

Appendix V2.A
**PRDEIR Comment Letters That
Don't Require A CEQA
Response**



From: Shanna Schwarze <shannaschwarze@gmail.com>
Sent: Monday, December 03, 2018 2:59 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor study

Hello,

I would like to voice my opposition to what is currently being called "Alternative 3" from Harbor Drive to Morse Street. The way I understand this plan is you will eliminate a lane from each side AND add roundabouts.

In layman's speak this is a ROAD DIET and I vote no! This does not help business and does not make Oceanside better. In fact it does the exact opposite by creating more traffic, which in turn decreases attendance at local businesses. It's already terrible in the South O section by the RV homes and bowling alley.

How many bikes do you ever see on a daily basis? I actually see more bikes on sidewalks than on the designated lanes that have taken away the road lanes!

Oceanside's downtown is thriving and this plan makes it impossible to get anywhere. In addition, this would only replace personal vehicles with ubers and lyfts, which I believe is the opposite intention.

Do Oceanside residents east of the 5 not deserve to enjoy downtown? Is it only for tourists?

Please do not choose Alternative 3 and please keep both lanes of traffic.

Chapter S, Summary, of the 2017 DEIR Pages S-7 and S-8 have been revised to include the description of the new Alternative 3 and the renumbering of the previous Alternative 3 to Alternative 4:

“Alternative 3 – Complete Streets Improvements and Incentive District to Morse Street and Existing Conditions between Morse Street to Vista Way

Under this alternative, both the Complete Streets improvements and the Incentive District would be modified to extend from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-7). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections.

From: Lynn Cavalluzzi <outlook_4F1D4E498B4CD0BD@outlook.com>
Sent: Friday, January 04, 2019 11:08 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

My family has owned our house in South O since 1952. Many things have changed since then, but it has been because the residents of South O want the changes. It is different this time. It appears that the “road diet” and “density changes” are coming to us because the City Counsel wants Money from the state. We have a lot of traffic in South O and we certainly don’t need you to make it worse. We don’t need nor do we want blocks of 4 story buildings on Coast Highway in South O.

People in South O should be allowed to make the decisions concerning our community.

Lynn Cavalluzzi
Sent from [Mail](#) for Windows 10

From: Lynn Cavalluzzi <outlook_4F1D4E498B4CD0BD@outlook.com>

Sent: Friday, January 04, 2019 11:14 AM

To: City Council <Council@ci.oceanside.ca.us>

Subject: Coast Highway feedback

My family bought my house in South O in 1952. Many changes have happened since then. This latest idea of “road diet” and density changes is something that is not wanted by the majority of South O residents, workers, and business owners. Don’t do this to us!!

Lynn Cavalluzzi

Sent from [Mail](#) for Windows 10

From: Marlie Long
Sent: Monday, January 7, 2019 10:20 AM
To: Marlie Long
Subject: FW: Coast Highway EIR feedback

From: Todd Gillum <tgillum@coxconstructionco.com>
Sent: Friday, January 04, 2019 12:39 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Mr. Amberson,

I am writing concerning the possible developments along PCH that I was informed of last night. It is my understanding that individuals that are not from the South Oceanside neighborhood are deciding to restrict PCH to two lanes. It is apparent to me from experiencing the congestion caused by narrowing PCH at the dip that traffic would become intolerable. Due to the narrowing at the dip I have stopped going to downtown Oceanside during certain times and have started going to Carlsbad more often. Narrowing of the lanes will be a detriment to the occupants and businesses of South Oceanside. If it is the City's vision to limit vehicle traffic or create grid lock please keep it North of Oceanside Boulevard. If the goal is to increase bike usage complete/improve the bike path along the rail road.

Thank you

Todd Gillum
1833 S. Nevada St
Oceanside CA

From: Todd Gillum <tgillum@coxconstructionco.com>

Sent: Friday, January 04, 2019 12:51 PM

To: City Council <Council@ci.oceanside.ca.us>

Subject: Coast Highway feedback

City Council,

I have been informed there are several proposals on the table for narrowing PCH to two lanes. It should be apparent from the experiment of narrowing PCH at the dip that Oceanside residents and businesses suffer when the traffic flow is restricted. During the summer months I stopped going north on PCH from South O due to the backup at the dip and started going south to Carlsbad. From the proposal I have seen the only one that benefited South O was to do nothing. We do not want restricted access to our neighbor hood and beaches or increased traffic on our neighbor hood streets. Please vote no on the traffic diet south of Oceanside Boulevard.

Thank you

Todd Gillum
1833 S Nevada St
Oceanside

From: Mark Koonce <4koonce@cox.net>
Sent: Friday, January 04, 2019 1:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Input on South O road diet

Dear Mr. Amberson & Council-

As a residents of South Oceanside, we hope that you will take into consideration the concerns regarding the multiple proposals for the road diet. We are homeowners at 555 Eaton St Unit D Oceanside and we walk frequently through south Oceanside for exercise and to visit the local businesses.

Our concerns on the proposed road diet options are impact on the pedestrian traffic and the character of the businesses in our area. Our understanding is that there will be significant use of round-a-bouts that will severely impact cross walks as well as back up traffic with the proposed two lanes. We believe that will be a safety issue as well, especially for the surrounding neighborhoods and schools.

We propose to not accept any of the road diet options impacting South of Oceanside Blvd. and instead concentrate on making the area more walkable with crosswalks at Kelly and Eaton. As well,as some beautification incentives to the local businesses.

Thank you for considering the input of people that will be directly effected.

Please vote NO on any road diets south of Oceanside Blvd.

Sincerely,
Mark & Elisabeth Koonce
760-519-7849

From: Mark Koonce <4koonce@cox.net>
Sent: Friday, January 04, 2019 1:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Input on South O road diet

Dear Mr. Amberson & Council-

As a residents of South Oceanside, we hope that you will take into consideration the concerns regarding the multiple proposals for the road diet. We are homeowners at 555 Eaton St Unit D Oceanside and we walk frequently through south Oceanside for exercise and to visit the local businesses.

Our concerns on the proposed road diet options are impact on the pedestrian traffic and the character of the businesses in our area. Our understanding is that there will be significant use of round-a-bouts that will severely impact cross walks as well as back up traffic with the proposed two lanes. We believe that will be a safety issue as well, especially for the surrounding neighborhoods and schools.

We propose to not accept any of the road diet options impacting South of Oceanside Blvd. and instead concentrate on making the area more walkable with crosswalks at Kelly and Eaton. As well,as some beautification incentives to the local businesses.

Thank you for considering the input of people that will be directly effected.

Please vote NO on any road diets south of Oceanside Blvd.

Sincerely,
Mark & Elisabeth Koonce
760-519-7849

From: Greg Wilson <cyanbaja@hotmail.com>
Sent: Friday, January 04, 2019 5:29 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Mr Amberson,

Please see below the feedback I sent to the Council regarding the Coast Hwy project.

Best regards,

Greg Wilson
1794 Ivy Rd
Oceanside

I'd like to offer some input regarding the Coast Hwy Project.

I've lived at the beach my entire life. The first 25 years in Manhattan Beach and the last 30 in Oceanside. The transformation on Coast Hwy due to the City's vision and redevelopment efforts is amazing. The restaurants and visitor friendly businesses are exactly what Oceanside needs to shed the negative reputation that has plagued the city for decades. So far, so good but the reinvention of Oceanside is a work in progress. There's more to be done if the full vision is to be realized.

Therefore, I fully support the concept of reducing Coast Hwy to a single traffic lane in each direction from the harbor to Vista Way, adding bike lanes, removing signals and replacing them with roundabouts. A bicycle and pedestrian friendly Coast Hwy is exactly what's needed and the next logical step to create the new Oceanside.

This stretch of roadway will become an even greater destination than it is today. More remarkable businesses will plant their flags in Oceanside and will attract many of the seasonal visitors that currently flock to Carlsbad Village.

There is absolutely no reason Oceanside can't become a Mecca for fine restaurants, family friendly businesses, arts and entertainment. I assure you, this is a frequent topic of discussion and a view shared by many residents.

Continue the good work, the redevelopment and realize the vision.

Respectfully,

Greg Wilson
[1794 Ivy Rd](#)
[Oceanside](#)

From: Nancy Gregory <stopnoise2007@yahoo.com>
Sent: Saturday, January 05, 2019 2:15 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

South O I feel the city needs to be reminded who they work for to strong arm and try and prevent a whole tax paying community access to meeting which impact our community is outrageous, while at the same time welcoming outside voices seats at the table and even teaming them up with residents with opposing views to try to re-educate or change their minds. Why do the bike lobby groups even have a seat at the table while we are being or attempted to be prevented from attend meetings and workshop meeting. Enough is enough the city needs to know who they work for and also that when they tell the people who own businesses that they have to play ball or no beautification. How did the city like it when the state did it to them? Also the city should have plenty of money from all the tourism it has. So no change in our lanes keep it four and no builder incentives. You don't seats have to change and grow. And no we don't think the old blade tribune is a blight. Over reach.

Sent from my iPhone

From: Nancy Gregory <stopnoise2007@yahoo.com>
Sent: Saturday, January 05, 2019 2:25 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Paul Cheatham I do not want reduction in lanes or builder incentives keep four lanes. It's already too busy on the roads with bike that have. O business in traffic, complete and widen rail trail where they'll be safe and enjoy a nice ride. And stop giving up valuable real estate to empty bike lanes and racks cars are now cleaner even then battery electric cars. No eminent domain, giving bike lobby groups more power then residents. The bikes don't follow the rules, can't keep up with or get out of way of cars. I know you'll say well we have to get rid of cars to keep bikers safe, instead of letting them use the rail trail or a bike lane not bike road and stop giving up valuable real estate to little used or wanted bikes creating a dangerous situation for all. Buy will that get the city to its end game no cars. Problem people are getting hurt on bikes, reaction we have to do something, solution get rid of the cars. Same thing they did with the little boy in the dip. Life is dangerous and you can't prevent accidents. People get in car accidents all the time we can't stop or prevent them. But you can by not throwing bikes into traffic at least some of them

Sent from my iPhone

From: Dianna Bailey <contact@westcoasttireandwheel.com>

Sent: Monday, January 07, 2019 10:14 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Road Diet and South O

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd, that keeps 4 lanes through the "Dip" and all of South O.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Dianna Bailey/ Property Owner

1434 S. Coast Hwy

Oceanside, CA 92054

From: Lynda Barry <lcbarry58@gmail.com>
Sent: Monday, January 07, 2019 2:24 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor

Dear John Amberson,

Please feel my concerns of the South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway at minimum Kelley, Whaley and The Loam Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,
Lynda Barry

Lynda Barry - Realtor

North San Diego County Real Estate Specialist

606 Cassidy St. Oceanside, CA 92054

c. 60.715.3356

SoldByLynda Barry.com

[facebook.com/SoldByLynda](https://www.facebook.com/SoldByLynda)

CA DRE# 01304522



Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway at minimum Kelley, Whaley and The Loam Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,
Lynda Barry

Lynda Barry - Realtor

North San Diego County Real Estate Specialist

606 Cassidy St. Oceanside, CA 92054

c. 760.715.3356

SoldByLynda Barry.com

[facebook.com/SoldByLynda](https://www.facebook.com/SoldByLynda)

CA DRE# 01304522



From: rfoside <rfoside@cox.net>
Sent: Monday, January 07, 2019 9:12 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy.

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Richard Fox

1741 Serrano St.

Oceanside

760 802 5847

Sent from my T-Mobile 4G LTE Device

From: dsteinmetz@compoundingpro.com <dsteinmetz@compoundingpro.com>

Sent: Monday, January 07, 2019 11:12 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Sincerely

Dieter Steinmetz
Coast Compounding Pharmacy
1838 S Coast Hwy
Oceanside, CA 92054
760-433-6233

From: Lowell Berwick <lowellberwick@pacbell.net>
Sent: Tuesday, January 08, 2019 5:03 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: lowellberwick@pacbell.net
Subject: Oceanside "Road Diet"

Hello,

My wife and I own two homes in Oceanside and thrilled to be residents due to the historic and unique ambience of our beach city, and the amazing opportunity to attract other fine residents and exciting businesses. However, any project that adds to the horrific traffic congestion on PCH, we are strongly against. It's already much too difficult for our police officers and fire engines to respond to emergencies due to the current traffic, any effort to reduce access (traffic lanes) is certain to result in significant/costly delays, mass frustration and loss of the ambience we're desperately trying to maintain.

We urge you not to make changes that would reduce the current use of road lanes.

Most sincerely,
Lowell and Carole Berwick

From: irene <ggbeau5@gmail.com>
Sent: Tuesday, January 08, 2019 3:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: South O project

Any changes to Coast highway will negatively impact the existing business due to the proposed changes that would impede traffic flow and parking. To implement jogging lanes at the cost of businesses is the typical bureaucratic idiot-icy. How about protecting businesses that bring tax revenue. I would limit my time in the area if the proposed changes would take place

From: Vicki <vicki.krivoski@gmail.com>

Sent: Tuesday, January 08, 2019 10:44 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: OCEANSIDE COAST HIGHWAY CORRIDOR STUDY Partially Recirculated Draft EIR Partially Recirculated Draft EIR Partially Recirculated Draft EIR SCH No. 2016051078 SCH No. 2016051078

Dear Mr. Amberson and Council Members,

I am writing in **support of Alternative 1** currently under consideration in the Oceanside Coastal Highway Corridor Study.

My husband and I are long-time (34 years) South Oceanside residents and have seen many changes in this area over the years. The current proximity and variety of new business, restaurants, and shops have sparked a vitality within the community. On my daily walk up Coast Highway from Vista Way to Morse Street I see people out shopping, meeting for coffee, having a meal or drinks, and/or just strolling through and enjoying the area. This was not always the case. We shop at and support these locally owned and operated businesses, initiated and continued **without** any sort of developer incentives. It is this sort of organic, community-driven growth that I believe will preserve the character of South O that drew us to and kept us in this unique North County neighborhood. So while I urge the adoption of Alternative 1, I must confess that I am uneasy about the provision of development incentives and the impact on our local, lively neighborhood. I would hope that the Council will encourage and heed local input regarding these types of incentives.

There are some additional measures I would like to see included to provide for safer pedestrian and bicycle access south of Morse Street:

- Light activated crosswalks (e.g. the one at Buccaneer Beach on South Pacific St.) at midway points across Coast Highway; Kelly, Whaley, Loma Alta Creek. These seem to be very effective on the stretch of Carlsbad Blvd. along the coast.
- Lowering the speed limit to 25mph on South Coast Highway
- Completing the Coastal Rail Trail for cyclists

Thank you in advance for your consideration.

Vicki L Krivoski
2022 South Freeman Street
Oceanside, CA 92054
760.822.3754

Sent from [Mail](#) for Windows 10

From: Constance Levi <constancelevi@icloud.com>
Sent: Tuesday, January 08, 2019 3:25 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Business in Oceanside

To whom it may concern:

We do not live or work in Oceanside, therefore do not have a vote. We live in Rancho Santa Fe, but do shop in South Oceanside. If traffic and parking are negatively impacted by proposed projects, (Road diet) we will not bother. If we want to experience traffic congestion, we can shop in Solana Beach, Encinitas or Carlsbad.

I thought you might be interested in the opinion of customers who support the merchants who have invested, and worked to bring business to that area if your city.

Thank you for your time.

Constance Levi

Sent from my iPad

From: janet shepherd <wrightjanet44@yahoo.com>
Sent: Tuesday, January 08, 2019 3:49 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Hi there- I live in South O and have written before that I support the City's plan for complete streets. I know that there is a lot of feedback from my community against the plan so I wanted to let you know that many of us here support it. I also have a question regarding what some people have noted as a prospect for an alternative in South Oceanside. I have heard that there is a desire for a lighted crosswalk across sections of coast highway. My question is if that is even possible? I was under the impression that due to ADA requirements, a central refuge is necessary across a four lane road in order to place a crosswalk.

Thanks for your time in answering my question.

Sincerely,
Janet Shepherd

Sent from my iPhone

From: Star Slipock <topstar@cox.net>
Sent: Tuesday, January 08, 2019 7:05 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>; leslie@johnsoninteriors-more.com
Subject: Proposed road changes in South Oceanside

Dear Sirs:

I am not a resident of Oceanside; rather, my husband and I reside in El Cajon. For over 10 years we have been coming to Oceanside for all our decorating and furniture needs. We are loyal customers of Johnson Interiors. We love the "small town" feel of Johnson Interiors because it's not your usual run of the mill chain furniture store.

When we heard that the city council was planning to make changes to the already congested main street in Oceanside, we were shocked. The mere idea of making this a 2 lane highway is simply insane. What is the city council thinking? There will be less parking available for visitors to your business community. When we make the trek from El Cajon, we like to walk and see what's new in all the shops and have lunch at one of your dining establishments. I'm afraid if you make the changes I've read about, many of our favorite stores will not be able to continue in business. You should be trying to give incentives to local stores to stay, to thrive—not drive them away.

I urge you to reconsider and listen to what your residents and visitors want. Don't cave to this closed minded city council.

Dr. and Mrs. Barry Slipock
619-442-4236

From: Summer Brooke <summer.brooke@me.com>

Sent: Tuesday, January 08, 2019 10:15 AM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Road Diet and Development - Save South O!

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, Eaton and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Summer Striler

A 1909 South Horne Street, Oceanside, CA / P 760-405-3368

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor

I would prefer **Alternative #1** but modified with no Development Incentives so
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

- Also including beautification and pedestrian safety, lighted crosswalks across minimum, at Kelly, Whaley, and The Loma Alta Creek.
- Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists co

Thank you in advance for listening,

Printed name *Randy Baker*

Signature *Randy Baker*

Address *931 California St Oceanside CA 92054*

phone # *7604399507*

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Ocean
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway
minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use

Thank you in advance for listening,

Printed name *Leslie Catm*

Signature *Leslie Catm*

Address *931 California St Oceanside*

phone # *760 500 1714*

From: Kathie Chan <kathiechan@cox.net>
Sent: Wednesday, January 09, 2019 9:32 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: South O Coast Hwy

Good morning;

We have lived in S. O'side since 1995. We love and support the progress in our city that has been occurring the past 10 + years.

We do not support the direction of the revised-coast Highway plan. We feel that O'side needs to keep the small town beach feeling in parts of our town and what is in the planning phase for our area will no support this.

Please take into consideration the businesses that make up S. O. and the citizens who travel on the roads in this area on a daily basis.

Thank you,

Charlie and Kathie Chan

*Kathie Chan
1111 Morse St.
Oceanside, Ca.
92054*

From: MARY BETH DOUGLAS <mbdouglas1@cox.net>
Sent: Wednesday, January 09, 2019 12:20 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: PROPOSED ROAD CHANGE FOR OCEANSIDE

As a long time shopper of businesses in Oceanside, I respectfully veto plans for a “road diet” in the city of Oceanside. It is already difficult to find parking. I support local business and would hate to see the negative impact these proposed changes would make for these dedicated local establishments. Please DO NOT change the streets in Oceanside.
Mary Beth Douglas

Sent from my iPad

From: Shirlene Gustafson <shirlgus14@gmail.com>
Sent: Wednesday, January 09, 2019 7:58 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Concerning vote on implementing South O "Road Diet"

Mr. John Amberson,

I respectfully submit my opinion to your plan.

No Project Alternative: the only option the city studied that leaves South O alone.

Alternative 1, but modified with no development incentives south of Oceanside Blvd.

I shop at Johnson Interiors & More. This is a long respected furniture business. It's the ONLY high end furniture store in our city. I've lived in Oceanside since 1990. My home in the San Luis Rey Valley has been almost completely furnished by them. They would very likely be run out of business at their location by your plan. Loading and unloading furniture, etc. would be extremely difficult.

Please consider especially Alternative 1 when voting for this very important change to our city.

Thank you,

Shirlene Gustafson
1471 Puritan Drive
Pilgrim Creek Estates
Oceanside, Ca 92057

Sent from my iPad

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name *Mary D. Jackson*

Signature *Mary D. Jackson*

Address *1441 Marshall Street
Oceanside, CA 92054*

phone # *760-272-9985*

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.
-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening.

Printed name **ANDREW LASKO**

Signature **A. J. Lasko**

Address **1001 CALIFORNIA ST. OCEANSIDE, CA**

phone # **760-433-0359**

Dear City Council and John Amberson,

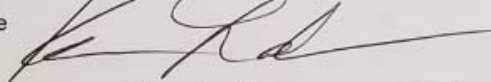
Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

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-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name Karne Lasko

Signature 

Address 1001 California St O'side 92054

phone # 760-433-0359

-----Original Message-----

From: Nancy Clark <grannynancy5@cox.net>

Sent: Thursday, January 10, 2019 3:58 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Oceanside road diet

I definitely do Not want any lanes on Coast Highway narrowest to 2 from 4.

What are you thinking???

Nancy Clark

From: Philip Clark <filiponel@cox.net>
Date: January 9, 2019 at 2:36:12 PM PST
To: <Council@ci.oceanside.ca.us>
Subject: Coast Highway feedback

Please do not change traffic lanes in south Oceanside. A reduction in lanes to accommodate joggers and cyclists will have a negative effect on traffic flow and significantly negatively impact businesses along the proposed street changes

Philip Clark
4991 Lamia Way
Oceanside 92056

From: Maggie Dalrymple <maggiecdalrymple@gmail.com>
Sent: Thursday, January 10, 2019 3:53 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway /Road Diet Feedback for South Oceanside

Dear John Amberson,

I am an Oceanside Resident and a Realtor. I've moved to Oceanside and improved my property by building my dream home on S. Tremont Street because I love and believe in the authentic charm and community that is South O.

I'm extremely concerned about the City Councils position in considering a "Road Diet" for the Coast Highway Corridor Plan.

I DO NOT SUPPORT ANY of the project alternatives - NONE - **I prefer No change from today. NO DEVELOPMENT INCENTIVES** - these are NOT Necessary - I have invested and many others are investing in South Oceanside but changing the density will be a detriment to South O. I wish there were an alternative but everything proposed would be harmful to my way of life, my home investment and value and the unique charm South O offers.

I would prefer if more city resources were used to combat the homeless epidemic, more restrooms were available (without homeless in them), the Rail Trail was completed and cross walks were installed (like Carlsbad has) in South Oceanside.

Please feel free to contact me, Best Regards -

Maggie Chow Dalrymple - 1715 S. Tremont Street, Oceanside, CA 92054
760.809.9277 cell
Berkshire Hathaway HomeServices CA Properties
DRE#01475051

If you have received this electronic mail transmission in error, please notify the sender immediately.

From: Maggie Dalrymple <maggiecdalrymple@gmail.com>

Sent: Thursday, January 10, 2019 3:58 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>; Peter Weiss <PWeiss@ci.oceanside.ca.us>; Jack Feller <JFeller@ci.oceanside.ca.us>; Esther Sanchez <ESanchez@ci.oceanside.ca.us>; Christopher Rodriguez <CRodriguez@ci.oceanside.ca.us>; Russ Cunningham <RCunningham@ci.oceanside.ca.us>

Subject: South O Coast Hwy Corridor Plan

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with NO Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at Kelly and Whaley, The Loma Alta Creek, better speed enforcement on Coast
- and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

-

Thank you in advance for listening,

G. Bruce and Maggie Dalrymple

1715 S. Tremont St. Oceanside, CA 92054

760.809.9277

If you have received this electronic mail transmission in error, please notify the sender immediately.

From: Meridee Johnson <meridee@JohnsonInteriors-More.com>
Sent: Thursday, January 10, 2019 3:50 PM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Proposed changes to the Coast Highway

Dear City Council and John Amberson,

Please hear my concerns of South Oceanside and the Coast Hwy Corridor Plan. As a business that has been here for 37 years and seen the growth of South Oceanside, I like the more organic feel of the area. We have diverse businesses that attract people from other cities and introduces them to the new and improved city of Oceanside. We need to keep that organic growth going and not create a cookie cutter approach to the growth.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd. We do not need to crowd our streets with high rise apartments or Condos...we have a good number of them already. We want this area to be more for our families.

This might include beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.
Better speed enforcement on Coast Hwy. (maybe 25 mph - 30 mph like North Coast Hwy)
The best bicycle safety would be provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Meridee Johnson

Johnson Furniture & Interiors
1916 So. Coast Hwy.
Oceanside, CA 92054
760-433-2828

From: Bruce Mortland <sirbruce@cox.net>
Sent: Thursday, January 10, 2019 11:12 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Alternatives for Coast Highway.

Dear Sir,

I have reviewed some of the alternatives for the coast Highway modification. I am in favor of "NO MODIFICATIONS!" The negative impact on traffic and businesses would be too severe! I-5 is overloaded and much of the traffic diverts off and comes down Coast Highway. The cost to the Coast Highway businesses would be more severe with no place to park. With the development of the Mission/Beach areas parking will become more of a premium.

The City (a few years back) developed a bicycle path from Cassidy to Buccaneer Beach. This is on Myers Street next to the railroad property. The Bicyclists have never used it. It was a waste of money and is an eyesore.

The modifications to Mission Ave west of the Freeway have been marginal. The back in parking is a very poor idea.

*Thanks you \,
Bruce Mortland
2297 Dunstan ST
Oceanside, CA 92054*

From: Judy Gladden <judy92122@gmail.com>
Sent: Friday, January 11, 2019 12:19 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Narrowing coast highway to 2 lanes

We are so opposed to this plan because it will cause massive problems with traffic. Particularly in the summer when we are increasingly subject to traffic and parking problems. Many more tourists and residents will add to the traffic as you continue to encourage high density buildings downtown. Let's stay with four lanes.

Thank you.

Judy Gladden

From: Judy Holston <jholston42@gmail.com>
Sent: Friday, January 11, 2019 8:09 AM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Coast Highway

Oceanside City Council Members,

Please do not let yourselves be convinced that this is a good idea. In fact if it were possible 3 or 4 lanes would be an improvement. I urge you to listen to the people who live there and travel there before making up your mind.

Respectfully,

Judy Holston

From: B Pellis <barbarahomes1@gmail.com>

Date: January 11, 2019 at 12:13:39 PM PST

To: council@ci.oceanside.ca.us

Subject: PLEASE DO NOT REDUCE COAST HWY TO 2 LANES!!!!!!!!!!

Hello,

I've been an Oceanside resident for almost 10 years and do not not wish to see our major thoroughfare reduced to 2 lanes. This does not serve residents. I am 67 years old and do not plan to ride my bicycle.

From: Peg Reilly <preilly33@hotmail.com>
Date: January 11, 2019 at 7:26:40 AM PST
To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>
Subject: Car traffic

I am against cutting coast highway down to two lanes!! It is a nightmare already! I will watch your vote and vote against you if you vote for this and so will all my family and friends. I have five children and sixteen grands.

Sent from my iPhone

From: Patty Remington <remingpatty@gmail.com>
Sent: Friday, January 11, 2019 3:45 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Making Coast Highway a 2-Lane Road

Dear Council members.

I can't believe you are seriously considering changing Coast Highway to a 2-Lane Road.

Please do NOT for the following obvious reasons:

Traffic would be a nightmare especially in the summer. As an alternate route to avoid Coast Highway, people may take the I-5 to be closer to their destination possibly causing traffic problems on the freeway and the ramps. Who would want to go downtown if they had to put up with backed up, stop and go traffic? The merchants and restaurants would suffer and maybe even forced to close.

I really can't understand any reasonable basis for this proposed change. What we really need is MORE PUBLIC PARKING and free or low-cost would be extra nice.

On another subject Oceanside is the only city I've ever been in where the disabled have to pay to park in a disabled space in a public parking lot as they presently do at our beach. There is no mention of this parking fee on the disabled parking spot signs. So if someone unknowingly parks and doesn't pay, they will receive a hefty fine.

Thanks for your time and attention with regard to this matter. Again, PLEASE. PLEASE DON'T DO THIS.

Patricia Remington, 30-year Oceanside resident

From: Jennifer Villalpando <jenvillalpando@gmail.com>

Sent: Friday, January 11, 2019 8:38 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan.

Dear City Council and John Amberson,

In reference to the Coast Hwy Corridor Plan as it pertains to South Oceanside, I would prefer Alternative #1, modified with no Development Incentives south of Oceanside Blvd.

I also think the plan should include beautification and pedestrian safety, lighted crosswalks across Coast Highway at Kelly, Whaley, and The Loma Alta Creek. We need better speed enforcement on Coast Hwy and Cassidy Street, as well as better bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street, while adhering to the traffic laws.

Thank you in advance for considering the neighborhood homeowner's concerns.

--

Jennifer Villalpando

1737 Serrano St. Oceanside, CA 92054

760-500-7959

From: Kimberly Hemphill <kdh2270@yahoo.com>

Sent: Saturday, January 12, 2019 8:08 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Road diet

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

KIMBERLY Hemphill

1815 S Nevada

Oceanside,CA

949-636-8587

From: Janet Henderson <handejan@aol.com>
Sent: Saturday, January 12, 2019 9:41 AM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor Project Sample Letter

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

- Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening.

janet Henderson
1622 S Tremont St,
Oceanside, CA 92054
619-318-5172

Sent from my iPad

From: Lance Johannsen <smileyjoh@hotmail.com>

Date: January 12, 2019 at 9:48:08 AM PST

To: "Council@ci.oceanside.ca.us" <Council@ci.oceanside.ca.us>

Subject: Any impending City meeting RE: Narrowing of Oceanside's Coast Highway and other topics related to bike riding vs motor vehicles

I take driving my car, as well as riding my bike safely, both as serious propositions. However, I don't think Oceanside (city) realizes how much its narrow streets and mixed vehicle uses of streets, are both aggravating and dangerous to both bikes and motorized vehicles. "Logan", the kid who sadly died on Coast Hwy, south of the RR tracks, was wrong in the way he was riding, and the 4-lane street had nothing to do with hitting Logan as the vehicle was pulling out of a driveway. I once bumped a bicyclist myself, from not seeing the rider on my right, at a stop signed corner in Carlsbad, since I was not looking for a bike heading left, across my path, while stopped in a right turn lane, at the intersection.

So, I still think all our local municipalities should "front burner" completion of the (North County) Bike Rail Trail and try to encourage bikes to take alternative safer streets and pathways, instead of muddling up modes of traffic, along Pacific Street, south of Wisconsin. Tait Street and the new Rail Trail would be better N-S bike routes, than mixing traffic on Pacific, south of Wisconsin. Signs, pointing out preferred safety bike route(s) like Meyers (south of Buccaneer Beach), might be a significant safety promoter, compared to the current laissez faire attitude, about bikes proceeding along Pacific, between Morse and Cassidy. (I would call the program: "Bike Safety Riding Corridors---signage and route designations")

Does anyone have a solution for widening those crazy-width lanes along Coast Hwy, that forces NCTD buses to straddle two lanes-----because the bus drivers don't want to scrape the sides of parked cars. Making the Coast Highway one lane, will just aggravate the substandard situation for motor vehicle traffic--the ones who pay the bills for road maintenance. Also, the pavement along Coast Highway is in terrible shape, in places, and a number of on-ramps/off ramps of the I-5, are needing new overlays too. Cassidy on-ramp???? N/B Vista Way off-ramp? I see these things---don't City officials? Gerald Lance Johannsen, Carlsbad

Gerald Lance Johannsen, 951 326 0797

Oceanside, Ca. 92054
January 12, 2019

John Amberson
Transportation Planner
City of Oceanside
300 N. Coast Highway
Oceanside, Ca. 92054

Dear Mr. Amberson,

I am writing to express my concern about the EIR for the proposed Road Diet and Development Incentives on Coast Highway. I had previously written to you in August, 2017 regarding the issue and want to reiterate my recommendation on this proposed project.

I would recommend either:

No Project, or

Alternative 1, but with no Development Incentives south of Oceanside Blvd.

Let me again tell you a few reasons why.

The mainly residential neighborhood of South Oceanside will be subjected to a large increase in cut through traffic as people leave Coast Highway to access the freeway. On Morse St. alone, I believe the traffic is projected to triple.

As downtown Oceanside successfully builds out and free parking becomes less available, the public is migrating to other areas to access the beach. This has already increased traffic and parking issues. The homes in South O' are small older homes, many with single car garages. The advent of Short-Term Rentals combined with reduced parking requirements for new developments are changing the character of this historic neighborhood by more traffic and parking issues. One solution previously considered but not acted upon was for the City to lease or purchase small lots on the Coast Highway Corridor to provide parking. The cost of purchase or lease could be mitigated through charging for parking.

South Oceanside is not close to a Transit Center. While there are properties in the City near the Sprinter and Coaster stations, South Oceanside does not meet the criteria to be transit oriented. The choice of the property in South O proposed for higher density appears to have been cherry picked over some more suitable locations within the City.

The cost of the economic and cultural impacts to this historical neighborhood to accommodate bicycles does not appear justified, especially since there is a Bicycle Rail Trail that could be completed and improved.

The emergence of many small local businesses in South O is a testament to their entrepreneurial spirit and the theory of Buy Local. The South O Merchants have long requested more landscaping, sidewalks, banners, signage and code enforcement with little success. A relatively small investment in these items will organically create the more walkable community the City desires.

The South O neighborhood is unique in its historic architecture and character, as well as the committed, involved and vocal residents. The proposed changes affect primarily this neighborhood only, not the whole City, and their concerns and desires should have some priority.

Thank you for your consideration,

Jane McVey

From: JERI MILLER <millerjeri@cox.net>
Sent: Saturday, January 12, 2019 11:00 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: Opposition to Road Diet

Good Evening,

My name is Jeri Miller, I am contacting you to voice my OPPOSITION over the "road diet" on Coast Highway in Oceanside. I have lived in Oceanside for over 30 years. I have raised my kids and, now my grand kids are growing up in this wonderful community. I take great pride in this city and love the many amenities that it has to offer, I bike, walk and drive all of Oceanside's Coast Highway regularly (and at different hours of the day) . Although I understand the initial reasoning (relating to the loss of a child's life) behind the "road diet" between Morse and Oceanside Blvd, the result has been very unsatisfactory do to the increase traffic and congestion that it has created. I want to voice my complete OPPOSITION to any increased "road diet" proposals and I would also like to express my dissatisfaction of the current "Road Diet" that was tested /implemented between Morse ST. and Oceanside Blvd. In my opinion, the traffic flow will only increase and become more congested on these roads. The traffic and congestion will naturally flow into all of the adjacent neighborhoods (where more children play) with a road diet in effect. With Oceanside permitting an accessory dwelling unit on many properties, new hotels, tourists, more restaurants and businesses, we will undoubtedly see an increase in traffic... not a decrease. I believe it is paramount to to eliminate anything that may impede the regular flow of traffic. If our great city is not careful with optimizing traffic flow, we may adversely affect so much of the progress that has been created.

With Sincere Concerns,

Jeri Miller

2204 Zaby St Oceanside, Ca. 92054

760-518-5020

From: Cathryn Reilly <cathryn.reilly@gmail.com>
Sent: Saturday, January 12, 2019 2:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Road Diet

Please leave So Oceanside alone. Do not try to make it an extension of the entirely different ambience north of Oceanside Blvd.
No Project Alternative!

From: Michael Richardson <mfrichardson@gmail.com>

Sent: Saturday, January 12, 2019 6:28 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; Save SouthO <savesoutho@gmail.com>

Subject: COAST HIGHWAY PROJECT

To Whom it May Concern:

I moved to South Oceanside with my family in 1946, was in the first class at South Oceanside Elementary School and my Dad built the family home on Cassidy Street when it was a dirt road, that home is still in our family. My family also owns a commercial property on Coast Highway in the "dip".

We want to express in the strongest terms our opposition to any changes to Coast Highway in South Oceanside. We wish you would just leave it and us alone.

Also, we want to protest the so-called "road diet" between Oceanside Blvd. and Morse Street and urge you to return that stretch to 4 lanes. Surely you can see that the restriction to two lanes has caused frustration, hardship and loss of business to local businesses for no apparent reason. It may have seemed like a good idea to someone but they definitely shot themselves in the foot.

Those of us who live and work in South Oceanside love everything the way it is and we don't want to be a part of your scheme.

Sincerely,
Michael F. Richardson
1540 Cassidy Street
916-548-7313

From: "Suellen Shea" <shea.sa@sbcglobal.net>

Date: January 12, 2019 at 10:24:51 AM PST

To: <council@ci.oceanside.ca.us>

Subject: NO, NO, NO -- please do NOT reduce lanes on Coast Hwy from 4 to 2 lanes - THIS'LL BE A NITEMARE ...we use it all the time

I DO NOT WANT TO SEE THIS HAPPEN . I am a former resident of Oceanside (first came in 1964 & lived 3 yrs. on South Pacific St.) we continue to have lots of family (kids, grandkids) and friends who are residents of South "O." So we're on Coast Hwy. many times a week.

Many cities seem to be doing this (and adding all the round-about) **As traffic increases, decreasing lanes only makes it worse.**

I believe the reason is because all the 'green-environment folks' are **trying to get us out of our cars** & into public transportation or bicycles. **There is much \$\$\$ (money grants & incentives) given to cities to go this route.** These groups lobby & have influence and MONEY TALKS – and the hell with what the people want. Can you imagine all the traffic on Coast Hwy. (I still call it Hill St. sometimes ☺) being condensed/squeezed into half the amount of the current 4 lanes??? And, especially during the summer tourist season. The Council is always touting 'tourism' and MORE high-rise hotels.....why would you lessen the amount of traffic lanes on the major artery of the city?????? (It's already a logistical mess from your taking out the lane on Coast Hwy. south of O'side Blvd. to Morse St..)

PLEASE DO NOT VOTE TO REDUCE LANES ON COAST HIGHWAY.....

SS

From: "usmcdmw@cox.net" <usmcdmw@cox.net>

Date: January 12, 2019 at 9:41:47 AM PST

To: <council@ci.oceanside.ca.us>

Subject: 4 lanes to 2 lanes-Pacific Coast Highway



This is the dumbest thing I have ever heard of. I have lived in Oceanside since 1958 and have only witnessed traffic increasing on Pacific Coast Highway every year with the road being four lanes. How in the world can anyone with a common sense degree of logic expect anything except more traffic jams, fender benders, longer traffic delays, increased road rage, etc when the traffic flow is reduced to two lanes? Don't let a lack of good judgement influence your decision.

I reside in Marina Towers and am well aware of overflow traffic from the I-5 coming through this city to try to get around the backup that occurs at certain times of the day every day of the week and especially when special beach events are held here in Oceanside. .

Richard J. Webb Sr.

From: Robin Bookey <robin@front-street.com>

Sent: Sunday, January 13, 2019 6:21 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and the Coast Hwy Corridor Plan

Dear City Council & John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy) and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Robin Bookey

160 Sherri Lane

Oceanside, CA 92054

robin@front-street.com

From: Kathy Derham
Sent: Sunday, January 13, 2019 6:35 PM
To: jamberson@ci.ocsideside; council@ci.oceanside.ca.us
Subject: Road Diet and South O

I wanted to let you know that as a South O resident, I favor Alternative 1 (road diet from Harbor Drive down to Oceanside Blvd with development incentives for South O). Living on South Freeman Street and experiencing the excess traffic from drivers leaving Coast Highway to "take a faster route thru residential neighborhoods has got me really concerned that this will happen but be much worse and constant if the lanes on Coast Highway in South O are reduced.

Kathy Derham



Virus-free. www.avast.com

From: Sylvia Harmon <sylviaharmon10@gmail.com>
Sent: Sunday, January 13, 2019 4:22 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

Dear Mr Amberson,

On behalf of all South O residents and merchants, I'm asking you to please vote NO on the road diet south of Oceanside Blvd. There are so many issues that concern me. However, increased traffic and safety for our community is my primary concern. Again, please vote NO on the road diet.

Thank you,

Sylvia Harmon
South O Resident

From: Paul Hefferlin <phefferlin@att.net>

Date: January 13, 2019 at 2:19:08 PM PST

To: "council@ci.oceanside.ca.us" <council@ci.oceanside.ca.us>

Subject: In whose world are "road diets a good idea"

A good idea for disrupting businesses in the city is to create more of your road diets.

In one fell swoop, you can also increase pollution from cars sitting and idling because of throttled traffic flow. You may even be able to better the record of businesses forced to close in other cities where these great ideas have been tried. Why learn from history, as some people might benefit from temporary, low-paying jobs working on your version of Utopia. Keep up the good work, Sincerely,

-- Paul Hefferlin

From: Jack Pence <jackpence@sbcglobal.net>

Sent: Sunday, January 13, 2019 12:36 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: South Oceanside and Coast Highway Corridor Plan

Dear John Amberson and Oceanside City Council,

My wife and I live at 1311 Kelly Street in Oceanside and disagree with some of the ideas discussed in conjunction with the Coast Highway Corridor Plan. Reducing the road to one lane going each way is a bad idea...it will bottleneck traffic and create congestion and traffic jams. This was done to State Street in Santa Barbara years ago and took two lanes of nicely moving traffic into a single stream of seemingly never ending traffic that made it difficult to turn into from cross streets...it was horrible. Eventually Santa Barbara had to change the Street into two lanes going only one way and another opposite two lane one way had to be created a block away which has created other complicated problems trying to get to your destination. Please leave it the way it is, it works well. I also disagree with the idea of creating roundabouts to slow people down...I don't see any speed problem on our beautiful highway only people cruising and enjoying the scenic drive.

I do however agree with the pedestrian and safety features proposed.

I also have a suggestion on how to spend the money saved by not doing the changes shown in my first paragraph above: consider installing a large sign over the highway "Oceanside" when first entering Oceanside from the south maybe at Vista Way and also at the North end just south of where the 76 merges onto the Coast Highway. To me it shows that we are proud of our city and we would like to share it with all those who visit here.

Thank you for considering my opinions.

Jack and Beth Pence

From: Aida Ryder <ac_ryder@yahoo.com>

Sent: Sunday, January 13, 2019 9:50 PM

To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Coast Highway Plan - South O

Dear City Council and John Amberson,

I have concerns about the Coast Highway Corridor Plan and how it would affect our South O neighborhood. My husband and I have owned and lived in our home on S. Tremont Street for over 20 years.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

The "Road Diet" that has decreased the lanes of Coast Highway between Morse and Oceanside Blvd is terrible. The traffic backs up and makes entry and exit to the businesses along the Coast Hwy there difficult and dangerous. My daughter was "rear ended" last year on this strip of road, causing her, and us, much trauma. I feel that the "road diet" will cause traffic to move to the residential streets north and south of the Coast Highway - causing many problems for those of us who live here.

Businesses would be directly affected by the narrowing of the Coast Highway. The amount of traffic would make it difficult for people to access these businesses causing a very real threat of local businesses having to close their doors. South O is developing organically on it's own. Introducing new developments would cause a population increase in an already crowded area.

What we do need is to keep South O "authentic" and safe for residents and businesses. We could use help with lighted crosswalks across Coast Highway at Kelly, Whaley, and the Loma Alta Creek. This will help keep speeds down and allow safe crossing for all - especially for our children who walk to school or to the beach. Decreasing the speed limit to 25 mph like North Coast Hwy will help keep our pedestrians safe. To keep our bicyclists safe, the Rail Trail needs to be completed.

South O has a unique character that is different than that of downtown Oceanside - which needs to be preserved.

Thanks for your time and consideration,

Alda C. Ryder

1723 S. Tremont St.

Oceanside, CA 92054

(760) 757-5032

From: ryder martin <martinryder@yahoo.com>

Sent: Sunday, January 13, 2019 9:33 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Cc: William Ryder <willryder98@yahoo.com>; Aida Ryder <ac_ryder@yahoo.com>; rfoside@cox.net

Subject: South Oceanside & Coast Hwy Corridor Plan

John Amberson,

I have concerns about the South Oceanside and Coast Hwy Corridor Plan.

Firstly it needs to be acknowledged that South Oceanside is a distinct community with a separate identity from Downtown Oceanside.

I think that Coast Highway should be 4 lanes from Oceanside Blvd to Vista Way. Downtown Oceanside should have the road diet where it makes more sense. This way it is also smart to be able to exit Coast Highway to the freeway without being caught in the single lane traffic.

With the "road diet" in South Oceanside we will:

A. Have drivers speeding down our residential street which runs parallel to Coast Highway.

B. Be "prisoners" in our own neighborhood making it difficult to enter and exit without being caught up in traffic, as the road diet at "the dip" has already proved.

C. Local merchants also think the road diet will deter customers who will be put off by sitting in traffic.

Cyclists can use the South Pacific loop as they already do, it should be enhanced with the rail trail completed and also widened in certain areas.

I prefer Alternative #1 but modified with no Development Incentives South of Oceanside Blvd. South Oceanside should develop on it's own organically rather than have forced large / entire block development that is out of scale with the community.

Sincerely,

Martin Ryder

Architect

1723 S. Tremont St,

Oceanside, CA 92054

(760) 757-5032

From: "tesbern@sbcglobal.net" <tesbern@sbcglobal.net>

Date: January 13, 2019 at 3:34:30 PM PST

To: council@ci.oceanside.ca.us

Subject: Fwd: Contact Info for Oceanside City Council (Re: Coast Hwy going down to only 2 lanes!! Do NOW- BEFORE Jan. 14)

Sent from my iPhone

Begin

Date: January 11, 2019 at 5:47:22 AM PST

To:

Subject: Contact Info for Oceanside City Council (Re: Coast Hwy going down to only 2 lanes!! Do NOW- BEFORE Jan. 14)

All City council members will receive your email & comments at this address:

council@ci.oceansid.ca.us

I personally DO NOT WANT TO SEE THIS HAPPEN --& urge my fellow Oceanside & Tri City area friends to act on this if they agree. I am in So. Oceanside a lot as I've family & many friends in the area. Plus, I have always had bonds with Oceanside since we first lived there from 1964 thru 2019 .

It will be a traffic nightmare if the 4 lanes go down to only 2....**Please send your comments. They must be received by or before Mon. Jan. 14.**

Many cities seem to be doing this.....as traffic increases they make it only worse. The reason is because all the 'green/eco people' are **trying to get us out of our cars** & into public transportation or bicycles. **There is much \$\$\$ (money grants & incentives) given to cities to go this route.** These groups lobby & have influence and MONEY TALKS – and the hell with what the people want. Can you imagine all the traffic on Coast Hwy. (I still call it Hill St. sometimes ☺) being condensed/squeezed into half the amount of the current 4 lanes??? And, especially during the summer tourist season. The Council is always touting 'tourism' and MORE high-rise hotels.....why would you lessen the amount of traffic lanes on the major artery of the city??????

SS

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer **Alternative #1** but modified with no Development Incentives south of Oceanside Blvd.

-No "Road Diet" on S Coast Hwy south of Oceanside Blvd to Morse St

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

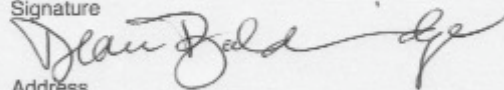
and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Printed name

DEAN BALDRIDGE

Signature



Address

1211 CALIFORNIA ST.

phone #

760-822-2396

Dear City Council,

Jan 14, 2019

This letter is in response to a proposal that has been brought to my attention about the Council's consideration of altering the traffic flow in Oceanside.

I did not agree nor do I appreciate the one-way streets in downtown Oceanside. In my opinion they do nothing to enhance the cities appeal, increase business for the local shops and especially does not eliminate confusion for anyone trying to get around downtown. Big mistake.

The narrowing of the drivable lanes along 101 between Morse and Oceanside Blvd contributes nothing but further frustrates and causes poor driving choices for some "racing" to get one car ahead of another to that stretch. It makes it difficult to access the businesses in that area and does nothing to enhance the cities appeal either. The extra wide bike lanes are rarely used by cyclists during the week and the ridiculous thing is they have to go from a narrow area to a wide area back to a narrow area – seriously, what good is it to them? It certainly doesn't make them safer since cars have to cut in front of them to enter a business if they decide to do so.

Now the consideration is to eliminate a lane each way through the S. Oceanside area from Morse to Vista Way. This really is a bad idea and the list can take pages to enumerate. Beyond destroying existing businesses, reducing the flow of predictable traffic and making the city a very undesirable place to visit or shop it is by nature a very dangerous thing to do. This must not be allowed to develop.

This fad of a "Road Diet" is going to backfire. While the freeways are adding more lanes cities are eliminating them. To what end? The flow of traffic will not be reduced, it will further clog up. We are trying to attract visitors to our beaches and businesses. How on earth can reducing their ability to access our community benefit us? Seriously...

Putting in Round-a-Bouts are great in Europe and places where the city has been built around them. To insert them into existing roadways without adequate space is another idea not well thought out. Again, there are so many reasons these will cause horrible issues that my time and your patience will not allow the list to go on. But just think about it logically and not emotionally.

Now everyone loves to complain and call those with competing ideas idiots.

I do have workable solutions; simple, cost saving and a tremendous advantage to our city.

Let's begin by making our sidewalks and storefronts along 101 appealing and somewhere people want to go and spend time. Benches, planters, buildings with nicer facades. Find places along the way where a small well lit park or place of relaxation can be put in. We have local organizations that could put on weekly events i.e. farmers market, or Thursday night market. Lets expand that to other streets & areas.

Cyclists, especially on weekends, holidays and special event days are certainly a huge issue. Quite frankly there is no reason for them to be on Hwy 101 anywhere from the harbor to Carlsbad. I propose the city create a bike path that incorporates either Tremont or Pacific for heavy bicycle use. Paved stops along the way for water, shade etc could be created. This would not apply to the family or visiting bicycle rider – only to the organized bike groups. Of course this would also allow for bike groups wanting to ride up to 101 to stop at a restaurant or other establishment to shop or for refreshments.

Areas over water can be spanned by smaller, low cost bridges. Areas without paving can be paved inexpensively. The bike groups would still see the ocean from time to time (which they can't do now from 101) and be safe from automotive traffic.

If, as I understand it, one of the considerations for the Road Diet is to reduce the speed... Post a lower speed limit! Have the city bring in more motorcycle cops to enforce this law. And here's more information; as the city develops more interesting places for shoppers to eat, drink and shop, the traffic will slow down automatically – and the businesses will prosper. You can see this dynamic in busy areas of LA, Hollywood, many of the other popular beach communities.

I think it's time for the city council to begin to think of realistic alternative solutions to our growing situation. It's not enough to go with a knee-jerk solution some consultants, advisors and visionaries have created. Think of the well being of the community for the long term. Look to what others have done and see how well meaning communities have created bad situations for the local residents and the visiting guests.

I know I'm not alone with my thoughts to eliminate the idea of ruining the complexion of Oceanside, especially South Oceanside. I know of no-one in my neighborhood who wants to see a "Road Diet" or the destruction of the small area of our city. Don't spoil our town.

Thank you for your time

Bud Beech
1833 S. Horne
Oceanside CA 92054
Ph – 760-889-3456

From: tami thebeech.us <tami@thebeech.us>
Sent: Monday, January 14, 2019 10:03 AM
To: City Council <Council@ci.oceanside.ca.us>; John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Oceanside's Road Diet OR South O is so cool, let's change it.

Dear City Council and John Amberson,

I have recently become aware of the City's interest in implementing what I have heard referred to as a "Road Diet" for our city. As a 18 year homeowner in South O, with no plans of EVER leaving, Please hear my concerns about South Oceanside and the Coast Hwy Corridor Plan.

First, let me say that when the City narrowed Coast Highway through "The Dip" between Oceanside Blvd and Morse Street I was not a fan. I have had two close calls in the pinch where one lane ends heading south, and now I often choose to go south into Carlsbad rather than north to Downtown Oceanside when I need to go to the bank, post office or a drug store. I had heard this narrowing was done to make biking safer, motivated by the death of Logan Lipton, a young boy killed while biking in that area. As noble and well meaning as that may be, I cannot see how this makes biking or driving through that area safer. According to business owners in the area it has definitely made getting to their locations less safe and more difficult, resulting in a downturn in business. I would like to suggest that we put it back the way it was before more people and businesses are seriously hurt or worse.

Second, the research I have done since learning about the State's "Road Diet" program has raised concerns. Stories of other cities suffering increased traffic issues has left me with a firm belief that this is not what we need in Oceanside, especially in South O. Case in point, Paradise, CA. People dying in their cars during devastating delays when trying to evacuate in the threat of a wild fire. [Paradise narrowed its main road by two lanes despite warnings of gridlock during a major wildfire - Los Angeles Times](#) Eliminating traffic lanes on Coast Highway will not reduce traffic issues, it will increase them. If you take away a lane in one place, traffic will back up, and / or spill over into the surrounding neighborhoods. Please tell the State that although we would love to have the funds to do other things to improve our communities, we won't be held hostage to their faulty plan in order to get it. Please factor in the cost in loss of livability and safety, plus the future cost to UNDO the changes they propose. Other cities are already regretting having made similar changes and are paying the cost to reverse them. [The Problem with Road Diets - National Motorists Association](#)

Third, one of the stated goals of the plan is to make our city more pedestrian friendly. One plan I heard for South O, which contained options that would narrow Coast Highway either to Morse, or to Vista Way, also calls for a roundabout at the intersection of Cassidy and Coast Highway. I often walk my dog through South O and our route almost always takes us through this intersection and past the fire station on Cassidy Street. I cannot imagine trying to navigate a traffic circle with a dog let alone an emergency vehicle in traffic which has been squeezed through a bottleneck from Downtown Oceanside to and through that point. This plan will make South O LESS pedestrian friendly, and LESS safe, not more so. There are other ways, as put forward by the Save South O community group that would have a much greater positive impact on pedestrian and emergency vehicle accessibility in our community.

Fourth, Oceanside and especially South O has seen wonderful grass roots business growth. We are growing and new business are coming in. We're a neighborhood, not a development. Please don't throw money at outsiders to persuade them to come in and slap together high density living and hospitality spaces for a quick profit. There are other ways to support and energize our community without drastically and negatively changing it. And while we are speaking of development, why would you add vastly larger numbers of living and hospitality units while reducing the access to them by 50%. This will only make our community less livable and less desirable, and it will hurt those people who were brave enough to risk their time, effort and money to take a chance on South O before it was hip.

Lastly, one of the reasons my husband and I chose Oceanside as the place we would retire was that it was NOT like most of the other beach communities in California. It's a place where we can walk to the beach and to restaurants now and still get around by car as we age. (We won't be riding our bikes to the harbor for fish and chips when we're 80.) South O is that place. Here we do things our own way, and I think that's why people like to come here to visit and to live. Please don't sell us out to the State for the short term financial benefit. I realize that part of your responsibility is to help our city take advantage of all the benefits that we can, including State monies when they are available, but in this case the cost to the livability of our community is too great. Let's go on a "State Bureaucracy Diet" instead.

I would prefer NONE of the alternatives put forward. **No Road Diet in Oceanside and No Development Incentives in South O unless they are offered to Local Entrepreneurs who will be an ongoing part of our community.**

If the State really wants to help us, give us the money and let us decide what is best for our community! We've done a pretty darn good job so far. Here are some suggestions that really would make South O more bicycle and pedestrian friendly, safe, and livable;

For beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy). Over and over I read that the benefit of a "Road Diet" is slower traffic speeds. That can be accomplished without giving up lanes.

Bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street. Does't it honor Logan better by implementing bicycle safety measures that ACTUALLY make bike riders safer?

Thank you for your consideration,

Tami Boschee
1833 S. Horne Street, Oceanside, CA 92054
phone # 760-583-4397

P.S. I am currently traveling and have not been able to print, sign, scan, and return this letter. If my original signature is required for consideration let me know and I will come into City Hall on Friday, January 18th and sign a copy for you there.

From: AnnMarie Castellano <annmariec1971@yahoo.com>
Sent: Saturday, January 12, 2019 4:58 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: Coast Hwy Corridor Project

Dear Mayor Weiss, City Council members, and John Amberson-

My name is Ann Marie Castellano and I am a 21-year resident, homeowner, and business owner on Morse Street in South Oceanside.

My concerns of South Oceanside and the Coast Hwy Corridor Plan--

I strongly support that Coast Highway go back to 4 lanes of traffic-NO Road Diet.

And do not get me started on roundabouts where they don't belong due to lack of necessary size and as well as drivers who do not understand the 'rules' of roundabouts creating dangerous situations.

I have many concerns about the planned demolition of the block previously owned by the Blade-Citizen to make way for a "transit-oriented node" despite the fact that it is actually no where near any real mass transit and will increase traffic and dangerous situations not only on Coast Highway but also on the surrounding streets including Morse Street. I strongly support NO development incentives.

I strongly support that the Rail Trail be completed providing a safer route for bicyclists as well as having those cyclists continue to use Pacific Street as a safer route through Oceanside.

Beautification and Pedestrian safety in South O need to include lighted crosswalks across Coast Highway particularly at Kelly St, Whaley St, and Loma Alta Creek.

The TEMPORARY Lane Diet has created quite a few problems--I travel that stretch of road almost daily and have had many people pass illegally so as not to have to wait in line creating a dangerous situation (while this has mostly occurred going northbound, it has also happened travelling southbound too). I have been cut off numerous times at the point the lanes merge in front of Rite Aide not to mention being screamed at/honked at/experiencing road rage as I merge down to the one lane legally but the vehicle behind me either doesn't realize the lanes merge or usually are trying to 'beat' me to the merge; I have even had vehicles race around me using the area not meant for vehicles as a passing lane. All this has obviously created many dangerous situations for all who travel that stretch of road.

During the warmer months, particularly summer, these situations referenced above happen more often but what also happens is traffic backing up on the northbound side into the Morse Street intersection blocking those on Morse Street from turning north onto Coast Highway or even trying to go straight through the intersection.

Also, pass through traffic has increased on Morse Street with many of these vehicles travel at a high rate of speed through our neighborhood obviously again creating dangerous situations. The town-homes at that same intersection are not yet completely built and occupied but when they are, they will also add much more traffic to the neighborhood and contribute to the traffic. And if the demolition of the previously owned Blade Citizen block happens, traffic on Coast Highway and the surrounding streets will be a nightmare.

My business is long term rentals and while it would seem that implementing the above would increase my bottom line, it really won't with the dangers and traffic added to the neighborhood. The South O vibe is something that adds a uniqueness to my business as well as my resident and potentially losing that does not make me happy.

Thank you in advance for taking the time to consider my concerns and to fully give your attention to the thoughts and interests of not just myself but of all South Oceanside residents and business owners.

Ann Marie Castellano
Emerald Forest Investments
315 Morse St, 92054
760-967-7130

From: zell dwelley <zdwelley@aol.com>
Sent: Monday, January 14, 2019 11:00 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Road diet

Good morning John,

We have deep concerns regarding the road diet as it applies to South Oceanside.

Given the choices, we would prefer Alternative #1 but, modified with no Development incentives. South O needs to grow organically as the uniqueness of the area attests to. As you know, we developed but were never offered incentives. Pride in ownership in the development would have welcomed such incentives. Instead we secured funding and made it happen.

We would like to see beautification of the area, and pedestrian safety. Part of the safety would include lighted crosswalks.

Truthfully the real problem is bicycles. We urge you to finish the rail trail and have cyclist continue to use Pacific Street.

Thank you for your time.

Zell and Gary Dwelley
1802 South Coast hwy
Oceanside, Ca 92054

From: edington.john@gmail.com
Sent: Monday, January 14, 2019 4:28 PM
To: Council@ci.oceanside.ca.us
Subject: Coast Highway feedback

No road diet on coast highway. No development incentives for south of O'side Blvd.

Traffic is already congested enough and eliminating traffic lanes will only make it worse.

Sincerely,

Oceanside resident
John Edington.

Sent from my iPhone

From: edington.john@gmail.com <edington.john@gmail.com>
Sent: Monday, January 14, 2019 4:32 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

I've been an oceanside resident and homeowner since 2009 and a resident aboard Camp Pendleton previous to that going back to 1999.

I am against the road diet and development incentives south of Oceanside Blvd.

The short section of road diet already causes traffic to back up and makes it more dangerous with merging traffic especially during busy times such as commuting times and weekends.

Sincerely,

John Edington.

P.S. just heard the piece on KFI with John and Ken. Keep up the good work.

Sent from my iPhone

From: Dave Ernst <dwernst@gmail.com>
Sent: Monday, January 14, 2019 4:48 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: David Ernst <dwernst@gmail.com>
Subject: Coast Highway Corridor Study - Public Comment Reply

Mr. Amberson:

This message contains my comments on the above topic.

I am a resident in the City of Oceanside. In fact, while not even my home address below, I live effectively on Coast Highway, at Morse Street, in South Oceanside. I effectively live in the Coast Highway Corridor Study area.

Overall, I support the proposed plan.

Further, by basically living in the corridor serverly area, I have the following observations that further support the proposed plan. These are:

1. Single Lane (both ways) already : Coast Highway is already a single lane between Oceanside Blvd & Morse Street;
2. Between Morse Street & Vista Drive (South O): The traffic speed is quite fast in this 4-lane segment; I doubt many drivers have time to "look" for businesses to stop and visit;
3. Also, on the weekends, many cars and motorcycles simply "cruise" and therefore race and rev their engines; they can do this on single lanes just as well;
4. Roundabouts. These are great traffic calming devices, and are easily learned by all drivers after just a couple of attempts. There's already on on Coast Highway just south of South O;
5. La Jolla lvd., in the Bird Rock area of La Jolla was converted from a busy, 4 lane road with traffic signals, to a 2-lane road with roundabouts about 10 years ago. The road works, traffic moves slower, and the businesses on both sides are thriving. This all can happen on Coast Highway.

In short, Coast Highway today is good, but is simply too busy, and loud, to generate more businesses. It's frankly a terrible place to walk, and I avoid it as much as I can, which is a shame.

At 19k ADT, it's frankly not a very busy street already. Also, portions are already 2 lanes. Once a port is 2-lanes, that already limits traffic. Meaning, it's already there. Time to finish the job!

Good luck.

Thanks,
1754 Vista Del Mar Way Unit 1
Oceanside, CA 92054
858.254.7796 / dwernst@gmail.com

From: kwjaferguson Ferguson <kwjaferguson@hotmail.com>

Sent: Monday, January 14, 2019 5:03 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: no road diet and no development incentives South of Oceanside Blvd.

I am not a resident of South Oceanside but our family frequents the area for entertainment and beaches 4 to 5 times a week. The traffic is already awful from 76 going south through the town on Ocean Blvd. The road is very narrow and only 2 lanes. Parked cars take up the right hand lane and left turning vehicles block the left lane. We have many beach and entertainment options in southern California. If this project ([road diet and no development incentives South of Oceanside Blvd.](#)) goes through Oceanside will be one less option for our family.

From: Dale Kirkley <dalekirkley@gmail.com>

Sent: Monday, January 14, 2019 9:49 AM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: Road diet

Dear City Council and John Amberson,

Please feel my concerns of South Oceanside and the Coast Hwy Corridor Plan.

I would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.

•Also including beautification and pedestrian safety, lighted crosswalks across Coast Highway, at minimum, at Kelly, Whaley, and The Loma Alta Creek.

Better speed enforcement on Coast Hwy. (maybe 25mph like North Coast Hwy)

and bicycle safety provided by completing the Rail Trail and having cyclists continue to use Pacific Street.

Thank you in advance for listening,

Dale Kirkley
1815 S Nevada
Oceanside,CA
(760) 585-5839

From: Jimmy <jhk3@cox.net>
Sent: Monday, January 14, 2019 4:52 PM
To: council@ci.oceanside.ca.us; jamberson@ci.oceanside.ca.us
Subject: Coast Highway Corridor Plan

My Council and Mr. Amberson,

On the Coast Highway Corridor Plan and its impact on So. 'O' please understand, we in the community feel that our feelings and desires have been systematically ignored and not seriously taken into consideration. The plan will destroy the unique character of our community and with the Development Incentives they will make it into open territory further eliminating the "feel" So. 'O' has developed over the last century and more. Our community has the feeling we want to have no change except minor safety and health improvements along with some beautification projects. Key among them are safety lit crosswalks at: Kelly, Whaley and at the Loma Alta Creek. We'd also like a border to border 25mph speed limit, completion of the rail trail via directing the bicyclists to Pacific street area and better street maintenance. We could accept with these inclusions alternate #1.

Thank you,

James 'Jimmy' Knott III, 127 Sherri Lane, Oceanside, CA 92054
jhk3@cox.net, 760-721-6554

From: Tracy Meyers <tracy.mey25@gmail.com>
Sent: Monday, January 14, 2019 7:26 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Feedback for the coast highway vision

I am a longtime resident of South Oceanside. I support separate plans for downtown and S Oceanside. I support alternative one minus the development incentive for South Oceanside. I also support keeping coast highway at four lanes (alternative 1) through my neighborhood so that traffic does not divert to side streets. I support crosswalks over roundabouts especially at Cassidy and coast highway. This is a popular pedestrian crossing due to the beach access and my experience is that they are quite challenging for pedestrians to safely cross. Thank you for considering public input.

From: beatrice moniz <beamoniz@hotmail.com>

Sent: Monday, January 14, 2019 4:40 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>

Subject: No road diet, no incentives

After reviewing the EIR and attending multiple meetings it is my opinion that south of Oceanside Blvd. there should be no road diet and no incentives. Any of the other choices would negatively effect our neighborhood.

I am a disaster worker and I am concerned that narrowing the road through the dip and now by the lagoon because it would hamper the escape route for South Oceanside.

The widening of the freeway and altering the 78/5 interchange is not being taken into consideration. We need to look at all of these projects as one. We also need to take into account the increase in population.

The city not addressing the opening of the gate from Caviler park onto Stewart St. has already added increase traffic onto streets not mentioned to handle the increased level of traffic.

Bea Moniz

1207 Laguna St.

Sent rom my Verizon Wireless 4G LTE Tablet

From: Laura Moser <yoyololamom@aol.com>
Date: January 14, 2019 at 1:27:27 PM PST
To: Council@ci.oceanside.ca.us
Subject: South Oside and the Coast Hwy Corridor Plan

<https://www.30agear.com/1502906/checkouts/472ffed9faa15ad21347154742e5e8a3>

Sent from my iPad

Dear City Council and John Amberson,

Please feel our concerns for South Oceanside and the Coast Hwy Corridor Plan.
We would prefer Alternative #1 but modified with no Development Incentives south of Oceanside Blvd.
In addition adding beautification and pedestrian safety, lighted cross walks across Coast Highway, at a minimum, at Kelly, Whaley and the Loma Alta Creek.
Also improving the speed enforced on Coast Hwy. (25mph like on North Coast Hwy) and completing the Rail Trail for Bicycle safety having cyclists continue to use Pacific Street.

Thank you for your time!

Laura & Scott Moser
165 Sherri Lane
Oceanside, Ca 92054
(760)989-3944
Email Address: yoyololamom@aol.com

From: Charlene Myers <charlenemyerstnt@gmail.com>
Sent: Monday, January 14, 2019 10:56 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Coast Highway EIR feedback

John,

This is to inform you that we are totally against any type of road diet in the City of Oceanside and in particular, South Oceanside, from Oceanside Blvd to the Carlsbad border.

My family has been here since the late 1940's, residing on Horne near Cassidy Street.

Even with the current 4 lanes, traffic is horrid on the surrounding residential streets. We cannot fathom what the proposed road diet would bring.

Please reject any type of proposal that would hinder neighborhood and residential living.

Charlene (Epperson) Myers and Bill Myers
1729 South Horne Street
Oceanside, CA 92054
760-439-8521

From: Camille Peca <cpeca@omnixtechnology.com>

Sent: Monday, January 14, 2019 4:30 PM

To: John Amberson <JAmberson@ci.oceanside.ca.us>

Subject: Support for no road diet and development incentives south of Oceanside Blvd

Mr. Amberson,

I am writing to you to share my concerns about some of the proposed changes to Coast Highway in South Oceanside.

I am a homeowner who has lived on the 900 block of Vista Way since 2000. I never wanted to live in Oceanside, but my husband convinced me it would be a great idea as he saw so much potential in South Oceanside. I reluctantly agreed and now I tell him moving here was one of the best decisions we have made.

We truly love our neighborhood and have loved seeing all of the positive changes that have taken place over the years. We continue to support the small businesses and sub-culture that has developed in our neighborhood and I know that many of the South O residents are proud of the laid-back, eclectic vibe that is happening.

I want to share that the proposed road diet in South O would be an absolute detriment to the neighborhood and to Oceanside in general. One thing residents and tourists enjoy is "cruising" Coast Highway to see the shops and the local towns. The current road diet between Morse and Oceanside Blvd is awful and already backs up traffic. If traffic starts backing up at Vista Way or earlier, people will just avoid even driving through Oceanside and the city will lose out on the positive impacts of people just driving through.

I love seeing when new shops and restaurants open up along and off Coast Highway. If I want to get to downtown, I look forward to driving on Coast Highway, versus hopping the freeway. However, if traffic increases significantly due to the road diet (which it will), that will stop us from driving through and stopping to shop and this will stop many people from wanting to explore Oceanside who are driving north from Encinitas, La Costa, and Carlsbad.

The increased traffic to the freeways by using Vista Way (my street and traffic is already awful), Cassidy, and Morse will negatively affect a relatively quiet residential neighborhood.

Please consider the residents of South O as well as the overall welfare of Oceanside by leaving the residents and businesses of South O lead our development to ourselves and allow Coast Highway to stay as is. Please enforce no road diet and no development incentives South of Oceanside Blvd.

Sincerely,

Camille Peca

From: Alisa Prestie <alisa.prestie@gmail.com>
Sent: Monday, January 14, 2019 4:57 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: South O Road Diet

Hello and I apologize now for my brevity but I understand the deadline to comment about the South O Road Diet is at 5pm today. Please note the time now is 4:55pm.

I'd like to voice my opinion on the matter as a resident and homeowner in South Oceanside. We also own 2 other properties in 92054, so I have a real, vested interest in this matter.

My vote is for NO Change.

The road diet from Morse to Oceanside Blvd is a nightmare and creates congestion several times a day - restricting the roads even more will be terrible for local residents.

Thank you for your time and consideration.

Alisa Prestie
1220 Morse St, Oceanside, CA 92054

760-500-0745

From: "Suellen Shea" <shea.sa@sbcglobal.net>

Date: January 14, 2019 at 8:18:31 AM PST

To: <council@ci.oceanside.ca.us>

Subject: VOTE NO - Please DO NOT REDUCE the lanes on COAST HWY. - a terrible idea

From: Lisa Skyles <lcskyles@gmail.com>
Sent: Monday, January 14, 2019 4:39 PM
To: JAmberson@ci.oceanside.ca.us; council@ci.oceanside.ca.us
Subject: Coast Highway EIR feedback

Dear City Council and John Amberson,

We are very concerned about the Coast Highway Corridor Plan. What has happened organically in South Oceanside is what we'd like to see continue. Among the serious problems increased density and fewer travel lanes would cause are pushing traffic onto residential streets, increased emergency response time, issues with emergency evacuation (we should learn from what happened in Paradise), loss of parking, and loss of business to existing local entrepreneurial businesses.

The character of our neighborhood character is important to the residents here and we want to keep it.

We would prefer Alternative #1 but modified with NO development incentive south of Oceanside Blvd.

Our neighborhood would benefit from beautification and safety measures such as lighted crosswalks, better speed limit enforcement on PCH (including lowering speed limit to 25 mph), and completion of the rail trail for bike safety.

Thank you in advance for taking our concerns seriously,

Lisa and William Skyles
1125 Camelia St.
Oceanside, CA 92054

760-828-5245 (Lisa)
760-212-8991 (William)

From: smwsculptor@gmail.com <smwsculptor@gmail.com>
Sent: Monday, January 14, 2019 4:31 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: NO to O,side 101 Road Diet!

NO to O.side 101 Road Diet!!!

Sent from [Mail](#) for Windows 10

From: cyan@reapandsowonline.com <cyan@reapandsowonline.com>
Sent: Monday, January 14, 2019 8:27 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: City Council <Council@ci.oceanside.ca.us>
Subject: South Oceanside: Coast Highway Corridor Plan

Dear City Council and John Amberson,

As residents and business owners in South Oceanside, we have concerns for the suggested plans for South Oceanside and the Coast Hwy Corridor Plan.

We would prefer Alternative #1 modified to eliminate Development Incentives south of Oceanside Blvd.

We would request that the plans also be modified to also include:

1. Beautification of the corridor
2. Increased lighting in the corridor
2. Install 'all transit' and pedestrian safety measures, such as on-demand lighted crosswalks at Coast Highway and Cross streets Kelly, Whaley, The Loma Alta Creek, and Eaton Streets.
3. Reduce the speed limit to 25 mph and encourage enforcement.
4. Improve bicycle safety by widening and completing the rail trail.

Additionally, we request that the city work together with the newly formed South Oceanside Business District, Inc. a 501(c)(3) to ensure that changes are complementary to their business district & residential vision plan.

Thank you in advance your anticipated consideration.

Richard & Cynthia Trujillo
1732 S. HORNE St, Oceanside, CA 92054
760.594.1622

Reap & Sow LLC
1830 S. Coast Highway, Oceanside, CA 92054
760.421.9246

From: E.A. West <eacwest@mac.com>
Sent: Monday, January 14, 2019 4:41 PM
To: Council@ci.oceanside.ca.us
Cc: JAmberson@ci.oceanside.ca.us
Subject: Coast Highway feedback

Please leave Coast Highway as it is in South Oceanside!

The increased density that has been approved, and that we know will continue to be approved, will only exacerbate the traffic issues in South O.

Additionally, has anyone thought about the tsunami evacuation routes???? With ocean levels increasing, expectations of earthquakes, and other changes, it seems that the likelihood of the use of those evacuation routes is even more certain. There are no other viable north/south routes that can be used to get people to east/west routes out of the area.

I would definitely be in favor of more crosswalks, and even lower speed limits, but keep the lanes!

Sincerely,

Elizabeth West
South O resident

From: michael wilson <macroear4@gmail.com>
Sent: Monday, January 14, 2019 4:54 PM
To: council@ci.oceanside.ca.us
Subject: save south o

dear city council and john amberson:

regarding the coast highway corridor plan,

1. we would prefer the no project alternative.

including no development incentives throughout oceanside

community driven growth will preserve the valuable character of our unique neighborhood. we dont need greedy outsiders destroying them.

2. to improve pedestrian safety we need lighted crosswalks accross coast highway at minimum at kelly. whaley, and especially loma alta creek.

3. improve bicycle safety by completing the Rail Trail

4.lower speed limit to 30 and enforce it. the motorcycles between 9pm and 3am are at 8000 rpm.

thank you

mike wilson

deb curran

201 Kristy Ln

Oceanside, CA 92054

760 529 0094

From: AT&T <yeomans2021@att.net>
Date: January 14, 2019 at 10:23:22 AM PST
To: jamberson@ci.oceanside.ca.us, council@ci.oceanside.ca.us
Subject: Proposed Coast Highway Road Diet

Dear Council Members,

Please use good judgement and vote NO on the proposed Coast Highway “Road Diet”!

I am a South Oceanside resident and our unique community has worked hard to build up our unique business community with businesses that work well for our neighborhood. The proposed “Road Diet” will change the character of our business district forcing businesses to move elsewhere or close their doors. This plan will only increase the density along coast highway creating a tremendous traffic and economic negative impact on our community. This proposal will only dump more traffic into the residential neighborhoods causing safety issues. It makes no sense to move the traffic off Coast Highway (where it belongs). The cause and effect of this plan will increase traffic into the residential neighborhoods.

Please use good judgement and vote against this plan.

Sincerely,

Rebecca Yeomans
2021 S. Ditmar Street
Oceanside, CA 92054

Sent from my iPhone

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

November 26, 2018

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054
JAmberson@ci.oceanside.ca.us

RE: Oceanside Coast Highway Corridor Study Partially Recirculated DEIR Comments

Dear Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The purpose of this letter is to relay the Committee's comments on the **Oceanside Coast Highway Corridor Study Partially Recirculated DEIR**.

The Committee previously provided written input to the City on this issue in March 2017, prior to the Council's March 29 Coast Highway Workshop, and also provided comments at the Workshop. With the additional studies on this subject conducted by the City, and the issuance of the Partially Recirculated DEIR, the Committee wishes to again state its position on this important, visionary project for the City.

The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. Based on our review of the Partially Recirculated DEIR, it is the Committee's position that only Alternative 4 (Complete Streets Improvements for the entire Coast Highway Corridor) meets the project goals and objectives which are most important to this Committee. These include Goals 1 and 2 and Objectives 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3. This fact is borne out by Table 5-22 in the DEIR document. Those Goals and Objectives include:

Project Goals and Objectives	Meets Goal/Objective per DEIR Table 5-22
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	Yes
Objective 1.1: Improve the pedestrian environment	Yes
Objective 1.2: Provide a continuous striped bicycle lane	Yes
Objective 1.3: Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods	Yes
Goal 2: Improve safety for all roadway users	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	Yes

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	Yes
Objective 2.3: Add new, midblock pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	Yes

Only Alternative 4 fully meets all of the above complete-streets objectives. It should be noted that the only reason Alternative 4 did not score well on Goal 3 and Objectives 3.1, 3.2, and 3.3 pertaining to the Coast Highway Vision was that Alternative 4 did not include the Incentive District which was made a part of the other build options. If the Incentive District had been included, Alternative 4 would have scored well on those goals and objectives also. Nothing would prevent the City from adopting Alternative 4 and coming back with a separate plan to implement the Incentive District.

The Committee also believes that Alternative 4 would do the most to help the City meet the greenhouse gas reduction goals in the Climate Action Plan currently being developed by the City, in that it does the most to provide alternatives to driving on Coast Highway. According to City staff, 48 percent of total greenhouse gas emissions are attributable to personal vehicle use in Oceanside. We believe the City needs to be proactive in its plans for alternative modes for this important corridor, and for many other key corridors in the City, if the City is ever to achieve the Vehicle-Miles-Traveled (VMT) reductions and resulting greenhouse gas emissions reductions which will be key goals of the Climate Action Plan.

The Coast Highway Corridor Vision is a long-term plan which will likely take a number of years to become reality. In the interim period, the Committee believes it is vitally important that the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street be retained, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians. This also includes completing the promised crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway.

Based on our review, the Committee, in its role as a direct citizens’ advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City select Alternative 4, Complete Streets Improvements for the entire Coast Highway corridor from Harbor Drive to Vista Way, as the preferred alternative for future implementation.
- b) That in the interim until implementation of Alternative 4, the City retain the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street, for the safety of all corridor users, and complete the crosswalk connection across Coast Highway to the beach access trail in this area.

City of Oceanside Bicycle and Pedestrian Committee
BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

The Committee sincerely appreciates the opportunity to comment on the Coast Highway Corridor Plan partially recirculated DEIR. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

Sincerely,

A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside City Council and City Manager
David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff

January 6, 2019

To: John Amberson, Oceanside City Council

From: South Oceanside Residents

RE: January 14th Meeting Input

Dear City Council...John Amberson,

Those residents who have signed below are recommending the following:

- 1) Select Alternative #1
- 2) Restore four (4) traffic lanes south of Oceanside Blvd on Pacific Coast Highway
- 3) Provide beautification funding to South Oceanside
- 4) Add four (4) crosswalks spanning PCH from Morse Street to Eaton Way
- 5) Do NOT build any roundabouts in South Oceanside

In summary, we are home owners and small business operators who want to maintain the "South O" charm that drew us to this beach-oriented neighborhood over the past forty years. We have taken the time to study the Oceanside plan and to attend the meetings both in the council chambers and at the Beach Break. We have heard our neighbors speak at both of these forums, have had a productive exchange of ideas and have collectively come to the same conclusion which you will find above in the five recommendations.

We need for our elected officials to hear us and to do what is right by us. The state is putting pressure on Oceanside to act in certain ways that aren't conducive to its well-being. Please hear what we have to say. Listen to us...it's the right thing to do.

Name

Address

<i>Robert D. McCallough</i>	<i>2030 S. Freeman St.</i>
<i>Stephen Grilla</i>	<i>1602 Hicks St</i>
<i>David Murray</i>	<i>1129 S Pacific St #B</i>
<i>Lynda</i>	<i>1925 S Freeman St.</i>
<i>Lisa Skyles</i>	<i>1125 Camelia St.</i>

RECEIVED

JAN 08 2019

OCEANSIDE CITY CLERK

*Oceanside
City Council*

January 6, 2019

To: John Amberson, Oceanside City Council

From: South Oceanside Residents

RE: January 14th Meeting Input

Dear City Council...John Amberson,

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In summary, we are home owners and small business operators who want to maintain the "South O" characteristics that drew us to this beach-oriented neighborhood over the past forty years. We have taken the time to study the Oceanside plan and to attend the meetings both in the council chambers and at the Beach Break. We have heard our neighbors speak at both of these forums, have had a productive exchange of ideas and have collectively come to the same conclusion which you will find above in the five recommendations.

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Name

Address

Kenn D. Edwards

1912 S. Freeman, OSD.

Rebecca Edwards

1912 S. Freeman St., Osd.

Michael P. Buttemer

1725 CASSIDY ST. Osd.

Rene Chambers

1922 S. Freeman St. O'side

David J. Edwards

1912 S. Freeman St. Osd.

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

January 14, 2019

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054
JAmberson@ci.oceanside.ca.us

RE: REVISED: Oceanside Coast Highway Corridor Study Partially Recirculated DEIR Comments

Dear Mr. Amberson,

I am writing on behalf of the Oceanside Bicycle and Pedestrian Committee, a citizens' advisory committee to the City Council on matters affecting bicyclists and pedestrians. The purpose of this letter is to relay the Committee's comments on the **Oceanside Coast Highway Corridor Study Partially Recirculated DEIR**.

The Committee previously provided written input to the City on this issue in March 2017, prior to the Council's March 29 Coast Highway Workshop, and also provided comments at the Workshop. With the additional studies on this subject conducted by the City, and the issuance of the Partially Recirculated DEIR, the Committee wishes to again state its position on this important, visionary project for the City.

The Committee strongly supports improved bicycle and pedestrian facilities throughout the Coast Highway corridor, and believes these projects benefit all roadway users, including motorists, residents, local businesses, bicyclists, and pedestrians, through the safety improvements they bring. Based on our review of the Partially Recirculated DEIR, it is the Committee's position that, among the alternatives reviewed in the DEIR, only Alternative 4 (Complete Streets Improvements for the entire Coast Highway Corridor) meets the project goals and objectives which are most important to this Committee. These include Goals 1 and 2 and Objectives 1.1, 1.2, 1.3, 2.1, 2.2, and 2.3. This fact is borne out by Table 5-22 in the DEIR document. Those Goals and Objectives include:

Project Goals and Objectives	Meets Goal/Objective per DEIR Table 5-22
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	Yes
Objective 1.1: Improve the pedestrian environment	Yes
Objective 1.2: Provide a continuous striped bicycle lane	Yes
Objective 1.3: Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods	Yes
Goal 2: Improve safety for all roadway users	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	Yes

City of Oceanside Bicycle and Pedestrian Committee

BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	Yes
Objective 2.3: Add new, midblock pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	Yes

Of the Alternatives reviewed in Chapter 5 of the DEIR, only Alternative 4 fully meets all of the above complete-streets objectives. The Committee has subsequently been informed that the original project for the corridor includes both the entire complete streets treatment and the Incentive District. Since the original Coast Highway Corridor Project includes the complete streets improvements for the entire corridor from Harbor Drive to Vista Way AND the Incentive District, the Committee voted on January 14, 2019 to revise its position to support that original project.

The Committee also believes that the original project would do the most to help the City meet the greenhouse gas reduction goals in the Climate Action Plan currently being developed by the City, in that it does the most to provide alternatives to driving on Coast Highway. According to City staff, 48 percent of total greenhouse gas emissions are attributable to personal vehicle use in Oceanside. We believe the City needs to be proactive in its plans for alternative modes for this important corridor, and for many other key corridors in the City, if the City is ever to achieve the Vehicle-Miles-Traveled (VMT) reductions and resulting greenhouse gas emissions reductions which will be key goals of the Climate Action Plan.

The Coast Highway Corridor Vision is a long-term plan which will likely take a number of years to become reality. In the interim period, the Committee believes it is vitally important that the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street be retained, to improve safety for all roadway users, including residents, motorists, bicyclists, and pedestrians. This also includes completing the promised crosswalk across Coast Highway, connecting to the beach access trail on the west side of Coast Highway.

Based on our review, the Committee, in its role as a direct citizens’ advisory committee to the Council, voted to support the following motion:

The Oceanside Bicycle and Pedestrian Committee recommends:

- a) That the City select the original project, Complete Streets Improvements for the entire Coast Highway corridor from Harbor Drive to Vista Way and the Incentive District, for future implementation.
- b) That in the interim until implementation of the original project, the City retain the current two-lane roadway configuration in the “dip” between Oceanside Blvd. and Morse Street, for the safety of all corridor users, and complete the crosswalk connection across Coast Highway to the beach access trail in this area.

City of Oceanside Bicycle and Pedestrian Committee
BikeWalk Oceanside

300 North Coast Highway, Oceanside, CA 92054
Phone: 619-200-6133 • E-Mail: tlichterman@cox.net

The Committee sincerely appreciates the opportunity to comment on the Coast Highway Corridor Plan partially recirculated DEIR. We would be glad to provide further information or meet with Council members or staff as necessary to provide additional background.

Sincerely,


A handwritten signature in blue ink that reads "Tom Lichterman". The signature is written in a cursive, flowing style.

Tom Lichterman
Chairman, Oceanside Bicycle and Pedestrian Committee

cc: Oceanside City Council and City Manager
David DiPierro, Oceanside Traffic Engineer
Oceanside Bicycle and Pedestrian Committee Members and Staff

Add ress	Stre et fic S. Paci fic	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
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I, Karie Lasko, a volunteer/supporter of the "Save South O" team walked the S Coast Hwy business section between Oceanside Blvd and Morse St. I accomplished to visit 29 businesses: 2 vacant businesses, Oceanside Cemetary, 6 that no owner/manager available, and 1 couldn't because they're corporate, 19 businesses that participated in the business survey and are signed. This is the result of my findings and some wrote remarks which are on their individual survey. I hope that the council will take this information with consideration and use this in your studies – dialogue to support South O serious concerns to the community and businesses.

Signature 

Add ress	Stre et	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1202	S. Paci fic	G&M Gas	Edwin Trinidad	Mana ger	607- 2889	unde cid	oppos e	support	road	no		
1220	S. Paci fic	Play It Again Sports	Dustin McName ra	owner	941- 3600	help ed	suppo rt	support		many	yes	
1301	S. Paci fic	Oceanside Imports	Joel M	Mana ger	722- 6203	unde cid	oppos e	oppose	equal	no	undec id	
1317	S. Paci fic	Body Piercing by Tracy	Samanthe Floyd	Mana ger	730- 6666	hurt	oppos e	oppose	equal	no		
1319	S. Paci fic	Hair & Body Lab	Christine Pierce	Owne r	754- 1543	help ed	suppo rt	support		no		
1325	S. Paci fic	Ace Welding	Earnie Eienman	Mana ger	722- 2588	hurt	oppos e	oppose	road	many	no	
1425	S. Paci fic	König Motorsports	Denny Suckeerd a	Owne r	433- 0401	hurt	oppos e	oppose	road	many	no	
1434	S. Paci fic	Westcoast Auto Service	Dianna Bailey	CFO	722- 5685	hurt	oppos e	oppose	equal	many	undec id	
1501	S. Paci fic	Security Public Storage	Stephanie Martinez	Mana ger	722- 8700	unde cid	undeci d	undecid	incent ive	no	undec id	
1510	S. Paci fic	Oceanside RV & Trailer Park	Jeff	Owne r	722- 4404	help ed	suppo rt	support		many	yes	

Add ress	Stre et fic	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1512	S. Paci fic	North County Auto Body	Terry Young	Owne r	722- 0250	hurt	oppos e	undecid	road	no	no	
1517	S. Paci fic	Cal Kona Marina	Nick P	Owne r	722- 5817	hurt	oppos e	oppose			no	
1520	S. Paci fic	Anytime 2 Buy		Mana ger	231- 5434	help ed	suppo rt	undecid ed			no	
1537	S. Paci fic	Paradise by the Sea	Cole Sampson		439- 1376							
1540	S. Paci fic	English Tony MC	Karla Martin	Admi n	722- 4334	help ed	undeci d	oppose	road	no	undec id	
1540	S. Paci fic	Gary's Auto RV	Karen Gibson	Owne r	722- 4800	hurt	oppos e	oppose	equal	many	no	
1540	S. Paci fic	Economy Tow	David Hatch	Owne r	822- 3018	hurt	oppos e	undecid	equal	many	no	
1550	S. Paci fic	La Salina	Beverly	Mana ger	439- 8422	help ed	undeci d	undecid	equal	many	no	
1201	S. Paci fic	Ride Aid		Mana ger	433- 4013							Local manager can't respond

Add ress	Stre et	Business	Contact	Title	Phon e	Imp act of Diet	Perm anent Road Diet	Develo pment Incenti ves	More impo rtant	Cont acted city?	Happ y w/ respo nse?	Remarks
1401	S. Paci fic	Surf Bowl			722- 1371							No owner or manager
1426	S. Paci fic	Tires 4 Less			439- 8800							No owner or manager
1515	S. Paci fic	Oceanside Self- Service Car Wash			722- 7952							Left msg, no response
1523	S. Paci fic	NERD Sport Center										vacant/out of business
1575	S. Paci fic	Oceanside College of Beauty										vacant/out of business
1403	S. Paci fic	Eclipse Apparel										No owner or manager
1307	S. Paci fic	Volt Showroom										Left Msg, no response
1555	S. Paci fic	Oceanside Cemetery										No phone number listed
	S. Paci	Seahive			547- 5706							

Address	Street S. Pacific	Business	Contact	Title	Phone	Impact of Diet	Permanent Road Diet	Development Incentives	More important	Contacted city?	Happy w/ response?	Remarks
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Business List of South O between Oceanside Blvd and Morse St

- 1) Oceanside Beauty College 1575 S Coast Hwy **EMPTY**
- 2) Seahive 1555 S Coast Hwy 760-547-5706 Jen Zoutendyk jenz.seahive@gmail.com ???
- 3) Paradise by the Sea 1537 S Coast Hwy 760-439-1376 Cole Sampson
info@paradisebytheseavresort.com ???
- 4) Nerd Sport Center 1523 S Coast Hwy **EMPTY**
- 5) Cal Kona Marine 1517 S Coats Hwy Derrick/Nick Pregler 760-722-5817
- 6) Oceanside Self Serve Car Wash 1515 S Coast Hwy 760-722-7952 **NO CONTACT**
- 7) Konig Motorsport 1425 S Coast Hwy 760-433-401 Denny info@konigmotorsport.com
- 8) Surf Bowl 1401 S Coast Hwy 760-722-1371 **NO OWNER/MANAGER ON SITE**
- 9) Hair & Body Lab 1319 S Coast Hwy Christine Pierce 760-754-1543 designxtine@gmail.com
- 10) Body Piercing by Tracy 1317 S Coast Hwy Samantha Floyd Mgr 760-721-9100
- 11) Ace Welding S Coast Hwy Ernie 760-722-2588
- 12) Eclipse Apparel, MFG 1403 S Coast Hwy 760-450-0341 **NO OWNER/MANAGER ON SITE**
- 13) Security Public Storage 1501 S Coast Hwy Stefannie Martinez Mgr 760-722-8700
securitypublicstorage.com
- 14) Volte Showroom 1307 S Coast Hwy **EMPTY**
- 15) Oceanside Imports 1301 S Coast Hwy Manager? 760-722-6203
- 16) RiteAid 1201 S Coast Hwy **CORP CAN'T DO SURVEY**
- 17) G & M Gas 1202 S Coast ??? 760-607-2589
- 18) Play It Again Sports Dustin McNamera 1220 S Coast Hwy ??? 760-941-3600
- 19) Oceanside Graveyard
- 20) Oceanside RV Park Jeff 1510 S Coast Hwy ??? 760-722-4404
- 21) Tire 4 Less 1426 S Coast Hwy 760-439-8800 **NO OWNER/MANAGER**
- 22) Westcoast Tire & Wheel 1434 S Coast Albert/Dianna 760-722-5686
- 23) No Co Auto Body, Inc. 1512 S Coast Hwy Terry Young 760-722-0250
- 24) Anytime 2 Buy 1520 S Coast Hwy Matt Corless 760-231-5434
- 25) English Tony M/C Harley Davidson Service & Repair 1540 S Coast Hwy Tony Watson
760-722-4334 Englishtonys2018@gmail.com
- 26) Oceanside Brakes ??? **CONFUSED**
- 27) Gary's Auto-RV Repair 1540 S Coast Hwy Karen Gibson 442-500-4021
- 28) ??? Towing 1540 S Coast Hwy
- 29) La Salinas Mobile Village 1550 S Coast Hwy Beverly Thomas 760-439-8422