way finding plan.

TD: I would propose a Motion to enhance lighting on the Bacon Street sides of the intersection (cobra lights) and enhance the crosswalks at the intersection, continental crosswalks, reflectors, or other visual enhancements.

ACTION ITEM #3: Discuss ideas to increase ridership on city buses

TD: How can we as a planning board address this issue, if it is even within the planning board purview, to encourage or implement increased ridership on city buses?

AS: Would like to push the City to consider smaller buses and other bus designs that have cooler aesthetics that might encourage ridership.

CK: Would like smaller, shuttle-style buses that run frequently from OB to the Old Town Transit hub with expanded hours of operation.

SB: Would like to see electric buses to reduce pollution, especially if there are expanded hours and frequency.

TD: With bars staying open until 2:00 AM, expanded hours for public transportation might help keep drivers off the road.

KH: If the buses run more frequently then it will de-facto rezone the entire neighborhood AND remove off-street parking requirements. Certain development overlays are triggered by bus frequency.

NB: Youth opportunity passes (YOP) allow youths ride for free. SANDAG discussed flexible fleets at their last transportation meeting and have 3 pilots going out now that funded now that are public/private partnerships. OB is designated as a mobility hub.

TD: Would like to use buses as a design option and see beautiful artwork on the sides of buses instead of business/marketing devices.

NB: Terra Lawson-Remer and Nora Vargas represents OB and Point Loma, respectively on SANDAG Board. OB's mobility hub has not been built yet – it's in the works, perhaps it will be at Robb Field.

AS: Would try to get someone from Terra Lawson-Remer's office to talk to us about the flexible fleet.

CK: Would like to know what the current ridership numbers are.

MS: MTS has ridership info they are willing to share.

BM: Perhaps schools could encourage ridership especially since the kids can ride for free.

IDEAS FOR FUTURE AGENDA ITEMS:

NB: Check on request for flashing beacon for Niagara and SSC that was proposed/requested in the past.

MEETING SCHEDULE:

Meetings are held every other month on the 4th Monday. Next meeting will be via zoom on September 26, 2022 at 6:00 PM

Meeting adjourns: 7:43 PM