

# Oceanside Circulation Element Update

## Appendix A

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### Attachments 1-3

#### 1. *Scoping Meeting Comment Forms*

*(January 12, 2010, January 14, 2010 and February 8, 2010)*

#### 2. *Comment Letters*

#### 3. *Scoping Meeting Transcripts*

*(January 12, 2010, January 14, 2010 and February 8, 2010)*

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~ *received by Feb 8, 2010*. Please print legibly.

*I am truly against this interchange of Rancho Del Oro and 78. My main concern is that I have 2 small children and I worry about their safety with a possible 6 lane road and speeding involved. If I would have known this plan was going to take place my husband and I would have never bought our home. Plus another concern is that this interchange will lower the value of our home. Nobody wants to live so close to a freeway with all the noise & high crime it will bring to our neighborhood. By putting this interchange it will make things so congested. We have the Elementary (Christa McAuliffe) and Mira Costa College so close to Rancho del Oro. Please take these key points into consideration. Don't ruin our beautiful neighborhood. There must be another solution.*

Submitted by (please print legibly): *Sincerely, Marcy Dumit*

Name: <i>marcy Dumit</i>	Agency/business/group name (if applicable):
Address: <i>3341 Tournament Drive</i>	Phone number: <i>760-807-4741</i>
City/state/zip: <i>Oceanside, CA 92056</i>	Date: <i>2-5-10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us). Your comments must be postmarked by ~~January 25, 2010~~.  
Please print legibly. *received by Feb 8, 2010*

I oppose any plan that contains an Interchange, widening, and or traffic signals on Rancho Del Oro

Rancho Del Oro from Vista Way to Oceanside Blvd. is full of families

Any attempts to add light, widening or an Interchange will intire neighborhood for ever.

We are a Community and I thought the City of Oceanside was committed to the people.

Submitted by (please print legibly):

Name: <i>GARY LAWRENCE</i>	Agency/business/group name (if applicable):
Address: <i>3421 CASERIAS DR</i>	Phone number: <i>760 721-7246</i>
City/state/zip: <i>Oceanside Ca 92056</i>	Date: <i>2/8/10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

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Please print legibly.

received by Feb 8, 2010

- A freeway interchange @ RDO + the 78 freeway would destroy our beautiful neighbor, causing greatly increased traffic, excessive noise and pollution, endangering pedestrians, especially children, requiring the widening of RDO, eliminating our landscaping, increasing crime, possibly eliminating our sidewalks.
- An interchange @ 78 + RDO is entirely too close to the existing interchanges at College and El Camino Real, increasing the potential for accidents.
- When the homes along RDO were built, home buyers were NOT TOLD about the proposed freeway interchange @ 78 + RDO. I'm one of those <sup>original</sup> home buyers.
- RDO is a residential neighborhood, a residential street. Why not connect El Camino Real to Oceanside Blvd? Why wasn't this done when Rte 76 was built? El Camino Real is a commercial street. Where is/was the logic?
- The city has approved, and there have been built, two massive developments<sup>HTS</sup> on the north side of the 78, at RDO. On the south side of RDO is an historic adobe house. These<sup>2</sup> new structures and one historic house do not lend themselves to the building of a SAFE and EFFICIENT interchange.

Submitted by (please print legibly):

Name: Doris Balsmeyer	Agency/business/group name (if applicable):
Address: 2080 Wedgewood Drive	Phone number: 760/722-4565
City/state/zip: Oceanside, CA 92056	Date: Feb. 6, 2010

## Comment Form

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CEQA Public Scoping Meeting  
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DEAR MR NIGHTINGALE:

THE ITEMS LISTED BELOW ARE IN NO PARTICULAR ORDER OF IMPORTANCE, AS WE FEEL THEY ARE JUSTIFIABLE GROUNDS FOR NOT PUTTING IN THE INTERCHANGE:

- 1- TRAFFIC SAFETY ISSUES, I.E, SCHOOL CHILDREN, SENIORS, JOGGERS
- 2- LOSS OF INDIGENOUS WILDLIFE
- 3- INCREASED POLLUTION CAUSING THE AGGRAVATION OF ALLERGIES & DAMAGE TO HUMAN HEALTH & THE SMALL CREATURES THAT LIVE IN OUR AREA.
- 4- IT WOULD DEFINITELY CREATE AN EYESORE
- 5- LOSS OF ALREADY DWINDLING PROPERTY VALUES
- 6- 76 SHOULD BE COMPLETED TO THE 15.

Submitted by (please print legibly):

Name: FRANK & HELEN CODIS POT.	Agency/business/group name (if applicable):
Address: 3354 TOURNAMENT DR	Phone number: 760-231-9906
City/state/zip: OCEANSIDE CA 92056	Date: 2-8-10

# Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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Please print legibly. *received by Feb 8, 2010*

*NO!*

Submitted by (please print legibly):

Name: <i>FLORNE WELLMAN</i>	Agency/business/group name (if applicable): <i>Red no. 1011 #7</i>
Address: <i>2056 Wedgewood Dr.</i>	Phone number: <i>760 439-2593</i>
City/state/zip: <i>Oceanside CA 92056</i>	Date: <i>2/8/10</i>

# Comment Form

## City of Oceanside General Plan Circulation Element Update

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Please print legibly.

*received by Feb 8, 2010*

*NO!*

Submitted by (please print legibly):

Name: <i>John &amp; Trish Veranza</i>	Agency/business/group name (if applicable): <i>Rancho del Oro Village #19</i>
Address: <i>2084 Webber Drive</i>	Phone number: <i>760-967-9228</i>
City/state/zip: <i>Oceanside, CA 92054</i>	Date: <i>2.8.2010</i>

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Please print legibly.

*received by Feb 8, 2010*

Rancho Del Oro Interchange on 78  
Should be ABANDONED PERMANENTLY  
FROM ANY Circulation Plan since it would  
represent a Dangerous Traffic situation  
on the 78 due to proximity to ECCAMINO REAL  
(ALREADY BACKS UP) AND College, IT ALSO  
would have a deleterious impact on the  
Residential community due to increase  
in Traffic AND Danger to Pedestrian Traffic  
Not to mention elementary school activity  
The city ALREADY DEFENDED the Interchange  
Therefore it should be PERMANENTLY REMOVED  
FROM ANY AND ALL PLANS for the Area.  
Safety is ALL IMPORTANT in Residential Areas

Submitted by (please print legibly):

Name: Kenneth Schreffels	Agency/business/group name (if applicable):
Address: 2121 Sorrento Dr	Phone number: 760-967-9255
City/state/zip: Oceanside CA/92056	Date: 2/3/10

LET RANCHO DEL ORD REMAIN A LOVELY STREET!

NO COMMERCE BETWEEN VISTA AND OCEANSIDE BLVD.

Comment Form

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CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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received by Feb 8, 2010

I understand that the city is considering putting in a freeway ramp at Rancho del Oro! I find this to firstly, be wholly unnecessary! College and El Camino are totally sufficient. More waste of taxpayers money. I moved here three years ago and specifically chose the area based on the non commercial environment. I was told by realtors it would remain that way. The city tried to put in 'unnecessary' traffic lights on Camero Rancho del Oro, too. We have little crime now, its a pleasant area to ride bikes, jog, walk dogs, etc. Why would Oceanside want to ruin a lovely area by intentionally increasing traffic?! Three off ramps in a row! Ludicrous! Wasteful! Unrightly destruction of a beautiful area of oceanside -

Let Rancho del Oro remain the beautiful non commercial area it is!

Submitted by (please print legibly):

Name: BONNIE BAISEY	Agency/business/group name (if applicable):
Address: 3424 CAMERO DRIVE	Phone number: 909-231-2277
City/state/zip: OCEANSIDE CA 92056	Date: FEB 4th, 2010

NO OFF RAMP ON RANCHO DEL ORD WASTEFUL USE OF TAX MONEY

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I DO NOT WANT AN INTERCHANGE ON RD078 BECAUSE  
OF TRAFFIC + SAFETY ISSUES. THE NOISE LEVEL WILL  
INCREASE AS WELL. IF I WANTED ALL THE TRAFFIC + NOISE,  
I WOULD HAVE BOUGHT A PLACE OFF OF COLLEGE OR  
EL CAMINO REAL. I'M SURE THERE ARE COSTS INVOLVED  
IN BUILDING THE INTERCHANGE SO WHY SPEND UNNECESSARY  
MONEY WHEN THE CITY IS OVER BUDGET?  
WE HAVE BEEN FIGHTING THIS ISSUE FOR YEARS +  
THE RESIDENTS OF RANCHO DEL CRO DO NOT WANT  
THIS. PLEASE REMOVE THIS INTERCHANGE FROM ALL  
CITY DOCUMENTS + FUTURE PLANS.

Submitted by (please print legibly):

Name: LYNN MORIMOTO	Agency/business/group name (if applicable):
Address: 3412 CAMEO DR # 24	Phone number: 760-439-2347
City/state/zip: OCEANSIDE 92056	Date: 2-4-10

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I CANNOT support any of the Alternatives. I feel it is  
important to remove the RDO Interchange from the Master  
Plan. I walk on RDO daily with my dogs which we all enjoy. In the  
PAST I took several walks along El Camiso Real. The noise, congestion &  
orders prevented me from taking my dogs on that walk again. Please  
do not do the same to RDO. I know the master plan shows an interchange  
at RDO 78, it also shows Del Oro Hills as light industrial. When  
the area was changed to residential, it is only logical to change the  
street designation. Proponents of the interchange always say it has  
been on the books for 30 years neglecting to mention the land designation  
change. Make it right & get rid of the interchange. Keep our streets  
safe & our property value up. Also keep College at 4 lanes -  
put the emphasis on El Camiso Real. Better traffic flow  
and connect El Camiso Real to 76.

Submitted by (please print legibly):

Name: MARY HANSEN	Agency/business/group name (if applicable):
Address: 2065 Wedgewood Dr	Phone number: 760-721-4513
City/state/zip: OCEANSIDE CA 92056	Date: 2/8/10

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To Mr. Nightingale:

my concerns for any proposed interchange at Hwy 78 and Rancho del Oro are as follows:

1. Increased traffic at all hours - not just morning and evening.
2. Possibility of crime because of the ease of access to the Hwy 78 from Rancho del Oro
3. Increase in the noise level with additional auto and truck traffic.
4. Cost. Increase taxes to pay for the interchange.

Conclusion: Please remove this item from Oceanside plans so that time and dollars are spent on other items such as police and fire, in other words a safe environment for this city.

Submitted by (please print legibly):

Name: WANDA SANDERS	Agency/business/group name (if applicable):
Address: 2138 SORRENTO DRIVE	Phone number: 760-439-4775
City/state/zip: OCEANSIDE CA 92056	Date: 2/7/10

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Please print legibly.

*received by Feb 8, 2010*

*I am a homeowner living in the Rancho del Oro neighborhood. I am opposed to an interchange being built here. I don't want our beautiful Rancho del Oro to be plagued with increased traffic, pollution and noise. Children coming and going from Christa McAuliffe Elementary will be impacted in a negative way and their safety will be compromised. I don't want speeding and large trucks on Rancho del Oro nor do I want the lovely landscaping removed to build 6 lanes of traffic. Our own city has stopped the interchange project but why hasn't it been removed from the books? I think the city should focus on fixing the I-5 and 78 interchange which is a much needed remedy.*

Submitted by (please print legibly):

Name: <i>Suzanne Wilber</i>	Agency/business/group name (if applicable):
Address: <i>2073 Tiffany Dr.</i>	Phone number: <i>760 439-1377</i>
City/state/zip: <i>Oceanside</i>	Date: <i>2-8-10</i>

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Please print legibly.

*received by Feb 8, 2010*

*I would appreciate the City of O'Side understanding that actual people live in the area around which they want to put this interchange. We were never told of this interchange when we moved here. I have raised my kids here. This is where they played and walked to school, where they ride bikes and play at the park. Now, I want my grandkids to be able to do the same. How is that possible with more traffic, more noise and the danger? My mother comes to visit and loves to walk. She is 78 yrs old, and will no longer be able to do this if an interchange goes in. My husband and I both feel that if an interchange goes in we will do everything possible to make sure that our City Council will not be elected again.*

Submitted by (please print legibly):

Name: <i>Tanice Anderson</i>	Agency/business/group name (if applicable):
Address: <i>3346 Golfers Dr.</i>	Phone number: <i>760-967-9826</i>
City/state/zip: <i>O'Side, CA 92056</i>	Date: <i>10/3/10</i>



**Fax Cover Sheet**

Date: <sup>20</sup> 1-18-2010 Pages (including cover): 2

To: Mr Scott Nightingale

Subject: Circulator Element Update

Company: City of Oceanside

Phone: 760 Fax: 760 754 2958

From: M. Kelly

Department

Phone: 760 435 9859 Fax: 617 421 4195

Comments: Comments  
FAX DID NOT ANSWER  
1/18, '19, '20/2010.

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Please print legibly.

RE: RBD+78 Interchange/widen College Blvd. & other plans  
This plan will increase air and noise pollution & change the  
character of RBD Road. Presently, residents of all ages walk,  
bike & jog on RBD, a beautifully landscaped arterial road & the main  
reason many area residents choose to live here. Excessive speed  
is a problem at the Glaser + Vista Way signal lights as  
motorists try to "run" the lights. This can only worsen if there  
is a ramp to the 78. There is little benefit in placing another  
on/off option so close to College + El Camino interchanges, especially  
since it will not cross into Carlsbad. Focus on the 5/78  
interchange & improving the flow at El Camino Road + the 78,  
already a major access intersection to multiple retail &  
business centered complexes. Preserve residential areas;  
improve existing commercial roads & reduce the impact  
to our air quality. Thank you.

Submitted by (please print legibly):

Name: <u>MARY KATHRYN KELLY</u>	Agency/business/group name (if applicable):
Address: <u>3394 GOLFERS DRIVE</u>	Phone number (w) <u>760 434</u> (h) <u>0414</u>
City/state/zip: <u>OCEANSIDE CA 92056</u>	Date: <u>1-18-2010</u>

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Please print legibly.

*received by Feb 8, 2010*

*See attached*

Submitted by (please print legibly):

Name: <i>Robin Bailey</i>	Agency/business/group name (if applicable):
Address: <i>2097 Wedgewood Dr</i>	Phone number: <i>760-529-9577</i>
City/state/zip: <i>Oceanside 92056</i>	Date: <i>2-8-10</i>

February 8, 2010

Mr. Scott Nightingale  
Associate Planner  
City of Oceanside

Dear Mr. Nightingale,

We would like to let you know how concerned we are about the possibility of an interchange being placed at Rancho Del Oro and the 78 Freeway. We live right off of RDO at Waterford Street. Our house is only one row of houses in from RDO. We already have a significant amount of noise from RDO. Widening RDO and adding freeway access off of RDO would make where we live unbearable as far as noise is concerned not to mention the pollution issue. If 18 wheelers are allowed down the street, it would be impossible for us to enjoy the cool breeze while watching TV in our own living room. That is what we moved to Oceanside from Riverside for.

Before moving here in 2005, we made some phone calls and asked some questions about plans for the empty land in our area. We had heard rumors of the freeway access and wanted to be sure that was not going to be a problem for us in the future. We were assured this was not going to happen. We are very disappointed to be thinking this might become an issue now. We know it will affect our resell value and we are already upside down on our home value to mortgage ratio. We also know our homes will become like the low income housing we see down College Blvd if this is allowed to happen.

Please remove plans for the RDO freeway access from the city's master plan once and for all. Please preserve the beautiful neighborhood we so carefully picked to live in.

Thank you for your time.

Steve and Robin Bailey  
2097 Wedgewood Drive  
Oceanside, CA  
760-529-9577  
robinl.bailey@yahoo.com

Comment Form

City of Oceanside  
General Plan Circulation Element Update

Received

JAN 26 2010

Planning Division

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Please see enclosed letter.

Submitted by (please print legibly):

Name: <i>Aurora Catherine ROCH-LEVEUR</i>	Agency/business/group name (if applicable): <i>The Residents of Kamdoo Del Oro</i>
Address: <i>317 Diamante Way</i>	Phone number: <i>760-231-8673</i>
City/state/zip: <i>Oceanside, CA 92056</i>	Date: <i>01/24/2010</i>

Anne-Catherine ROCH-LEVECQ  
317 Diamante Way  
Oceanside, CA 92056  
760-231-8673

Mr. Scott Nightingale,  
Associate Planner,  
City of Oceanside, Planning Division  
300 North Coast Highway  
Oceanside, CA 92954

Sunday, January 24, 2010

RE: Comments in regards to the City Of Oceanside General Plan Circulation Element Update Project.

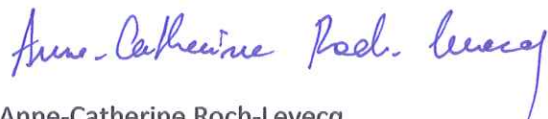
Mr. Nightingale:

As a resident of the City of Oceanside living in the Rancho Del Oro area, **I strongly oppose** the plan mentioned above, especially the construction of the Rancho Del Oro interchange, for the following reasons:

- 1) Rancho Del Oro is essentially a residential neighborhood. The interchange would result in increasing the flow and speed of the traffic and create a severe nuisance. As such, it is in violation of the current usage of the Rancho Del Oro as a residential area.
- 2) Two parallel connections between highways 76 and 78, i.e., College Blvd on the East and El Camino Real on the West side of Rancho Del Oro, already exist and fulfill the purpose sought by the proposed plan.
- 3) Because of the increased and serious nuisance due to the interchange, home values can be expected to drop, hence affecting revenues from property taxes which fund for a large proportion Mira Costa Community College.
- 4) Rancho Del Oro has bike lanes. Increasing the flow and speed of traffic would seriously jeopardize the safety of cyclists and consequently their use. It is in opposition to the current and legitimate ecological ideology.

In conclusion, there is absolutely no need for the interchange which, if built, would seriously jeopardize the residential status and usage of Rancho Del Oro.

Thank you for considering my comments as well as those from my neighbors in the decision process about the plan.



Anne-Catherine Roch-Levecq

**Comment Form**

Received

JAN 25 2010

**City of Oceanside  
General Plan Circulation Element Update**

Planning Division

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by January 25, 2010.

Please print legibly.

1. SEE ATTACHED
2. THE "ORIGINAL" PLAN WAS FOR RANCHO VER-ORD RD TO BE THE MAIN TRAFFIC CORRIDOR NOT COLLEGE BLVD.
3. THE STUDY WAS DONE PRIOR TO THE OPENING OF THE OLD GROVE CONNECTOR WHICH IS TAKING A LOT OF TRAFFIC OFF COLLEGE.
4. COLLEGE BLVD BETWEEN OLD GROVE AND O'SIDE BLVD IS RESIDENTIAL AND THE SPEED LIMIT SHOULD BE REDUCED TO 40 MPH - PEOPLE HAVE BEEN KILLED ON THIS STRETCH OF ROAD - ENFORCE THE SPEED LIMIT! IN ADDITION, WIDENING WOULD REMOVE THE BEAUTY OF THE CURRENT LANDSCAPING - SOMETHING OCEANSIDE NEEDS DESPERATELY.
5. CURRENTLY, I'M ASSIGNED ASSISTING THE MILITARY IN COLORADO AND OWN THE HOME ON CORTE CRESTA -

Submitted by (please print legibly):

Name: SCOTT K DOLIK	Agency/business/group name (if applicable):
Address: 1786 CORTE CRESTA	Phone number: 760-994-8646
City/state/zip: OCEANSIDE, CA 92056-	Date: 1-21-2010

*Scott Dolik*

(OVER)

Dear City of Oceanside:

We are including this letter to be included with our oral testimony given on January 12, 2010 at the Council Chambers. We notified you that this meeting may be illegal because the wrong week day was used in connection with the date of meeting. We also gave our resident copy to be included in the public record.

We are opposed to the widening of College as it would turn Rancho Del Oro subdivisions #1,#2,#3 into an urban ghetto. These neighborhoods are some of the nicer subdivisions in the City of Oceanside. The taking of the homes is an expense that the city can not afford. Putting this on the City's General Plan places a cloud on title of every resident that owns in the effected areas. This entire notion should be eliminated completely from the General Plan and the people of these subdivisions should be left alone.

The Carlsbad consulting company hired by the City of Oceanside originally wanted to "take" 180 homes from Old Grove all the way to Vista Way. That was not to popular, to say the least. So, they left out the less expensive homes South of Oceanside Blvd. And, they picked on the People living in Rancho Del Oro. How is a 6 lane bulge in the middle of a 4 lane road going to benefit anyone? I stated that the study was flawed, because local people had not discovered the new north-south roads between College and El Camino Real when College was first studied. They are using the new north-south roads now. And it is keeping traffic off of College. Therefore, the Carlsbad consulting company discounted our cities new Grid. Perhaps they did the study before Old Grove was put through to Mission? The point is people are using the new extension of Old Grove frequently. The real point here is that the new Grid is successful taking traffic off of College.

Most prudent city planners actually consider slowing traffic down, so that people will stop and frequent local business. I argued for the local Police here in Oceanside and the Council and Mayor to adopt a city wide policy of zero tolerance toward speeders with strict enforcement of posted speed limits. I have seen this policy in practice in Greenwood Village Colorado and makes the city a nicer place.

Wayne K Dolik  
1786 Corta Cresta  
Oceanside, Ca. 92056

Received

JAN 19 2010

Planning Division

## Comment Form

### City of Oceanside General Plan Circulation Element Update

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

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See ATTACHED

Submitted by (please print legibly):

Name: WAYNE DOLIK	Agency/business/group name (if applicable):
Address: 1786 CORTA CRESTA OCEANSIDE, CA 92056	Phone number: 760 696-6708
City/state/zip: OCEANSIDE, CA 92056	Date: JAN 15, 2010

Dear City of Oceanside:

We are including this letter to be included with our oral testimony given on January 12, 2010 at the Council Chambers. We notified you that this meeting may be illegal because the wrong week day was used in connection with the date of meeting. We also gave our resident copy to be included in the public record.

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Wayne K Dolik  
1786 Corta Cresta  
Oceanside, Ca. 92056  
January 15, 2010

## Comment Form

### City of Oceanside General Plan Circulation Element Update

Received

FEB 09 2010

Planning Division

### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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*received by Feb 8, 2010*

*Please see attached letter.*

Submitted by (please print legibly):

Name: <i>BEATRICE MEZA</i>	Agency/business/group name (if applicable): <i>N/A</i>
Address: <i>3260 San Helena Drive</i>	Phone number: <i>760.390.4820</i>
City/state/zip: <i>Oceanside CA 92056</i>	Date: <i>2/3/10</i>

3260 San Helena Drive  
Oceanside, CA 92056  
February 3, 2010

Mr. Scott Nightingale, Associate Planner  
300 North Coast Highway  
Oceanside, CA 92054

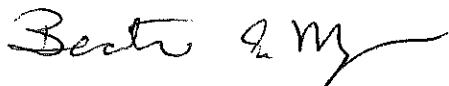
Greetings,

As a Rancho del Oro resident I am very upset that the City of Oceanside wants to destroy my neighborhood with the interchange plans proposed for my neighborhood. These plans will:

- Significantly increase pollution and noise with added traffic. Worst of all this pollution will increase bronchial problems and other breathing problems for young children and older people in our neighborhoods.
- Added traffic will increase the potential of accidents of young children walking across the street to McAuliffe Elementary School.
- Vehicle accidents will certainly increase with the added volume of traffic. We already have a lot of traffic with the increased enrollment at Mira Costa College. In fact many vehicles are now parking on Rancho del Oro road because college parking is completely full.

Please reconsider these traffic plans and save our neighborhood.

Thank you for your utmost consideration,

A handwritten signature in cursive script, appearing to read "Beatrice Meza".

Beatrice Meza

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

Received  
JAN 19 2010  
Planning Division

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The entire plan everywhere, 1-7 makes no sense. All plans favor everyone except those who live in O.S. What is most convenient is to rope my street Rancho Del Oro and make it (basically) a freeway. We already have the ~~freeway~~ splinter (it goes on the horizon for restless nights of sleep). Rancho Del Oro integrity is a quaint street with an elementary school, a high school and single family home developments, and most importantly the elderly. Are we ready in our society to say all stages of life, and their safety isn't as important as a freeway to service other counties, Carlsbad, Vista, et al

Submitted by (please print legibly):

Name: Jacqueline Egan-Barry	Agency/business/group name (if applicable):
Address: 3252 San Helena A1	Phone number: (760) 500-7978
City/state/zip: O.S. CA 92056	Date: 1/14/10

over ↓

The research was based on a 1995 survey.  
What are the conditions today. Why wasn't  
El Camino Real in any of the proposals.  
Yes Rancho Del Oro is the fastest route  
from point A 78 to point B, 76. It  
doesn't mean it's the best way. Everyone  
talks about keeping the Residential  
community of O.S. safe and intact  
except for Rancho Del Oro. We have single  
family homes, schools, retirement developments.  
The speed on RDO is already too fast. We  
need to slow down. I just moved my  
parents on RDO in a Senior Complex just  
before Xmas. Now they are in the same  
position as me and my family. Please  
save RDO. We wanted my parents  
to be able to retire here, a mile  
from my home. They live right  
across the High School. They are  
truly in the danger zone

Received

JAN 25 2010

Planning Division

### Comment Form

## City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by January 25, 2010.

Please print legibly.

COMMENTS SPECIFIC TO RDO/SR78 INTERCHANGE & GENERAL PLAN  
- IMPERATIVES SHOULD BE PUBLIC SAFETY AND QUALITY OF LIFE  
IN TRAFFIC PLANNING THRU EXISTING RESIDENTIAL STREETS AND NEIGHBORHOODS  
- FACTORS THAT IMPACT PUBLIC SAFETY AND QUALITY OF LIFE:  
- OCEANSIDE BUSINESS/INDUSTRIAL PARK e.g. TRACTOR-  
TRAILER DELIVERY TRUCKS (COCALTA DISTRIBUTION CENTER)  
- FUTURE VA CLINIC  
- MARRIOTT HOTEL (BUSINESS PARK)  
- MIRA COSTA COMM. COLLEGE  
- 225-UNIT TOWNHOUSE DEVELOPMENT (RDO/VISTA WAY)  
- MEDICAL + BUSINESS OFFICE COMPLEX (RDO/VISTA WAY)  
- CONCERNS FOR PUBLIC SAFETY AND QUALITY OF LIFE:  
- HIGH VOLUME OF HIGH-SPEED TRAFFIC THRU RESIDENTIAL AREAS,  
- NOISE LEVELS e.g. JAPANESE MOTORCYCLES SCREAMING

(over)

Submitted by (please print legibly):

Name: <u>GERALD F. RECZEK</u>	Agency/business/group name (if applicable): <u>VILLA TRIESTE AT DELORD HILLS</u>
Address: <u>3376 CORSICA WAY</u>	Phone number: <u>760-722-3522</u>
City/state/zip: <u>OCEANSIDE, CA, 92056-1715</u>	Date: <u>JAN. 20, 2010</u>

- LATE AT NIGHT AND EARLY IN THE MORNING.
- Young juveniles in sub-compact cars driving funky-sounding mufflers and racing between stop signs and stoplights.
  - Mira Costa College students who race up + down RDO and Glaser Drive to get to their classes on-time and find a parking space. The volume of students and cars has already exceeded available parking spaces. Because of this lack of proper parking, students are allowed to park down Glaser Drive almost to RDO.

PUBLIC SAFETY AND QUALITY OF LIFE CANNOT BE OVER-STATED FOR THE YOUNG FAMILIES AND ELDERLY CITIZENS WHO RESIDE IN THE RESIDENTIAL NEIGHBORHOODS ALONG RDO.

- AT LEAST 4 SCHOOL-BUS PICK-UP AND DROP-OFF POINTS EXIST ON RDO.
- CITY TRANSIT DISTRICT HAS PICK-UP AND DROP-OFF POINTS ALONG RDO. MANY OF THE ELDERLY RESIDENTS IN MY COMMUNITY, VILLA TRIESTE HAVE TO USE THE BUSES TO GET TO/FROM DOCTOR'S APPOINTMENTS AND GROCERY SHOPPING AND BANKING.
- THE RAW POWER AND SPEED OF TODAY'S VEHICLES ARE SUCH THAT WALKERS, BICYCLISTS AND JOGGERS ARE INTIMIDATED AND FEEL THREATENED AND NO LONGER FEEL SAFE ON THE SIDEWALKS AND STREETS WHEN OUT FOR WALKING AND RECREATION.

### COMMENTS ON THE GENERAL PLAN


- MAIN LINES-OF-COMMUNICATION ALREADY EXIST (LOCs)
  - NORTH + SOUTH - HWY 5 + HWY 15
  - EAST + WEST - HWY 78 + HWY 76
- SECONDARY LINES-OF-COMMUNICATION (LOCs)
  - EL CAMINO REAL
  - OCEANSIDE BLVD
  - MESA BLVD
  - MISSION AVE.
  - MELROSE AVE.
  - VISTA WAY

All secondary LOCS provide Access to the MAIN LOCS.

The MAIN CONCERN SHOULD BE THE CONVERGING TRAFFIC POINTS THAT CONNECT TO THE MAIN LOCS. I.E. "CHOCKE POINTS". THESE ARE DANGEROUS, CAUSE TRAFFIC TO BACK-UP AND CAUSE HAZARDOUS CONDITIONS, THESE NEED TO BE A PRIORITY FOR IMPROVEMENTS;

- CHOCKE-POINTS AT ON/OFF RAMPS AT HWY 78 AND HWY 5;  
HWY 5 TO MISSION AVE, AND HWY 5 TO HWY 76.

THANK YOU FOR THIS OPPORTUNITY TO PROVIDE COMMENTS.

YOURS TRULY  


GERALD F. RECZEK  
3376 CORSICA WAY  
OCEANSIDE, CA. 92056-1715

PRESIDENT, BOARD OF DIRECTORS  
VILLA TRIESTE AT DEL CRO HILLS MASTER ASSOCIATION  
TELE: 760-722-3522

# Comment Form

## City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

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Please print legibly. *received by Feb 8, 2010*

*See Attached Letter*

Submitted by (please print legibly):

Name: <i>JEBRA STITCHER</i>	Agency/business/group name (if applicable):
Address: <i>3023 ANDARRA way</i>	Phone number: <i>760-612-1678</i>
City/state/zip: <i>Oceanside Ca</i>	Date: <i>2/5/2010</i>

*92056*

COMMENT FORM  
CITY OF OCEANSIDE  
GENERAL PLAN CIRCULATION ELEMENT UPDATE

CEQA PUBLIC SCOPING MEETING  
February 8, 2010, 6:00 PM

NO ON FREEWAY INTERCHANGE RANCHO DEL ORO AND #78

PLEASE REMOVE ENTIRELY FROM OCEANSIDE CITY PLANNING

As a homeowner who lives at Rancho Del Oro ("RDO") and Vizcaya Way/Cameo Drive, I strongly oppose a freeway Interchange on/offramp on Rancho Del Oro Boulevard to the #78 Freeway. As I'm sure you know, a traffic light recently had to be removed from this Intersection as well as the City failed to obtain the requisite approval to install this signal, another waste of taxpayer dollars., as a freeway interchange would be.

1. It is totally unnecessary to have a Rancho Del Oro on/offramp to the 78 Freeway as the distance between the existing freeway on/offramps from El Camino Real and College Boulevard, is really minimal, no more than a mile between these 2 existing freeway exits. It's a waste of taxpayer dollars to add another interchange for such a short distance, and the cons of doing so greatly outweigh the "pros". It also will GREATLY increase traffic on Rancho Del Oro and put residential citizens in danger -- please see info re accidents below:

2. There have been 2 serious accidents on Rancho Del Oro right at this intersection (Vicaya Way/Cameo Drive, in the Montego home development, that nearly killed my neighbor's young son, because one large vehicle busted through the "retaining wall" that faces Rancho Del Oro and actually came down the other side of a small embankment into our Culdesac where the child usually played. Fortunately, he was not in that area on that day. Just 2 weeks ago, another vehicle broke through that same retaining wall that is supposed to protect our development, on Rancho Del Oro, and yet another large, gaping hole had to be repaired in that wall. These vehicles came completely through the retaining wall with ease!! An increase in traffic on Rancho Del Oro because of the interchange will only cause more of these accidents!

3. The prospect of a freeway interchange at RDO and the 78 should be removed from the City plan altogether. It will create extreme gridlock on Rancho Del Oro, damage our neighborhood and our homes, and with a serious increase in traffic, presents serious risk of injury to the citizens of these neighborhoods, because it is clear from past accidents, these retaining walls can be breached, quite easily. THERE IS NO GRIDLOCK NOW ON RANCHO DEL ORO, AS IT SHOULD BE, AND I DRIVE ON THIS STREET EVERY DAY.

4. I insist the city use our taxpayer dollars on other more feasible traffic solutions -- making Rancho Del Oro a causeway between 78 and 76, greatly increases the danger to the citizens of the several neighborhoods on Rancho Del Oro, as well as college students on Mira Costa

Boulevard. And considering the noise, pollution, traffic, and risk of personal injury that will follow, this idea should be removed from the city plan altogether. The neighborhoods in this are well-established and should not be disturbed further just to appease money-hungry developers.

Submitted by:

A handwritten signature in cursive script, appearing to read "Debra J. Stitche".

DEBRA J. STITCHE  
3023 Andorra Way  
Oceanside, CA 92056  
760-612-1678  
2/5/2010

Received

FEB 08 2010

Planning Division

### Comment Form

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Please print legibly.

*received by Feb 8, 2010*

*for 5 years*

I have lived at the corner of Cameo Dr and Rancho del Oro. Every day there is continual foot traffic. Joggers, walkers, dog walkers and mothers with babies use Rancho del Oro for health and fitness. I do not want a signal light there because of pollution, noise, litter and increased traffic. I love my neighborhood and don't believe it is just to destroy a neighborhood so that someone might save a few minutes.

Submitted by (please print legibly):

Name: <i>Shirley Kirkland</i>	Agency/business/group name (if applicable):
Address: <i>3420 Cameo Dr. #34</i>	Phone number: <i>760 696 3929</i>
City/state/zip: <i>Oceanside Ca. 92056</i>	Date: <i>Feb 5, 2010</i>

Comment Form

Received

City of Oceanside  
General Plan Circulation Element Update

FEB 08 2010

Planning Division

CEQA Public Scoping Meeting  
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Please print legibly.

received by Feb 8, 2010

Re: Alternatives A through E

Increase crime near interchanges, pollution, reduced property values, speeding, no trucks allowed. We were not told about the interchange when we bought our house & some of us were told by the city that there were no plans for this area, a High School with new drivers, many senior communities. An interchange here is too close to El Camino Real & College by Caltrans Standards. This project has been stopped by our own city but has not been removed from the books, and why isn't El Camino connected to the 76? Also there are more important traffic projects including fixing 78 & the 5 connection near 76 & road freeway as planned, and expanding the 76 all the way to the 15.

Submitted by (please print legibly):

Name: Shipman Charles	Agency/business/group name (if applicable):
Address: 2173 Ando Lucia Way	Phone number: (760) 529-4985
City/state/zip: Oceanside, Ca 92056	Date: 2-5-10

# Comment Form

## City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)


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*received by Feb 8, 2010*

*SIR - I AM NOT THAT FAMILIAR  
WITH ALL THE ISSUES BUT I DO  
BELIEVE ~~THE~~ THE PROPOSED INTERCHANGE  
WOULD BE A BIG MISTAKE.*

*Leonora S Wilson*

Submitted by (please print legibly):

Name:	Agency/business/group name (if applicable):
 Ms Leonora S Wilson 3428 Cameo Dr Unit 52 Oceanside CA 92056-6387	Phone number:
City/county:	Date:

Received

FEB 08 2010

Planning Division

Received

FEB 08 2010

Planning Division

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Please print legibly.

*received by Feb 8, 2010*

IF THE INTERCHANGE IS BUILT IT WILL INCREASE  
THE TRAFFIC AND MAKE RANCHO DEL ORD A LOT MORE  
HAZAROUS THAN IT IS NOW. CARS GO DOWN THE STREET  
OVER THE SPEED LIMIT NOW. IT'S HARD TO TURN ON  
RANCHO DEL ORD FROM TOURNAMENT. THE TRAFFIC GOING  
SOUTH COMES OVER THE HILL WITH THE STOP SIGN  
ON TOP TO FAST AND SOMETIMES BUMPER TO BUMPER

OCEANSIDE IS BROKE AND NOW NEEDS TO START  
PATCHING THE POT HOLES IN THE STREETS. POLITIANS  
OF THE CITY SHOULD LOOK FOR WAYS TO SAVE SOME  
MONEY, NOT SPEND MORE.

ALL POLITIANS NOT ONLY IN OCEANSIDE BUT THE  
WHOLE STATE SHOULD TAKE A 1 YEAR CUT IN PAY  
AND THAT WOULD WIPE OUT THE DEFICITE.

Submitted by (please print legibly):

Name: <i>FRANCIENE LUY</i>	Agency/business/group name (if applicable):
Address: <i>2344 CADDIE COURT</i>	Phone number: <i>760-966-1744</i>
City/state/zip: <i>OCEANSIDE, CA. 92056</i>	Date: <i>2-6-10</i>

**Comment Form**  
**City of Oceanside**  
**General Plan Circulation Element Update**

Received  
FEB 08 2010  
Planning Division

**CEQA Public Scoping Meeting**  
**January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~.  
Please print legibly.

*received by Feb 8, 2010*

DEAR SIR :

Please SAY NO to Rancho Del Oro Rd & FB OFF RAMP.  
our Family moved here From CAELSBAD & Purchased our home in this  
lovely Quiet Neighborhood never knowing of any possibility  
of the above. This AREA is 100% Residential, Quiet & very  
desirable to RAISE Families & EVEN RETIRE. Please do NOT  
turn it into A THOROUGHFARE FOR Semi-trucks &  
heavy traffic when College Blvd. & EL Camino on either  
side of us ALREADY have off RAMPs, that is quite ENOUGH.  
TAKE A second LOOK AT the beauty & serenity of  
our LARGE Residential AREA here & we believe  
you too will WANT to preserve for what it  
is & NOT compromise our Lives with such A  
PLAN. Thankyou For your time. Sincerely,

*Connie R. Carter*

Submitted by (please print legibly):

Name: <u>CONNIE R. CARTER</u>	Agency/business/group name (if applicable):
Address: <u>2315 Rancho Del Oro Rd. # 11</u>	Phone number: <u>760-521-4303</u>
City/state/zip: <u>Oceanside, CA. 92056</u>	Date: <u>02/06/10</u>

Comment Form

City of Oceanside  
General Plan Circulation Element Update

Received

FEB 03 2010

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

Planning Division

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DEAR MR. NIGHTINGALE

PLEASE ACCEPT THIS FORM AS MY OPPOSITION, AND MY  
WIFE'S, AGAINST THE PLANS TO CONNECT HWY 76 + 78  
VIA RANCHO DEL ORD. WE ALREADY HAVE VERY HIGH  
TRAFFIC OUT TO MIRA MESA COLLEGE AND THE HIGH  
SCHOOL. ESTABLISHING RANCHO DEL ORD AS A THROUGHFARE  
WOULD MAKE LIVING ON RANCHO DEL ORD, AS I DO  
INTOLERABLE. IN ADDITION, ESTABLISHING AN ADDITIONAL  
ON/OFF RAMP ON HWY 78 BETWEEN EL CAMINO REAL +  
COLLEGE WOULD BE CHAOTIC AND DANGEROUS - IT IS ALREADY  
BAD ENOUGH!

PLEASE DO NOT - DO NOT PLAN A CONNECTION BETWEEN  
HWY 76 + 78 ON RANCHO DEL ORD!

Submitted by (please print legibly):

Name: <u>THOMAS BATTLE, ED. D.</u>	Agency/business/group name (if applicable):
Address: <u>202 SEA CLIFF WAY</u>	Phone number: <u>909-744-0849</u>
City/state/zip: <u>OCEANSIDE, CA 92056</u>	Date: <u>1-24-09</u>

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

Received  
JAN 19 2010  
Planning Division

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My name and my brothers names are not important. What is important is saving Rancho Del Oro like you promised us! Show us that you adults can do the Right thing. We count on your wise decision for our very future. Save our park, save our community. We can not have a freeway going thru Rancho Del Oro. TRY EL CAMINO REAL.

Submitted by (please print legibly):

Name: Ben & Keegan Barry 5/9 yrs	Agency/business/group name (if applicable):
Address: 3252 San Helena Dr	Phone number: (760) 500-7978
City/state/zip: O.S. CA 92056	Date: 1/14/10

Received

FEB 04 2010

Planning Division

Comment Form

City of Oceanside  
General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

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Kee & Benjamin Barry  
(9) (542)

Submitted by (please print legibly):

Name: Ben & Keegan Barry 5/9/10	Agency/business/group name (if applicable):
Address: 3252 San Helena Dr	Phone number: (760) 500-7978
City/state/zip: O.S. CA 92056	Date: 1/14/10

## Comment Form

City of Oceanside  
General Plan Circulation Element Update

Received

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

JAN 26 2010  
Planning Division

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Please print legibly.

Alternative E is the correct choice.  
The City of Oceanside should be encouraging traffic away from residential areas - NOT THROUGH THEM. PUTTING AN INTERCHANGE AT RANCHO DEL ORO IS UNACCEPTABLE. The number of pedestrian accidents will increase greatly as this is a community with children, elderly and people who run and ride bikes. Why endanger residents of Oceanside so that people who DO NOT LIVE in the area can drive quickly through it. It is wrong. Get the traffic on the highways and commercial roads such as El Camino and Oceanside Blvd. They need the business.  
Please Do NOT Ruin another neighborhood in Oceanside. The City may not care, but the tax paying residents does.

Submitted by (please print legibly):

Name: <u>Tim Lee</u>	Agency/business/group name (if applicable):
Address: <u>2198 LUZ Way,</u>	Phone number: <u>760 967 4888</u>
City/state/zip: <u>Oceanside CA 92056</u>	Date: <u>1/24/2010</u>

Also Rose Fortunato  
• Lucille Fortunato that live at this address.

**Comment Form**  
**City of Oceanside**  
**General Plan Circulation Element Update**

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JAN 19 2010  
Planning Division

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*My main concern is Milrose extension to North River Rd. putting major traffic into Oceanside's one agricultural area. The roads off North River Rd (a 2 lane road) are and were designed for farm equipment and residents. Our crops are environmentally sensitive to infestation and pollution, all of which would come with major traffic. After listening to your presentation on Tuesday - Jan 12<sup>th</sup> I would ask you to seriously design traffic to major-commercial roads and not impact neighborhoods such as ours and Rancho Del Oro. Leave College Blvd alone.*

Submitted by (please print legibly):

Name: <i>Jane Gilligan</i>	Agency/business/group name (if applicable):
Address: <i>6467 La Paloma</i>	Phone number: <i>(760) 941-6180</i>
City/state/zip: <i>Oceanside, CA 92057</i>	Date: <i>01/15/10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by **January 25, 2010**.

Please print legibly.

- We need more consideration of our seniors & how far they can ambulate, in most plans this is ignored. Need Benches and plans to consider their walking distances & special devices - Carts, Chairs, Cane etc. which has not been adequately done.
- Many Past & Current Plans are dependant upon Public & Semi-Public Transportation - NCTD Has Cut their Service over the last 25 years. By over 75% if you include all services to all areas then City & The NGO's & Various entities need to Re-invent all Modes.
- There is a huge Problem w/ Traffic & Carbon Load & Traffic Restriction it will increase the Carbon Load & Emission of Vehicles.
- We need to Standardize the Traffic speed on all major Roadways in the City. (over)

Submitted by (please print legibly):

Name: James Jimmy H Knott III	Agency/business/group name (if applicable):
Address: 127 Sherril Lane	Phone number: 760-721-6554
City/state/zip: Oceanside, CA 92054	Date: 12 Jan 2010

- Works the potential of a Charter City & Council Power Change & little state law oversight / Reg. this will potentially corrupt this entire plan
- Rocking it Back & Forth with election to election.
- There are Past Political Preferences in Oceanside That need to be Surmounted in some way Shape or Form - say using the State Standards
- If it has Environmental, historical or Cultural Significance - Hands off unless it can be proven Zero effect. Because our past is being eaten away
- We are not preparing for Global Climate Change effects & need to - many will take effect in the next 20 to 50 years like on the strand & other areas.
- We are not Tsunami Certified & our construction methods are not Seed Certified these need to be done,
- The MHP Needs to be preserved as well as the O'side Visioning.
- Mid Street Crosswalk ad Coast Highway & LAC is Needed Prefer "D" alternative

# Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by January 25, 2010. Please print legibly.

Disclosure The City has not been honest about disclosing, is there a recorded document about this project?

Why does the City not give enough notice for these meetings?

Submitted by (please print legibly):

Name: <i>Mari Flores</i>	Agency/business/group name (if applicable):
Address: <i>2336 Bala Vista St.</i>	Phone number: <i>(760) 803-4696</i>
City/state/zip: <i>O'side 92056</i>	Date: <i>1/12/10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us). Your comments must be postmarked by **January 25, 2010**. Please print legibly.

I would like to SEE the TRAFFIC LIGHT  
reinstalled at Rancho Del Oro AND CAMINO ST.  
IN Oceanside.

Submitted by (please print legibly):

Name: Jim Keen	Agency/business/group name (if applicable):
Address: 2862 Lehigh Ct.	Phone number: (760) 757-6642
City/state/zip: Oceanside CA 92056	Date: 01/12/10

Received

MAR 15 2010

Comment Form

City of Oceanside  
General Plan Circulation Element Update

Planning Division

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

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Please print legibly.

Feb. 8, 2010

March 15, 2010

To curb the illegal truck traffic on Rancho del Oro Road, put signs on the 76 expressway going east and west to warn truck traffic and drivers that Rancho del Oro Road is truck restricted.

Once truck drivers have already made the commitment and turned onto Rancho del Oro Road the signs currently in place on Rancho del Oro are useless.

Submitted by (please print legibly):

Name: <i>Susie Coker</i>	Agency/business/group name (if applicable):
Address: <i>2126 Sorrento Drive</i>	Phone number: <i>760-967-2126</i>
City/state/zip: <i>Oceanside, CA 92056</i>	Date: <i>Feb. 8, 2010</i>

Comment Form

City of Oceanside  
General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

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*My house backs up to Rancho Del Oro and have lived there for 20 years. The interchange would greatly increase the already noisy RDO with traffic noise, pollution, and not too mention safety for the children who attend Christa McAuliffe Elementary School. The North County transit buses that run to the Sprinter Station at RDO & Oceanside Blvd already add to the noise & pollution in my backyard. Black soot coats the patio table & chairs from the traffic dust and my family have developed respiratory problems in recent years. The traffic from Mira Costa students also make enough noise with loud radios, exhaust pipes & mufflers.*

Submitted by (please print legibly): *Cynthia A. Gonzales*

Name:	Agency/business/group name (if applicable):
Address:	Phone number:
City/state/zip:	Date:

*2101 Sorrento Dr. 760-722-8874  
Oceanside, CA 92058 2/1/10*

*With an interchange that would only add more traffic + noise!*

*Please say "No" to RDO Interchange  
Thank you. *Cynthia**

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
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① My first concern is that the presentation was poorly done. It consisted of a few slides with no explanation or justification for the different proposals. How does eliminating one part result in keeping some parts and eliminating others? It would be similar to a doctor proposing multiple possible treatments, but not explaining any of them. How can someone make a decision based on that? ② My other concern is the proposed interchange at RDO and 78. The increased traffic would result in poorer air quality and excessive noise in a residential area. Also children would be put at risk because they have to cross RDO in order to go to school. ③ Why isn't connecting El Camino Real to the 76 being considered?

Submitted by (please print legibly):

Name: George FOLTZ	Agency/business/group name (if applicable):
Address: 2105 Tiffany Dr.	Phone number: 760-231-8060
City/state/zip: Oceanside, Ca. 92056	Date: 01/25/10

# Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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Please print legibly.

Rancho Del Oro is a residential community, and should not have commercial traffic routed through it. Due to poor planning, El Caminos should be utilized to connect Ocean Ranch to the freeway system.

Submitted by (please print legibly):

Name: <i>Dawn Davis</i>	Agency/business/group name (if applicable):
Address: <i>2275 Forest St</i>	Phone number: <i>(760) 420-0797</i>
City/state/zip: <i>Oceanside CA 92054</i>	Date: <i>1/12/10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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Please print legibly.

We already have an on-ramp at College and El Comino Real, Rancho Del Oro Rd. is HEAVY residential with many subdivisions. We DO NOT NEED OR WANT a super-highway going past our homes what could you possibly be thinking??? I'll bet none of you live there! We have lived in Montego for 20 years. I'm sure that hundreds of people that live here are unaware of this hideous change. What do you care? This is socialism!!! We do not want semis and thousands of cars speeding by our houses!! Try if you can to put yourself in our place!

Submitted by (please print legibly):

Name: Debra Tondelli	Agency/business/group name (if applicable):
Address: 2130 Anna Lucia Way	Phone number: 760-954-1246
City/state/zip: Oceanside, CA 92056	Date: 1/12/2010

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
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Please print legibly.

In regards to RDO/78 Interchange

Really? Are we still here fighting this? This issue has been resolved!!

- 1) Lets talk about the notice that had the wrong date. Well, I am here  
so I guess I figured it out. No other notices or posts on the website were  
updated.
- 2) RDO was NEVER planned to be a commercial roadway - why  
create another college bloodbaster?
- 3) Why is there not a "no build" alternative - we have asked for one for years
- 4) Who is going to pay for it? STVDAG said no!
- 5) Fix the Tolero Camino + 78/college intersections FIRST!
- 6) Caltrans + Sandag (hopefully recognized by O'side) do NOT  
support interchange less than 1 (one) mile from other interchanges  
due to dangerous traffic weaving patterns. Look it up, both  
exits are less than 1 mile.

Submitted by (please print legibly):

Name: <u>Jennifer Garvey</u>	Agency/business/group name (if applicable): <u>self</u>
Address: <u>2275 Fuerte St.</u>	Phone number: <u>760-402-4881</u>
City/state/zip: <u>Oceanside, CA 92054</u>	Date: <u>1/12/10 - Tuesday</u> <u>not</u> <u>Thursday</u>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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Please print legibly.

I have grown tired of the city's zest to put  
in RDO interchange. The city has been told by the  
RDO neighborhood that we do NOT want our lifestyle  
change that would certainly destroy the placid environment  
that the city knew we all wanted. I am tired of  
spending my tax money trying to reduce my values  
of living, Real Estate values. Alternative D is the only  
sane choice. Forget 28 RDO!!!

Submitted by (please print legibly):

Name: Jim Tandelli	Agency/business/group name (if applicable):
Address: 2130 ANDA LUCIA WY.	Phone number: 760 754 1246
City/state/zip: O'Side Ca 92056	Date: 1-12-09

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

Received

JAN 13 2010

Planning Division

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

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I would seem to me as a  
newcomer to Oceanside that the best  
plan of action would be to form an  
Ad Hoc committee made up of some of  
the residents who passionately and  
knowledgeably articulated their thoughts on  
the impact of the Circulation element  
versus the Quality of Living. They would  
research the affect that any improvements  
made on traffic flow would have on their  
communities and report to the staff and  
public their findings

Submitted by (please print legibly):

Name: Noon Gagnon	Agency/business/group name (if applicable): A Heart for the City
Address: 714 N. Clementine Apt B	Phone number: 951-852-6555
City/state/zip: Oceanside CA. 92054	Date: 1-13-10

### Comment Form

### City of Oceanside General Plan Circulation Element Update

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Some of the main concerns for me/my family:

- (1) SAFETY OF CHILDREN, SAFETY OF LOCAL DRIVING (Neighbourhood)
- (2) SAFETY of Joggers/Runners/cyclists
- (3) TRAFFIC CONGESTION
- (4) POLLUTION (Air and Ground)
- (5) Noise, Noise, Noise!
- (6) All little Birds (wild life) will disappear!
- (7) Peaceful, calm communities will disappear!
- (8) FAMILIES move out of the area and Bad/Gang groups replace them!
- (9) GROWING kids would be introduced to violence/drug; and McArthur school become the troubled/low quality school!

Submitted by (please print legibly):

Name: ANITA SANEIE	Agency/business/group name (if applicable):
Address: 302 DIAMANTE WAY	Phone number: 760-722-1323
City/state/zip: OCEANSIDE, CA 92056	Date: Feb. 5/2010

To: Scott Nightingale  
Associate Planner / City of Oceanside

Comment Form

City of Oceanside  
General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~  
Please print legibly. *received by Feb 8, 2010*

- Increased crime near Interchanges
- Pollution
- Traffic
- Reduced property value
- school children's safety (Christa McAuliffe school)
- Speeding
- landscape removal to widen road

Submitted by (please print legibly):

Name: Bruno and Eliana Marsella	Agency/business/group name (if applicable):
Address: 2123 Wedgewood Drive	Phone number: 760 722-3978
City/state/zip: Oceanside, CA 92056	Date: February 6, 2010

Mr. SCOTT NIGHTINGALE

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~  
Please print legibly. *received by Feb 8, 2010*

*MORE TRAFFIC AND POLLUTION WILL COME!*  
*CHILDRENS SAFETY AND SENIOR COMMUNITIES*  
*WILL BE HURT BY INCREASED SPEED AND*  
*CRIME IN THE AREA! IT WILL BE LIKE*  
*A COMMERCIAL ROADWAY!*

Submitted by (please print legibly):

Name: <i>JOSEPH GEIMER</i>	Agency/business/group name (if applicable):
Address: <i>306 DIAMANTE WAY</i>	Phone number: <i>760-754-0464</i>
City/state/zip: <i>OCEANSIDE CA 92056</i>	Date: <i>2/4/10</i>

ATTN: MR. SCOTT NIGHTINGALE

Fx-760-754-2958

Comment Form

City of Oceanside  
General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by January 25, 2010. Please print legibly.

received by Feb 8, 2010

OUR BIGGEST CONCERN IS HIGH TRAFFIC ON RANCHO DEL ORO, THE NOISE IS RIDICULOUS AS IS. IT IS IMPERITIVUS TO STOP AN INTERCHANGE ON THIS ROAD WHEN EL CAMINO IS NOT EVEN 1 MILE FROM THIS EDIOTIC + FINANCIALLY WASTEFUL PLAN. IT HAS BEEN AN ASSET TO OSIDE TO HAVE A WONDERFUL NEIGHBORHOOD WITH CLASS + WILL DESTROY THE UPSCALE LOOK. WHAT ARE YOU THINKING? I FEEL STRONGLY THE INTERCHANGE MUST BE REMOVED FROM ALL DOCUMENTS FOR THE SAKE OF SOCIETY IN THE AREA NOT TO MENTION IT IS NOT A COMMERCIAL ROAD LIKE EL CAMINO. WHY NOT CONNECT EL CAMINO TO 76? I'M SURE IT WILL SAVE MONEY (MUCH) - TO CONCENTRATE ON THAT FLAW!

Submitted by (please print legibly):

Name: ROBERTA PARISU	Agency/business/group name (if applicable):
Address: 2332 BACKING ST	Phone number: 760-533-3359
City/state/zip: OCEANSIDE CA 92056	Date: 2-7-10

Supersedes comment  
card previously  
submitted.

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
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Please print legibly. *received by Feb 8, 2010*

*I am against the interchange because*

*1) No Disclosure about it when I questioned the City at the time I purchased my house.*

*2) Pollution, noise & high traffic.*

*3) Will negatively impact property values.*

*4) Concern for my children's safety - one attends Christa McAuliffe & the other El Camino.*

*5) Seems somebody has a personal agenda - who is benefiting from this??*

*6) We pay our taxes - please listen to us.*

*Comment: Some of us may be afraid to ask.*

*I was threatened with City taking over part of my property when I asked for documentation of an easement. NOT RIGHT!!*

Submitted by (please print legibly):

Name: <i>MARIA LOPEZ-FLORES</i>	Agency/business/group name (if applicable):
Address: <i>2336 Back Nine St.</i>	Phone number: <i>(760) 803-4696</i>
City/state/zip: <i>Oceanside, CA 92056</i>	Date: <i>2/8/10</i>

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)

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Please print legibly.

*received by Feb 8, 2010*

- Excessive traffic - 24 hours a day
- Noise & AIR pollution increased
- Safety of walkers, runners, dogs, cyclist's
- Diminished value of homes
- Loss of privacy for residents in area
- More traffic going to Mira Costa college
- Increased crime in area homes not in gated communities

Submitted by (please print legibly)

Name: <i>Bonnie &amp; Bob Conwers</i>	Agency/business/group name (if applicable)
Address: <i>2109 Tiffany Drive</i>	Phone number: <i>609 259-9155</i>
City/state/zip: <i>Oceanside, CA 92056</i>	Date: <i>1-7-10</i>

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by January 26, 2010.  
Please print legibly.

*received by Feb 8, 2010*

We would like the interchanging project to stop. Please remove from city hall documents. We do not want a 6 lane highway on Rancho Del Oro. This will increase crime, pollution, noise and most important a decrease in property values.

*Thank you  
Mrs Rodriguez*

Submitted by (please print legibly):

Name: <i>Colonia Rodriguez</i>	Agency/business/group name (if applicable):
Address: <i>2191 Castilla Way</i>	Phone number: <i>(760) 214-4207</i>
City/state/zip: <i>Oceanside 92056</i>	Date: <i>02/5/10</i>

### Comment Form

#### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

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Please print legibly. received by Feb 8, 2010

TRAFFIC IS ALREADY BAD ENOUGH, WE CAN  
 HANDLE GET OUT ON TO RANCHO DE ORO  
 NOW. A FREEWAY ON RANCHO WOULD BE EVEN  
 WORSE, EL CAMINO REAL OFF RANCHO IS BAD  
 UP HALF WAY TO COLLEGE OFF RANCHO  
 NOW. KEEP THE TRAFFIC ON COLLEGE  
 THATS ALREADY A NIGHTMARE. WE DONT  
 NEED A FREEWAY LEADING TO A FREEWAY  
 HWY 78. COLLEGE AND EL CAMINO REAL  
 ARE A GOOD EXAMPLE OF WHAT THIS WOULD  
 LOOK LIKE.

Submitted by (please print legibly):

Name: MARTIN RISEN	Agency/business/group name (if applicable):
Address: 3316 Par Dr.	Phone number: 760 439 2703
City/state/zip: OCEANSIDE, 92056	Date: 2/5/10

### Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~  
 Please print legibly. *received by Feb 8, 2010*

*We do not need an interchange on Ranches Del Oro @ 78.  
 this will blight all the properties along Ranches Del Oro.  
 the traffic noise will be unbearable.  
 Pollution will increase. More Crime.  
 We don't need trucks in this area.  
 Put the money to widening El Camino Real & Colley Blvd.  
 since they continue to the south making them  
 a better freeway*

Submitted by (please print legibly): *ROBERT REINARD*

Name: <i>Robert Reinard</i>	Agency/business/group name (if applicable):
Address: <i>3371 PUTTING GREEN CT.</i>	Phone number: <i>760-231-9169</i>
City/state/zip: <i>OCEANSIDE CA 92056</i>	Date: <i>2-5-10</i>

Received

JAN 20 2010

Planning Division

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 14, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us). Please print legibly.

please see Attached statement

Mindy

Muller sk

1/18/10

Submitted by (please print legibly):

Name:	Agency/business/group name (if applicable):
Address:	Phone number:
City/state/zip:	Date:

Mr. Nightingale

I attended one of the meetings last week and want to restate what I said at the meeting:

First of all, I don't see how you can eliminate all the street improvements as outlined in Alternative E and end up having a reasonable driving environment in the city of Oceanside.

Secondly, relative to the Melrose Bridge I have been in favor of it and continues to be, in addition I am very much in favor of upgrading North River Road because as I see it these two improvements are the only way of dealing with the traffic that will result when the area is built out in a reasonable way.

Thanks you very much.  
Mike Mellano Sr.

*Mike Mellano Sr*

*1/18/10*

**MELLANO & COMPANY**

*"Growing for you since 1925"*

**Mike Mellano, Sr.**

P.O. Box 100, San Luis Rey, California 92068  
760-433-9550 / FAX 760-433-2815 / 1-800-MELLANO / 1-800-635-5266  
cell: 760-717-8679 / [hmmellano@mellano.com](mailto:hmmellano@mellano.com)

# Comment Form

## City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
January 14, 2010 (6:00 PM)

Email

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us) Please print legibly.

- ① LOS D is acceptable.
- ② DEIR of all projects should include (identify) and analyze strong TDM programs, including priced parking. Priced parking could be charged cash-out, or unbundled cost, which means charge for parking but distribute the earnings back to the employees, in proportion to ~~the~~ time worked.
- ③ Do E except with no SR-78 & I-5 "improvement"
- ④ Redo this ~~public~~ public process, using neutral language. For example the SR 78 - I-5 interchange is being enlarged, not "improved"

Submitted by (please print legibly):

Name: Mike Bullock	Agency/business/group name (if applicable):
Address: 1800 Bayberry Dr.	Phone number: 760-754-8025
City/state/zip: Oceanside, CA 92054	Date: January 14, 2010

LOS D ok

---

# Oceanside General Plan Circulation Element

## Global Warming Implications & Parking Policies

Mike Bullock, Oceanside, [mike\\_bullock@earthlink.net](mailto:mike_bullock@earthlink.net), 760-754-8025

Mike Bullock

Oceanside GP Circulation, Jan. 14, 2010

# Global Warming Background

---

## **We must act decisively, now**

- The June Scientific American states that the warming caused by the level of equivalent CO<sub>2</sub>, expected (!) within a few decades, will result in a 5% chance of an increase of 14.4 Degrees Fahrenheit and that this poses a risk of “a devastating collapse of the human population, perhaps even to extinction.”

# GHG From Driving

Source: Energy Policy Initiatives Center (EPIC, USD)

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- <http://www.sandiego.edu/EPIC/ghginventory/GHG-On-Road1.pdf>

» **In San Diego County, emissions from on-road vehicles are about 46% of regional GHG emissions.**

- 42% are from cars and light-duty trucks

Driving is by far the largest category, for GHG. In many urban areas, personal driving causes about half of the air pollution. Also, cars cause pollution when they are built and when their fuel is transported and refined. Their use results in sprawl, which consumes land and makes other modes of travel difficult.

# Global Warming Background

- AB 32 GHG Targets
  - » 1990 levels by 2020
  - » 80% Down by 2050
- CARB, Primary Responsibility. “Scoping Plan”
  - » Comprehensive Plan Targets
  - » Allocation to transportation

Based on 450 PPM. It is now understood that 350 PPM is needed for climate stability. We need to be carbon free by 2050, for example.

CARB = California  
Air Resources  
Board

Per SB375, CARB gives GHG reduction targets for cars and light duty trucks to each MPO, for their RTP.

# Global Warming Background

- SB375 Requires RTPs to Model . . .

- » GHG from Cars & Light Duty Trucks

- Mileage (AB1493, C02/Mile)
- Low-Carbon Fuel Standard (-10%)
- **Reduced Vehicle Miles Traveled**

“3-legged stool”

locally controlled!

- Land Use Zoning
- Pricing of parking
- Pricing of driving

Zoning won't reduce GHG. How much redevelopment? By when?

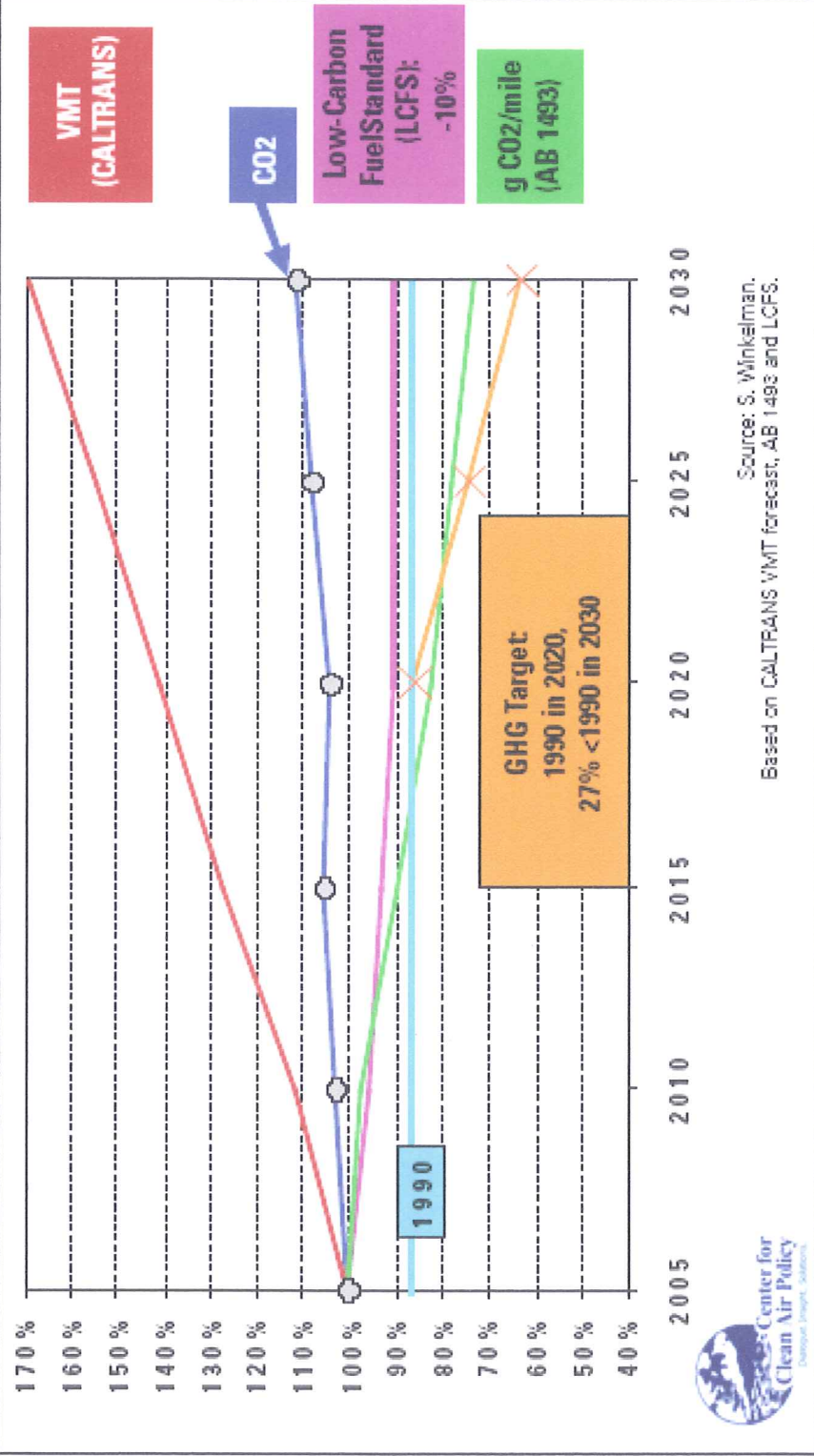
Effective but difficult, politically

RTP will show reduced driving Targets met, in either a Sustainable Community Strategy (SCS), if feasible, or an Alternative Planning Strategy (APS), if NOT feasible

# Need to Drive Less

*From Communities Tackle Global Warming, A Guide to SB 375 comes the following words and plot*

**Figure 1: Increasing VMT Threatens to Overwhelm Greenhouse Gas Savings From Cleaner Fuels and Vehicles**



Source: S. Winkelman. Based on CALTRANS VMT forecast, AB 1493 and LCFS.

# Required Driving Reduction

Driving Reductions Required <sup>1</sup>		
California, Assuming Figure 1 & AB32 Targets <a href="http://www.nrdc.org/globalwarming/sb375/files/sb375.pdf">http://www.nrdc.org/globalwarming/sb375/files/sb375.pdf</a>		
Year	With Respect to Now <sup>2</sup>	With Respect to BAU <sup>3</sup>
2020	-8%	16%
2025	4%	32%
2030	11%	43%
2035	20%	52%

**Notes:**    <sup>2</sup> July 1, 2009    <sup>3</sup> Business As Usual for the year (Caltrans)

<sup>1</sup> AB32 is based on 450 PPM, instead of 350 PPM.

450/350 = 1.29  
350/450 = 0.78

The .78 value suggests 2020 GHG should be down 22% from 1990.  
**We need to drive even less than this table indicates.**

# Energy Policy Initiative Center (EPIC)

---

**See Chart 2 for more about EPIC's work.**

- **San Diego County GHG Inventory**
- **Plan to meet AB32 GHG for year 2020**
  - » 10% less driving, accomplished by local measures
    - Assumed car parking cashout (paying for not driving)
      - All employers with over 100 employees pay cashout
      - Result: 12% less commute-based VMT

**We must price parking! Paying people to not drive is pricing parking, because you come out ahead by not driving.**

# Pricing Reduces Driving (10 Locations, 3 Groups, 1995 Dollars)

**Money Matters  
!!!!**

- Reference: How to Get Paid to Bike to Work: A Guide to Low-traffic, High-profit Development by Patrick Siegman\*. Published in Bicycle Pedestrian Federation of America, 1995.
- 3 Largest Responses
  - » 30%, 36%, 38%
- 3 Smallest Responses
  - » **15%**, 18%, 24%
- Responses are the change; car vacancy rates would be larger



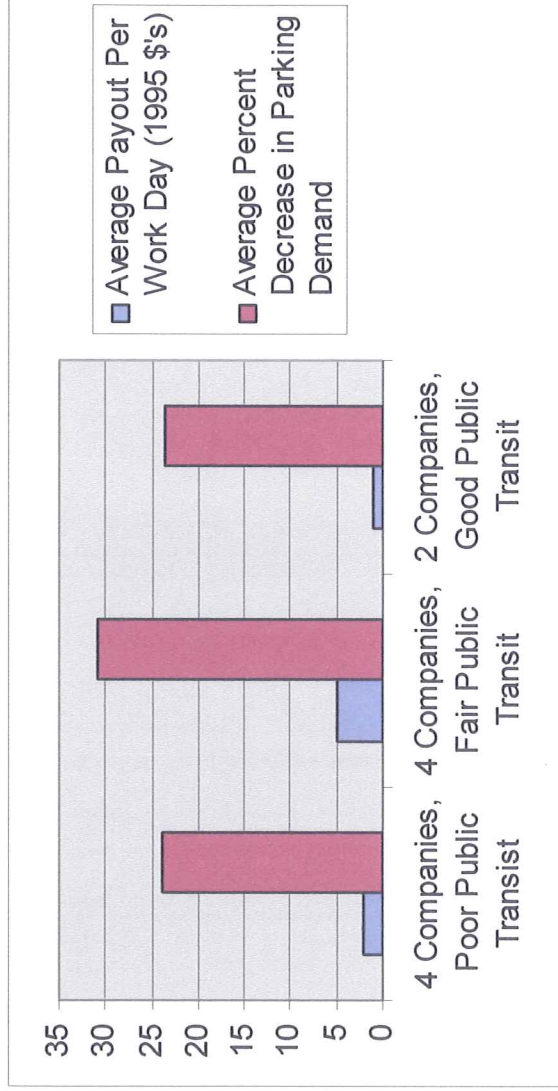
\*Patrick Siegman, of Nelson Nygaard

Location	Scope	1995 dollars per mo.	Parking Use Decrease <sup>1</sup>
<b>Group A: Areas with little or no public transportation</b>			
Century City District, West Los Angeles	3500 employees at 100+ firms	\$81	15%
Cornell University, Ithaca, NY	9000 faculty & staff	\$34	26%
San Fernando Valley, Los Angeles	1 employer, 850 employees	\$37	30%
Costa Mesa, CA		\$37	22%
<b>Average for Group</b>		<b>\$47</b>	<b>23%</b>
<b>Group B: Areas with fair public transportation</b>			
Los Angeles Civic Center	10000+ employees, several firms	\$125	36%
Mid-Wilshire Blvd., Los Angeles	1 mid-size firm	\$89	38%
Washington DC Suburbs	5500 employees at 3 worksites	\$68	26%
Downtown Los Angeles	5000 employees, 118 firms	\$126	25%
<b>Average for Group</b>		<b>\$102</b>	<b>31%</b>
<b>Group C: Areas with good public transportation</b>			
University of Washington, Seattle Wa.	50,000 faculty, staff & students	\$18	24%
Downtown Ottawa, Canada	3500+ government staff	\$72	18%
<b>Belleve, WA</b>	<b>1 firm with 430 employees</b>	<b>\$54</b>	<b>39%<sup>2</sup></b>
<b>Average for Group, but not Bellevue Washington</b>		<b>\$45</b>	<b>21%</b>
<b>Over All Average, Excluding Bellevue Washington</b>			
			<b>25%</b>

<sup>1</sup> Parking vacancy would be higher! <sup>2</sup> Not used, since transit & walk/bike facilities also improved.

# Cashout Results Summary

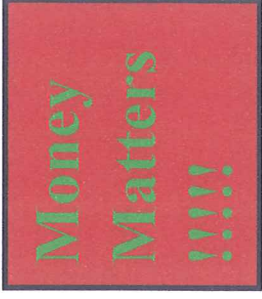
(10 Locations, 3 Groups, 1995 Dollars)



- Of the 10 Cases
  - » 3 Largest Responses: 36%, 38%, 39%
  - » 3 Smallest Responses: **15%**, 18%, 24%
  - » **These are changes; vacancy rates would be larger**

# Cashout Results References

At <http://moderntransit.org/cashout/cashoutref.html>



- Reference: *How to Get Paid to Bike to Work: A Guide to Low-traffic, High-profit Development* by Patrick Siegman\*. Published in *Bicycle Pedestrian Federation of America*, 1995.
- Above reference listed the following references:

- 1.) Cornell University Office of Transportation Services. 1992. "Summary of Transportation Demand Management Program," Unpublished.
- 2.) Garcia, Roul. 1993. "TDM at Rockville Center," Urban Land, Nov. 1993, 21-23.
- 3.) Miller, Gerald K. . 1991. "The Impacts of Parking Prices on Commuter Travel," Metropolitan Washington Council of Governments, Washington, DC.
- 4.) Shoup, Donald and Don Pickrell. 1980. "Free Parking as a Transportation Problem," (Washington D.C.: U.S. Department of Transportation).
- 5.) Shoup, Donald 1992. "Cashing Out Employer-Paid Parking," Report No. FTA-CA-11-0035-92-1 (Washington D.C.: U.S. Department of Transportation).
- 6.) Shoup, Donald and Richard W. Willson.. 1992. "Employer-Paid Parking: The Problem and Proposed Solutions," Transportation Quarterly, Vol. 46, No. 2, 169-192.
- 7.) Surface Transportation Policy Project. 1994. "Employers Manage Transportation: State Farm Insurance Company," Surface Transportation Policy Project, Washington DC.
- 8.) United States Department of Transportation. 1990. "Proceedings of the Commuter Parking Symposium," USDOT Report No. DOT-T-91-14, Washington, DC.
- 9.) Williams, Michael E. and Petrait, Kathleen L.. 1994. "U-PASS: A Model Transportation Management Program That Works," Transportation Research Record 1404, 73-81.
- 10.) Willson, Richard W. and Donald C. Shoup. 1990. "Parking Subsidies and Travel Choices: Assessing the Evidence," Transportation, Vol. 17b, 141-157.
- 11.) Willson, Richard W. 1991. "Estimating the Travel and Parking Demand Effects of Employer-Paid Parking," Regional Science and Urban Economics, Vol. 22 (1992), 133-145.

Mike Bullock

Oceanside GP Circulation, Jan. 14, 2010

---

# Cashout

## Car Parking Policy to Reduce Congestion & Increase Profits & Choice

**Car Parking Cashout:** when employers pay employees an extra amount, each time that they get to work *without driving*

# Cashout Recommendation for City

---

- Amend Off-street Parking Ordinance, 3 Items:
  - » 1.) Definition of Car Parking Cashout
  - » 2.) Schedule of Parking Lot Size Reductions, as a function of amount paid (reductions apply only after City verification of expected reductions in driving), such as . . .
    - \$4/day allows a parking lot size reduction of 9%
    - \$6/day allows a parking lot size reduction of 12%
    - \$9/day allows a parking lot size reduction of 18%
    - If the percentage of employees getting cashout exceeds 1.5 times the parking lot size reduction, then the amount paid can be reduced by the factor of 1.5 times the parking lot size reduction divided by the percent of employees getting cashout. “Payment Adjustment”
  - » 3.) Legal protections so that in all cases the City can protect neighborhoods from the intrusion of parked cars.

# Parking Options & Solutions

---

- **Cashout**
  - » OK with workers
  - » Viewed as too Expensive for Employers
- **Charged Parking**
  - » OK with Employers
  - » Viewed as too Expensive for Workers
- **Third Choice: Operate the Parking for the Benefit of ALL Workers**
  - » Charge for parking
  - » All earnings are given to workers, in proportion to time worked
  - » Call this “Unbundling the Cost of Parking”

# Parking Options & Solutions

---

- Oceanside requires all companies to unbundle parking costs, if and when
  - » SANDAG or California
    - Designs, prototypes, installs, and operates perfect system
    - Notifies that any specific business is next in line

**Note: the company getting the installation will have NOTHING to do except notify workers and help the government agency set up the worker accounts**

# Parking Options & Solutions

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

**From:** David Carta

**To:** 'Lisa Rodman' ; 'Mark Tanner' ; 'Kelli' ; 'Nicole' ; 'Mark S.' ; 'John'

**Cc:** 'Mike Bullock'

**Sent:** Wednesday, January 13, 2010 5:40 PM

**Subject:** RE: RFID\_ParkingNewCalsbadHS

Dear Carlsbad School Board,

*I wanted to send a quick note discussing the technical feasibility of tracking cars into a lot without impacting students or requiring the need for gates. Mike Bullock and I have discussed this project; it can be accomplished straightforwardly by utilizing Radio Frequency Identification and/or Video Cameras integrated with automated license recognition systems. The cars would need to register with the system at the start, but it would be fairly painless for the users after the initial installation. The back end database system can also be implemented both straightforwardly and at a reasonable price.*

*This is not necessarily a recommendation of the proposal for unbundled parking, rather strictly an unbiased view of the technical feasibility of the proposal to easily and unobtrusively track cars, both registered and unregistered, into a fixed lot.*

*Best regards,*

*David R. Carta, PhD*

*CEO Telaeris Inc.*

*858-449-3454*

**How to price parking so well that government can require it.**

# “Unbundle the Cost of Parking”

- Define “Beneficiary Group”
  - » Those who paid or pay (lose money), either directly or indirectly
    - Employees (get smaller wage, to cover lease that includes parking)
    - Renters (rent includes parking)
    - Condo owners (bought parking)
    - Shoppers (parking cost built into the prices)
  - » Those for whom the parking is built
    - Students of driving age
    - Train riders of driving age, making round trips

**Pay stations** may be needed at first. They should require an additional fee and be phased out ASAP. Folks need to get their car RFID'd & tied to a billing address.

- Unbundling the Cost of Parking to Support Sharing

- » Fully automated
  - Scanners, RFIDs, cameras, data into computer
  - Computer sets price, keeps records, bills and distributes \$
- » “Base Price” rate (per minute) set on value & cost of \$
- » “Congestion Price” increase, to ensure occupancy < 85%
- » Earning (billed minus collection cost) distributed
  - To members of Beneficiary Group
  - Well thought out formulas to reflect fairness

Parking cost is “**unbundled**”, IF it is visible & optional, meaning that it is possible to NOT pay for parking by not using the parking

**How to price parking so well that government can require it.**

## Beneficiary Group Parking, 2 of 2

- **On-Street Parking Policy Must . . .**
  - » Fit with Off-Street Policy
  - » Protect the Economic Health of Marginal Downtowns
  - » Satisfy Single Family Homeowners
- **On-Street Parking Policies**
  - » Pricing
    - Free until 50% Full
    - After 50% Full, Priced at Same Price as Closest Off-Street
    - Congestion Priced \$
  - » Earnings Distribution
    - Residential (all types): 100% to residents
    - Other: 50% to City; 50% to beneficiaries fronting street
- **Computer-Supplied Help for Drivers to Plan Parking**
  - » Put in destinations, time, date, price
  - » Computer supplies location, price, and probability of accuracy
  - » If location is over 1/4<sup>th</sup> mile, transit information is supplied

Who paid for the street? Many times it is the developer, who then passed that cost on to renters, buyers, shoppers, workers, etc. So the idea that beneficiaries are not just the city (tax payers), does make sense. However, some of the values on this page (50% full, 100% to residents, 50/50 split ARE arbitrary.

# New Bike Route 1 of 2

---

- **Origin: Coast Highway & Vista Way**
- **Destination: WalMart to Stator Brothers Grocery, a lot of retail stores, etc**
- **Before I-5, this was a 1.5 mile, flat ride on Vista Way**
- **Now: hilly detour to Cassidy**

SANDAG has \$270 Million to encourage bicycling. They are wasting it on recreational bike trails that have no utilitarian purpose. They should be using it to educate the public on how to ride a bike in traffic and on projects that will connect residents to significant trip attractors that are currently blocked.

# New Bike Route, 2 of 4

---

- **Short term fix**
  - » Sign route to Cassidy and down to Bayberry to back pedestrian entrance, just east of Walmart
- **Mid term fix**
  - » On east side of I-5, on Cassidy, route bikes south on frontage road, onto a new trail just north of SR-78, to travel East into the current end of Vista Way

# New Bike Route, 3 of 4

---

- **Final fix**
  - » Restripe lanes on SR-78 Bridge over I-5 to include a two-way bike/pedestrian road on the North side of the bridge (cantilever, if necessary)
  - » Build bridge to cross I-5 exit lane to Vista Way, to join the mid-term fix trail
  - » Make Vista Way, from the trail, to Avocado, a complete street, with traffic circles instead of traffic lights

# New Bike Route, 4 of 4

---

- **Final change**
  - » Bike-connected parking lots should be operated with unbundled cost, fully shared
  - » Decrease in required parking allows for less parking
  - » Parking redeveloped into Housing
  - » Some retail converted to office
  - » New town center is created

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010.

Please print legibly.

\* SPECIFIC AREAS OF CONCERN INCLUDE:

IMPACT ON LOCAL ROADWAYS (IE MORE TRAFFIC & CONGESTION)  
IMPACT ON INDIVIDUAL NEIGHBORHOODS (LOSS OF SAFETY; NOISE)  
COST OF PROJECT ELEMENTS (WHO PAYS INITIAL COSTS?)  
(MAINTENANCE COSTS: VERY POOR MAINTENANCE ON EXISTING STREETS. HOW DO WE MAINTAIN "IMPROVEMENTS"?)  
ENVIRONMENTAL CONCERN: POOR ROADWAY, IMPACT PERSONAL VEHICLE COSTS, INCREASE EXHAUST, INCREASE LANDFILL DUE TO RIPPED TIRES, DAMAGE SUSPENSIONS ETC.)

\* TRAFFIC SHOULD BE FUNNELLED TO EXISTING ROADS (76, 78, COLLEGE, EL CAMINO, EVEN I-5) WITHOUT EXPANDING ROAD WIDTHS.  
IF PEOPLE CHOOSE TO LIVE IN MORRO HILLS & WANT TO WORK IN ENCINITAS (RATHER THAN LIVING & WORKING IN ENCINITAS),  
THEY CANNOT EXPECT US TO SACRIFICE OUR HOMES → (OVER)

Submitted by (please print legibly):

Name: CHUCK LOWERY	Agency/business/group name (if applicable):
Address: PO BOX 950	Phone number: 760 754-6968
City/state/zip: OCEANSIDE CA 92049	Date: 02/08/2010



NEIGHBORHOODS FOR THEIR NEEDS. WE CAN NO LONGER AFFORD TO HAVE OUR TAX DOLLARS SPENT SO COMMUTERS CAN SAVE A FEW MINUTES <sup>DURING</sup> ~~THE~~ THEIR DAILY COMMUTE.

OBVIOUS ENVIRONMENTAL IMPACTS FROM EXPANDED ROADWAYS, NEW BRIDGES, CUT-THROUGH ROADWAY EXTENSIONS INCLUDE:

- NOISE (MORE TRAFFIC = MORE NOISE)
- SAFETY (MORE TRAFFIC + WIDER ROADS = LESS <sup>PEDESTRIAN & BIKE</sup> SAFETY)
- DIRECT <sup>AUTO</sup> EXHAUST INTO HOMES & PARKS, SCHOOLS, BUSINESSES. [AIR CONDITIONING DOES NOT ELIMINATE THIS.]
- LOSS OF REMAINING NATURAL HABITAT AREAS - INCLUDING PLANTS & ANIMALS.
- LOSS OF REMAINING OPEN SPACE AREAS
- LOWER QUALITY LIVING SPACES FOR ALL RESIDENTS AS MORE BUILD-OUT TAKES PLACE.

CONCLUSION:

- WE WANT TO MEET NEEDS OF TODAY & TOMORROW, BUT AT WHAT COST? AND WHO MAINTAINS IT?
- WE CANNOT MAINTAIN CURRENT ROADWAYS, SO WE CAN EXPECT MORE CONSTRUCTION OF NEW OR EXPANDED ROADS AND EXPECT THEM TO BE BUILT BUT NOT MAINTAINED. A FAILED STRATEGY.
- TO REDUCE ENVIRONMENTAL IMPACTS, WE NEED LESS VEHICLE TRAFFIC. INCREASED ROADWAY SIZE WILL INCREASE THESE IMPACTS WHICH CANNOT BE MITIGATED.
- IT IS NAIVE TO DEVELOP MORE ROADWAYS AND HAVE ANY ENVIRONMENTAL CONCERNS. IT BECOMES SELECTIVE PRIORITIES.

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)**

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SEE ATTACHED

Submitted by (please print legibly):

Name: DOUGLAS FREED	Agency/business/group name (if applicable):
Address: 2012 STEWART ST	Phone number: 760 433 3290
City/state/zip: OCEANSIDE	Date: 2/16/2010

CITY OF OCEANSIDE  
PLANNING DEPARTMENT

REF: MASTER TRAFFIC PLAN  
APPEAL TO INCLUDE VISTA WAY – HWY 78 IN MASTER TRAFFIC PLAN

SUBJECT: TRAFFIC FLOW ON VISTA WAY

FACT: TRAFFIC IS TERRIBLE

FACT: RESIDENTS OF SOUTH 'O' HAVE TO ENTER ONTO STATE HWY 78 TO GET TO WALMART. BEST BUY AND STATER BROS. A VERY DANGEROUS CONDITION.

FACT: VISTA WAY RAMP TO I-5 NORTHBOUND IS A JOKE IF IT WERN'T SO DANGEROUS.

- SOLUTION:
- (1) WIDEN VISTA WAY ! WHERE POSSIBLE MOVE RESIDENTS DRIVEWAY ACCESS TO AVAILABLE SIDE STREET. USE EMINENT DOMAIN AS NECESSARY TO WIDEN STREET 30 FEET. PUT IN SOUND WALLS. PROVIDE DIVIDED STREET WITH LIMITED LEFT TURNS i.e. NO LEFT TURNS WEST BOUND AT STEWART STREET, LINCOLN STREET, NEVADA STREET;
  - (2) PROVIDE ACCESS FROM THE SHOPPING MALL TO CASSIDY STREET. OR TO KELLY STREET
  - (3) CLOSE THE CURRENT NORTHBOUND RAMP TO I-5. PROVIDE IMPROVED SIGNING TO DIRECT NORTRHBOUND I-5 TRAFFIC TO UTILIZE CASSIDY/CALIFORNIA ON RAMP.

PLEASE INCLUDE THE VISTA WAY AND MALL ACCESS PROBLEMS IN THE GENERAL CIRCULATION PLAN.

DOUGLAS FREED  
2012 STEWART STREET  
OCEANSIDE, CA 92054



# Comment Form

## City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)

Received  
FEB 18 2010  
Planning Division

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010.

Please print legibly.

I am writing to request that the city planning Department include Vista Way (west of IS) in the PEIR Impact Report. I am concerned that the volume of traffic going through this road poses an environmental and safety hazard for the residents living in this area. The constant traffic flow and rumbling of large trucks going past my house shakes the walls all hours day or night. The backup traffic at certain times of day prevents me from backing my car out of the driveway. On regular occasions, drivers missing their exit, or trying to save time getting onto IS south from 78 west bound, use my driveway as a U-turn point. I believe there is a disproportionately flow of traffic going through Vista Way (west of the IS) that poses a danger and problem to me and my neighbors and should be addressed in the PEIR Impact Report.

Submitted by (please print legibly):

Name: Dong Trien Dai Do	Agency/business/group name (if applicable):
Address: 1215 Vista Way	Phone number: (619) 674-9034
City/state/zip: Oceanside, CA 92054	Date: 02/16/10

Sincerely,  
Dong Trien Dai Do  
Oceanside Resident

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010. Please print legibly.

~~SEE ATTACHED~~

THE MASTER PLAN IS NOT COMPLETE  
UNTIL VISTA WAY IS EXTENDED  
THROUGH THE MALL TO CASSIDY ST. OR  
(BEHIND WALMART) KELLY ST.  
IT IS TOO DANGEROUS FORCING  
RESIDENTS OF SOUTH OCEANSIDE TO GET  
ON THE FREEWAY (HWY 78) TO GO TO THE  
NEAREST MARKET (STATER BROE).

2-17-2010

GEORGE GILL

2012 STEWART ST

OCEANSIDE

*George Gill*

### Comment Form

#### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010. Please print legibly.

Vista Way between I-5/78 and S. Coast Hwy. becomes very congested at certain times - both directions but especially eastbound from S. Coast Hwy to the freeway. There is also a lot of commercial traffic there, that seems inappropriate for a residential 2-lane road. Can Vista Way be widened? Or can something be done to reduce traffic + back up in this area - maybe shut some of it to Cassidy? Lengthen the duration of the traffic signal on Vista Way at the 5/78 so that traffic doesn't back up 1/2 mile on this 2-lane stretch of Vista Way?

Submitted by (please print legibly):

Name: Karl Steinberg MD	Agency/business/group name (if applicable):
Address: 2044 S. Horne St.	Phone number: 760-547-5377
City/state/zip: O'side 92054	Date: 3/9/10

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010.

Please print legibly.

Melrose South extension - In the information provided @ 02/08/2010 meeting the subject of agricultural resources, air quality, & noise, are noted as a probable impact that will be analyzed. Most certainly each of these will be severely impacted and/or eliminated as to any beneficial effects. A county highway should be improved before the Melrose extension is considered due to the immense probably of the Melrose extension becoming a freeway bypass.

The RDO interchange should not be considered because the nearby residential was developed as a neighborhood residential area; not a freeway bypass. Added is a major landmark of this area's history, namely the Marron Adobe, living under a "flyover" is not compatible with "quality of life" & this will result of the interchange on RDO.

Submitted by (please print legibly):

Name: Joan Brubaker	Agency/business/group name (if applicable):
Address: 1606 Hackamore Road	Phone number: 760-941-5378
City/state/zip: Oceanside, CA 92057	Date: 02/08/2010

## Comment Form

### City of Oceanside General Plan Circulation Element Update

CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010.

Please print legibly.

THE <sup>extension</sup> ~~EXTENSION~~ OF MELROSE DR. FROM SANTA FE TO SPUR WILL GREATLY INCREASE TRAFFIC IN THE JEFFRIES RANCH NEIGHBORHOOD UNLESS E. VISTA WAY FROM THE VISTA CITY LIMITS TO SH 76 IS WIDENED TO AT LEAST 4 LANES. EVEN IF E. VISTA WAY IS WIDENED THERE IS NO GUARANTEED TRAFFIC WILL USE IT INSTEAD OF MELROSE. THERE ARE MORE TRAFFIC LIGHTS AND PEDESTRIAN TRAFFIC ON E. VISTA WAY THAT WILL MAKE THE MELROSE ROUTE MORE LIKELY TO BE USED. THE BOTTOM LINE IS THAT THIS EXTRA TRAFFIC WILL NEGATE POSSIBLE HELP ALLEVIATING OCEANSIDE TRAFFIC FLOW.  
I AM AGAINST BOTH MELROSE EXTENSIONS.

Submitted by (please print legibly):

Name: JERRY McLEOD	Agency/business/group name (if applicable): SELF
Address: 1917 Del Mar Rd	Phone number: 760 940-1151
City/state/zip: O 92057-5709	Date: 2-8-10

# Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting

January 12, 2010 (6:00 PM)

February 8, 2010

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~ received by Feb 8, 2010. Please print legibly.

Please remove the interchange off of the 78 freeway and Rancho de Oro Road from the

This interchange would negatively impact the City of Oceanside in many ways, including:

- ① Traffic Lights will need to be installed on every street exiting onto Rancho del Oro Road (RDO) so that residents can get out of their neighborhoods. This would mean 13 new traffic lights for the neighborhoods along RDO between Vista Way and Oceanside Blvd. There are even more neighborhoods along RDO between Oceanside Blvd. and the 76. This would cost the city millions of dollars!
- ② The interchange would turn RDO into a freeway and ruin the family-friendly neighborhoods along this stretch of road. Property values would fall and the noise and pollution would negatively impact the residents and their children living in these neighborhoods. This is a residential area, not an industrial one. The residents do not want this. ~~Remove~~ We want to keep the "Greenbelt" on RDO.
- ③ The interchange would turn Oceanside into a "commuter city" instead of

Submitted by (please print legibly):

Name: <u>Chris Vickers</u>	Agency/business/group name (if applicable):
Address: <u>3326 Golfers Drive</u>	Phone number: <u>(760) 439-3253</u>
City/state/zip: <u>Oceanside, CA 92056</u>	Date: <u>2/8/10</u>

a nice place to raise children and retire.

④ We already have interchanges at El Camino and College Ave.

④b. The City would be named in lawsuits when traffic fatalities occur on the 78 because the new interchange is not 1 mile from the bordering interchanges. (As recommended by CalTrans.) Another one is unnecessary and would be dangerous.

## Comment Form

### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting February 8, 2010 (6:00 PM)

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Please print legibly.

Only RPO, E

Submitted by (please print legibly):

Name: <i>Keegan Barry</i>	Agency/business/group name (if applicable):
Address: <i>3252 San Helena Dr</i>	Phone number: <i>(760) 500-7978</i>
City/state/zip: <i>O.S. CA 92056</i>	Date: <i>2/9/10</i>

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
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Please print legibly.

E, and saving RDO and their promise in 2004

Submitted by (please print legibly):

Name: <i>Suzanne Egan-Berry</i>	Agency/business/group name (if applicable):
Address: <i>3257 San Helena Dr</i>	Phone number:
City/state/zip: <i>O.S. CA 92056</i>	Date:

## Comment Form

### City of Oceanside General Plan Circulation Element Update

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Maintain the Rancho Del Oro / 78  
or Interchange as designated by the  
current masterplan. This will  
ease the traffic congestion on  
other streets.

Understandably the residents of Rancho  
Del Oro resist this idea. However, this  
plan was on the books before most of  
the residents moved to the area.

To learn the feelings of the Oceanside  
population perhaps this idea should  
be put to a vote

Jim & Patsy Downs  
Submitted by (please print legibly):

Name: Jim & Patsy Downs	Agency/business/group name (if applicable):
Address: 1303 Crestridge Dr	Phone number: 760-439-3573
City/state/zip: Oceanside, CA 92054	Date: 2/8/10

## Comment Form

### City of Oceanside General Plan Circulation Element Update

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Please print legibly.

I am strongly opposed to the RDO interchange.

It will increase traffic through a residential neighborhood

It will increase traffic/congestion along Hwy 78 due to the short distance to the interchanges at El Camino & College.

Instead of "quick fixes" like the RDO interchange we should focus on improving our traffic infra-structure along 76, El Camino, College, and 78 interchange

Submitted by (please print legibly):

Name: Cal Coker	Agency/business/group name (if applicable):
Address: 2126 Sorrento Dr.	Phone number: 760 967-2126
City/state/zip: Oceanside, CA 92056	Date: 2/6/2010

## Comment Form

### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by March 15, 2010. Please print legibly.

After study and review of the Alternative Elements, it is visually obvious that Alt C provides for the best future Level of Service categories. However, the small, but vocal, aggressive and misleading minority in the RDO neighborhood will insist that the interchange will ruin their neighborhood, kill their small children and pets and provide toxic fumes to further damage today's seniors and the future generations of RDO-land. I genuinely encourage the EIR to provide the real facts (versus the emotions spewed by the few). We must keep the interests of all of Oceanside at the top of the list. Without the interchange, RDO residents will still travel south on RDO to Vista Way and turn either right or left to become the intersection congestion at either El Camino or College. The existing RDO Blvd is designed to handle anticipated ADT levels easily with the interchange in place. The best designs do not interfere with the historic Adobe south of SR78. And, moving traffic around OS perimeters doesn't get us in or out.

Submitted by (please print legibly):

Name: Kevin STOTMEISTER	Agency/business/group name (if applicable):
Address: 225 Borrego Court Oceanside, CA 92057	Phone number: 760.754.2227
City/state/zip:	Date: 2/9/10

March 15, 2010

Comment Form

City of Oceanside  
General Plan Circulation Element Update

CEQA Public Scoping Meeting  
February 8, 2010 (6:00 PM)

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- Close access to I5/78 from Vista Way  
- Slowdown/divert traffic off Vista Way  
- A 2000 survey revealed almost 17,000 cars travel Vista Way on just one day!  
That was in the year 2000, what about now?  
- We need community involved meetings - specific for Vista Way Residents  
- Environmental Issues! - Constant traffic noise, car pollution, soot in our house, trash, cigarette butts constantly in our driveway & front yard. Traffic sitting outside our driveway  
Vista Way is unsafe for the residents that live on this busy street.  
Please help us!!

Submitted by (please print legibly):

Name: Glenn & Penelope Cormalis 1213 Vista Way Oceanside, CA 92054	Agency/business/group name (if applicable): penn-glenn@cox.net
Address:	Phone number: 760-439-1478 home
City/state/zip:	Date: March 15, 2010

Copies sent to: Mayor Jim Wood,  
Scott Nightingale, John Amberson,  
Jerome Kern, David DiPierro  
Emails to All Council Members

February 14, 2010

South Oceanside Vista Way Residents,

I'm sorry I missed you...

On Feb. 8<sup>th</sup> there was a meeting to discuss master plan traffic issues. There was an article in Jan29th THE COAST NEWS paper inviting residents to an open forum to discuss the environmental and personal concerns of your area. (See attached Article)

I went to this meeting and found out the plan DID NOT INCLUDE our street of VISTA WAY. I asked why it wasn't due to our street has the unique Highway entering our neighborhood. I was quoted in the North County Times on soot issues and huge truck traveling down our street as a short cut to Carlsbad. (See attached computer page print out)

Please fill out the COMMENT FORM issued by the City of Oceanside to express your concerns and issues and ask the City Planning Department to include Vista Way on the PEIR Impact Report.

This is very important for your issues to be heard and documented before it's too late; and funds will not be available for our street.

If we don't have enough responding to this traffic issue on Vista Way than we will not be taken seriously and we will not be considered as part of the master traffic plan with the whole of Oceanside.

Please take the time right now and fill out the official document and you can mail or fax to Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division.

Respectfully Your Concerned Neighbor- Sharon Newbery

ARTICLE IN COAST NEWS  
PAPER 1/29/10 SECTION  
B-3.

## Have your say about Oceanside traffic flow

OCEANSIDE — The city of Oceanside is currently updating the Circulation Element of the city's General Plan. The update will establish goals and objectives for the Circulation Element, and the recommended policies needed to support and achieve them.

A public meeting for the Circulation Element update will be held from 6 to 8 p.m. Feb. 8 in the City Council Chambers, 300 N. Coast Highway 101. The meeting will provide members of the public with information about the Circulation Element update. The format of the meeting will be informal with a brief project presentation at the beginning.

The primary purpose of the meeting is an opportunity for interested parties to provide input on environmental issues, which should be considered in the upcoming Programmatic Environmental Impact Report. Forms will be available for the public to document issues to be addressed in the PEIR. In addition, a series of exhibits will be available to convey information on the project.

For more information, contact John Amberson, project manager, at (760) 435-5091.

## "NORTH COUNTY TIMES QUOTE"

Egan-Barry and others said the city should widen El Camino Real to ease traffic in the Rancho Del Oro area.

Before they do anything else, Sharon Newbery of Vista Way said, planners should figure out how to ease traffic coming off of Highway 78 down her street.

Upgrading the interchange is among the traffic improvements being considered in the plan.

"We have an enormous amount of traffic at certain hours," Newbery said. "I cannot keep my windows open because of the soot that comes in."

Newbery said heavy trucks heading for Carlsbad use Vista Way as a shortcut.

Among changes being considered are extending Pala Road to connect with Foussat Road, widening Highway 76 to six lanes, widening a portion of College Boulevard from four lanes to six lanes, narrowing Coast Highway from four to two lanes and making Mission Avenue two lanes one-way.

Amberson said the plan will go beyond looking at city roads to include "anything from bicycle lanes to bus stops" as well as determining how much traffic congestion residents will accept.

"It's essentially everything that involves transportation," Amberson said.

Comments from a series of public hearings that concluded Monday will be considered in preparing a draft environmental impact report, which Amberson said should be ready by spring.

He said the goal is to have a final plan to the council for review by the end of the year.

Amberson said people can submit written comments through March 15 by contacting him at [jamberson@ci.oceanside.ca.us](mailto:jamberson@ci.oceanside.ca.us).

Posted in Oceanside on *Monday, February 8, 2010 10:35 pm* | Tags: Top, Coastal, Nct, News, Oceanside, City Government

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### Similar Stories

- OCEANSIDE: Commerce man sentenced for deadly DUI crash
- OCEANSIDE: City's new occupancy limit ordinances in effect
- OCEANSIDE: Yacht runs aground, sinks near jetty
- OCEANSIDE: MiraCosta professor goes with free books for class
- OCEANSIDE: Museum hosts free family art day
- Coastal meetings for the week of Feb. 7

# Comment Form

## City of Oceanside General Plan Circulation Element Update

### CEQA Public Scoping Meeting February 8, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us). Your comments must be postmarked by **March 15, 2010**. Please print legibly.

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Submitted by (please print legibly):

Name:	Agency/business/group name (if applicable):
Address:	Phone number:
City/state/zip:	Date:

**Date:** Friday, March 12, 2010 10:12 AM  
**From:** penn-glenn@cox.net  
**To:** snlghtingale@ci.oceanside.ca.us  
**CC:** jamberson@ci.oceanside.ca.us, council@ci.oceanside.ca.us, tcotter@ci.oceanside.ca.us  
**Subject:** Fwd: Fwd: photos from damage to truck on Vista Way

As of today, no reply to this original email.  
What public hearing?

Environmental Issues? Traffic flow?

Out of all the "residential" streets in Oceanside, how can this not be #1 on your list?

Fuel tankers outside our house, can't get out of our driveway, soot from the cars so bad we cannot even have our front windows open, traffic noise, no breaks for us.

Fire Mountain has a round about, speed bumps.....they have MORE traffic than Vista Way?

Help us out, please,

Glenn and Penelope Cormalis  
1213 Vista Way

> Date: Thu, 19 Nov 2009 10:43:43 -0500  
> From: <penn-glenn@cox.net>  
> To: <council@ci.oceanside.ca.us>  
> Subject: Fwd: photos from damage to truck on Vista Way  
> Cc: <tcotter@ci.oceanside.ca.us>  
>  
> Please help the folks that live on this heavy traffic street.

> Penelope and Glenn Cormalis  
> 1213 Vista Way  
> Oceanside, CA 92054  
> Home # 1-760-439-1478

>  
> Date: Thu, 19 Nov 2009 7:23:28 -0800  
> From: <penn-glenn@cox.net>  
> To: <tcotter@ci.oceanside.ca.us>  
> Subject: photos from damage to truck on Vista Way  
>  
> Teala,

>> I left you a voicemail last night in regards to a drunk driver smashed into the back of our truck at 1213 Vista Way.

>> This is the second vehicle to get damaged. The other car was totaled.

>> We have had other incidents, sideswiping, broken mirrors, someone pulled into our driveway, pushing our car that was parked in front of the garage into the garage door and damaging it. Also damaged car tail light.

>> Besides the fact that when there are any traffic issues on I 5, the traffic is always diverted here! There are NEVER any police here to divert traffic.

>> We have called many times during on of these incidents.

>> We need to divert/slow traffic on this street...how about roundabouts!!!



**Date:** Friday, March 12, 2010 2:51 PM

**From:** Ben Sullivan <BSullivan@ci.oceanside.ca.us>

**To:** penn-glenn@cox.net

**Subject:** RE: Fwd: photos from damage to truck on Vista Way

## FROM THE OFFICE OF OCEANSIDE CITY COUNCIL MEMBER JERRY KERN

Penelope and Glenn Cormalis

1213 Vista Way

Oceanside, CA 92054

Home # 1-760-439-1478

[penn-glenn@cox.net](mailto:penn-glenn@cox.net)

Mr. & Mrs. Cormalis -

Thank you for contacting our office regarding the damage done to your truck on Vista Way. Our office has been in touch with city staff regarding this matter and they should be contacting you shortly.

Also, our office was advised by staff that a radar feed-back sign is being installed within the next couple of weeks in your area to make drivers more aware of their speed while driving on Vista Way.

We have asked that our office be kept informed of any progress regarding this situation.

Should you have additional questions or concerns, please feel free to contact our office.

**Ben Sullivan**  
Aide to Council Member Jerry Kern  
City of Oceanside  
300 N. Coast Highway  
Oceanside, CA 92054  
Phone (760) 435-3042  
Fax (760) 435-6042  
[bsullivan@ci.oceanside.ca.us](mailto:bsullivan@ci.oceanside.ca.us)  
[www.ci.oceanside.ca.us](http://www.ci.oceanside.ca.us)

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

From: penn-glenn@cox.net [<mailto:penn-glenn@cox.net>]

Sent: Friday, March 12, 2010 10:12 AM

To: Scott Nightingale

Cc: John Amberson; City Council; Teala Cotter

Subject: Fwd: Fwd: photos from damage to truck on Vista Way

As of today, no reply to this original email.

What public hearing?

Environmental Issues? Traffic flow?

Out of all the "residential" streets in Oceanside, how can this not be #1 on your list?

Fuel tankers outside our house, can't get out of our driveway, soot from the cars so bad we cannot even have our front windows open, traffic noise, no breaks for us.

Fire Mountain has a round about, speed bumps.....they have MORE traffic than Vista Way?

Help us out, please,

Glenn and Penelope Cormalis

1213 Vista Way

> Date: Thu, 19 Nov 2009 10:43:43 -0500

> From: <penn-glenn@cox.net>

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

> Subject: Fwd: photos from damage to truck on Vista Way

> Cc: tcotter@ci.oceanside.ca.us

>

> Please help the folks that live on this heavy traffic street.

>

> Penelope and Glenn Cormalis

> 1213 Vista Way

> Oceanside, CA 92054

> Home # 1-760-439-1478

>

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>> To: tcotter@ci.oceanside.ca.us

>> Subject: photos from damage to truck on Vista Way

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>> Teala,

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>>

Nov 19, 2009

Nov 19, 2009

> > This is the second vehicle to get damaged. The other car was totaled.

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> > We have had other incidents, sideswiping, broken mirrors, someone pulled into our driveway , pushing our car that was parked in front of the garage into the garage door and damaging it. Also damaged car tail light.

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> >

> > We have called many times during on of these incidents.

> >

> > We need to divert/slow traffic on this street...how about roundabouts!!!

---



**Date:** Friday, March 12, 2010 5:41 PM

**From:** penn-glenn@cox.net

**To:** snightingale@ci.oceanside.ca.us

**Subject:** Fwd: RE: Fwd: photos from damage to truck on Vista Way

> Date: Fri, 12 Mar 2010 17:19:33 -0800

> From: <penn-glenn@cox.net>

> To: Ben Sullivan <BSullivan@ci.oceanside.ca.us>

> Subject: RE: Fwd: photos from damage to truck on Vista Way

> Cc: council@ci.oceanside.ca.us, tcotter@ci.oceanside.ca.us,  
snightingdale@ci.oceanside.ca.us, jamberson@ci.oceanside.ca.us

>

> Thank you for your email reply and phone message.

>

> At the time of my email, on a normal Friday night traffic is backed up down the street blocking our driveway.

>

> I do not believe this sign will help in any way. We still have a huge orange landscaping sign on a pole outside the neighbors house from a year or so ago. The landscaping is done. The ugly sign is still up. It did nothing to help up with traffic flow/speed.

>

> This radar feed back sign needs to be placed both east and west. We have seen it for the west bound traffic. That side of the road does not have traffic sitting outside their window most of the day. The sign needs to be for the EAST bound traffic for people flying past our house to make the traffic light to 78 east/ interstate 5. Our block is the most affected due to being so close to I-5 and 78.

>

> The issue is to divert traffic to Cassidy or at least put down speed bumps or a couple of round about's to discourage traffic to use an alternate route or at least slow traffic down. The round about's are cheaper than traffic lights and this has been put into place in Fire Mountain? Why? More traffic than OUR street? Oh and speed bumps on Downs in Fire Mountain?

>

> Maybe Cal Tran needs to adjust their traffic light leading on to 78 east to allow more time for the cars on Vista Way to flow onto the freeway.

>

> Encinitas put a round about on Santa Fe Drive by Scripps Hospital. No problem for Emergency vehicles. There was also an article in the newspaper a few weeks ago about new and improve speed bumps, also being considered in that city for controlling traffic speed.

>

> Things can be done. This street is absolutely unsafe for my husband and me and the residents that have their driveway entrance on Vista Way.

>

> We have continuous traffic noise, pollution, fuel tankers, semi trucks, city buses, you name it...this is Highway 78, not a residential street.

> Like I said, right now there is traffic sitting outside my driveway and it will continue for hours. We get the carbon monoxide, radio noise, trash, continuous car noise...

>

> Also any problems on the 5 and traffic get diverted to our street. We call the Police, Cal Trans, no one is sent out to direct traffic.

>

> Do we need to get a petition going again like we did a few years ago?

>

> Out of ALL the RESIDENTIAL streets in Oceanside this is the most unsafe and polluted of them all.

>

> Help us please.

>

> We will be bringing in a letter to Scott Nightingdale, John Amberson, (we have spoken with him and Teala over the past few years about this issue) and Major Wood on Monday morning.

>

> We did not know of any meetings until our neighbor Sharon Newberry informed us a few weeks ago.  
>  
> Glenn and Penelope Cormalis  
> 1213 Vista Way  
>  
>  
> ----- Ben Sullivan <[BSullivan@ci.oceanside.ca.us](mailto:BSullivan@ci.oceanside.ca.us)> wrote:  
> > FROM THE OFFICE OF OCEANSIDE CITY COUNCIL MEMBER JERRY KERN  
> >  
> > Penelope and Glenn Cormalis  
> > 1213 Vista Way  
> > Oceanside, CA 92054  
> > Home # 1-760-439-1478  
> > [penn-glenn@cox.net](mailto:penn-glenn@cox.net)  
> >  
> > Mr. & Mrs. Cormalis -  
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> > Also, our office was advised by staff that a radar feed-back sign is being installed within the next couple of weeks in your area to make drivers more aware of their speed while driving on Vista Way.  
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> > We have asked that our office be kept informed of any progress regarding this situation.  
> >  
> > Should you have additional questions or concerns, please feel free to contact our office.  
> >  
> > Ben Sullivan  
> > Aide to Council Member Jerry Kern  
> > City of Oceanside  
> > 300 N. Coast Highway  
> > Oceanside, CA 92054  
> > Phone (760) 435-3042  
> > Fax (760) 435-6042  
> > [bsullivan@ci.oceanside.ca.us](mailto:bsullivan@ci.oceanside.ca.us)  
> > [www.ci.oceanside.ca.us](http://www.ci.oceanside.ca.us) <<file:///www.ci.oceanside.ca.us/>>  
> >  
> > -----Original Message-----  
> > From: [penn-glenn@cox.net](mailto:penn-glenn@cox.net) [[penn-glenn@cox.net](mailto:penn-glenn@cox.net)]  
> > Sent: Friday, March 12, 2010 10:12 AM  
> > To: Scott Nightingale  
> > Cc: John Amberson; City Council; Teala Cotter  
> > Subject: Fwd: Fwd: photos from damage to truck on Vista Way  
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> >  
> > Glenn and Penelope Cormalis  
> > 1213 Vista Way  
> >  
> >  
> >  
> >  
> > Date: Thu, 19 Nov 2009 10:43:43 -0500

> > > From: <[penn-glenn@cox.net](mailto:penn-glenn@cox.net)>  
> > > To: [council@ci.oceanside.ca.us](mailto:council@ci.oceanside.ca.us)  
> > > Subject: Fwd: photos from damage to truck on Vista Way  
> > > Cc: [tcotter@ci.oceanside.ca.us](mailto:tcotter@ci.oceanside.ca.us)  
> > >  
> > > Please help the folks that live on this heavy traffic street.  
> > >  
> > > Penelope and Glenn Cormalis  
> > > 1213 Vista Way  
> > > Oceanside, CA 92054  
> > > Home # 1-760-439-1478  
> > >  
> > > > Date: Thu, 19 Nov 2009 7:23:28 -0800  
> > > > From: <[penn-glenn@cox.net](mailto:penn-glenn@cox.net)>  
> > > > To: [tcotter@ci.oceanside.ca.us](mailto:tcotter@ci.oceanside.ca.us)  
> > > > Subject: photos from damage to truck on Vista Way  
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> > > > This it the second vehicle to get damaged. The other car was totaled.  
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abouts!!!

---

Glenn and Penelope Cormails  
1213 Vista Way  
Oceanside, CA 92054

*emailed  
7/22/04  
Thurs*

July 22, 2004

Re: Delay with Vista Way Traffic Calming Project

Dear Mayor and City Council members of Oceanside,

As a Vista Way resident since 1997, we have endured increasing traffic on our street. We had one car that was totaled by a drunk driver while it was parked on Vista Way and our other car that was parked on Vista Way had the drivers mirror knocked off by a passing car.

We have attended numerous meeting with our concerns and ideas to calm traffic and make this a safer street in our community.

Last year we submitted signed petitions in favor of the current plans. Residents met with the Oceanside Transportation Commission on October 21, 2003. Walt Meier and his wife attended this meeting and did not object to the plans.

The medians were shortened from 90 ft to 50 ft to please a few of the residents. Walt Meier, one of the residents against the project, was quoted saying in the North County Times on October 22, 2003, "We got most of what we wanted. They got what they wanted. It's not going to block our driveways". He also stated that it was "a good compromise".

Then we receive an email on July 10<sup>th</sup> from a concerned neighbor stating that Walt Meier attended a City Counsel meeting on July 7<sup>th</sup>, 2004 and objected to the project. Once again delaying the project.

He stopped the project last year and the project was modified so the median would not block his driveway. Now he has succeeded once again in stopping the project.

We were under the impression from John Amberson that this was a done deal. We were looking forward to construction beginning this summer.

The traffic on our street has increased over the years making it unsafe for the residents who live on Vista Way. Mr. Amberson and Mr. Watanabe have worked hard on this project, meeting with the residents and modifying plans so that we can begin to live on a safer street.

Please approve this project so that construction can begin and we can drive in and out of our homes without risking our lives.

Please also consider placing more street signs that could direct some of the traffic to Cassidy. There is only one private driveway on Cassidy.

Traffic on Coast Highway should be offered an alternative route to I 5 and 78.

Thank you for your consideration. Please feel free to call us at (760) 439-1478.

Sincerely,

Glenn and Penelope Cormalis

Subj: **RE: Delay with Traffic Calming Project on Vista Way**  
Date: 07/22/2004 2:35:51 PM Pacific Daylight Time  
From: JWood@ci.oceanside.ca.us  
To: PennBson@aol.com

Dear Mr. & Mrs. Cormalis,

Thank you for contacting my office regarding your concerns with the Vista Way Traffic Calming Project. I, too, was surprised when Councilmember Chavez pulled this item from the consent calendar at the last meeting. I assumed that he had a valid reason for doing so, however, I still do not know why he removed the item. I understand your frustration and I am looking forward to seeing this issue addressed once and for all at the next Council meeting. There has been more than enough discussion and input from your community and I expect to see the medians approved for installation.

If I can be of further assistance to you in this or any other matter, please contact my office at 435-3060.

Sincerely,

Jim Wood

*Debbie Walker*  
*Aide to Councilmember Jim Wood*  
*City of Oceanside*  
*Ph: 760-435-3060*  
*Fax: 760-435-3045*  
*E-mail: dwalker@ci.oceanside.ca.us*

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

**From:** PennBson@aol.com [mailto:PennBson@aol.com]

**Sent:** Thursday, July 22, 2004 1:48 PM

**To:** jamberson@ci.oceanside.ca.us; sjepsen@ci.oceanside.ca.us; tjohnson@ci.oceanside.ca.us;  
rchavez@ci.oceanside.ca.us; jfeller@ci.oceanside.ca.us; esanchez@ci.oceanside.ca.us;  
fwatanabe@ci.oceanside.ca.us; pweiss@ci.oceanside.ca.us; jwood@ci.oceanside.ca.us

**Subject:** Re: Delay with Traffic Calming Project on Vista Way

---

Subj: **RE: THANK YOU FROM MR AND MRS GLENN CORMALIS**  
Date: 08/05/2004 2:26:07 PM Pacific Daylight Time  
From: JAmberson@ci.oceanside.ca.us  
To: PennBson@aol.com

Mr. and Mrs. Cormalis -

Thank you for your continued patience and support! Please feel free to contact me if you should have any questions or concerns.

Sincerely,

John Amberson

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

**From:** PennBson@aol.com [mailto:PennBson@aol.com]  
**Sent:** Thursday, August 05, 2004 1:44 PM  
**To:** jamberson@ci.oceanside.ca.us; sjepsen@ci.oceanside.ca.us; tjohnson@ci.oceanside.ca.us; rchavez@ci.oceanside.ca.us; jfeller@ci.oceanside.ca.us; esanchez@ci.oceanside.ca.us; fwatanabe@ci.oceanside.ca.us; pweiss@ci.oceanside.ca.us; jwood@ci.oceanside.ca.us  
**Subject:** Re: THANK YOU FROM MR AND MRS GLENN CORMALIS

DEAR MAYOR, COUNCIL MEMBERS, MR. AMBERSON AND MR. WATANABE,

THANK YOU AGAIN FOR ALLOWING THE RESIDENTS TO SPEAK TO YOU ABOUT THE TRAFFIC CALMING PROJECT ON VISTA WAY.

THANK YOU FOR VOTING UNANIMOUSLY TO ENDORSE THE PROPOSED TRAFFIC CALMING MEASURE ILLUSTRATED ON EXHIBIT A.

MR. AMBERSON AND MR. WATANABE HAVE BEEN SO KIND AND PATIENT WHILE CHANGES WERE MADE TO PRODUCE A FINAL ALTERNATIVE.

THANK YOU FOR YOUR CONCERN ABOUT THE SAFETY OF THE RESIDENTS ON VISTA WAY AND THE CITIZENS THAT ALSO DRIVE ON VISTA WAY.

THANK YOU FOR YOUR CONSIDERATION,

GLENN AND PENELOPE CORMALIS  
1213 VISTA WAY  
OCEANSIDE, CA 92054

Subj: RE: THANK YOU FROM MR AND MRS GLENN CORMALIS  
Date: 08/05/2004 10:04:20 PM Pacific Daylight Time  
From: ESanchez@ci.oceanside.ca.us  
To: PennBson@aol.com

Dear Glenn and Penelope,

I want to thank you so very much for working so hard with your neighbors to come up with a compromise that just about everyone could accept. I know that it can be very difficult to do. Yet, I have to say that from my vantage point, I was absolutely heartened by the level of togetherness your neighborhood displayed. Your hard work made my decision much easier.

Again, thank you for all that you do for our great city of Oceanside. It is a real pleasure, working with your neighborhood. I look forward to working together again.

Best regards,  
Esther  
435-3044

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

From: PennBson@aol.com  
To: jamberson@ci.oceanside.ca.us; sjepsen@ci.oceanside.ca.us;  
tjohnson@ci.oceanside.ca.us; rchavez@ci.oceanside.ca.us;  
jfeller@ci.oceanside.ca.us; esanchez@ci.oceanside.ca.us;  
fwatanabe@ci.oceanside.ca.us; pweiss@ci.oceanside.ca.us;  
jwood@ci.oceanside.ca.us  
Sent: 8/5/2004 1:44 PM  
Subject: Re: THANK YOU FROM MR AND MRS GLENN CORMALIS

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THANK YOU FOR YOUR CONCERN ABOUT THE SAFETY OF THE RESIDENTS ON VISTA WAY AND THE CITIZENS THAT ALSO DRIVE ON VISTA WAY.

THANK YOU FOR YOUR CONSIDERATION,

GLENN AND PENELOPE CORMALIS  
1213 VISTA WAY  
OCEANSIDE, CA 92054

Why you should sign our petition to proceed with the proposed and previously agreed upon Traffic Calming measures for Vista Way.  
(see Alternative A)

**FACT: A 2000 survey revealed almost 17,000 vehicles a day traveled Vista Way.**

**FACT: There have been over 30 REPORTED collisions on Vista Way from 1/01 - 5/03.**

\* Driving Safety - If the medians are built, there is a good possibility that Vista Way can be reclassified and the speed limit reduced to 25 MPH and more important, enforced! Right now the limit is 35mph but because of some legal mumbo jumbo, unless the person is going almost 50mph, it can't be enforced. For more on this call the Oceanside Police.

\* Driving Safety - It will prevent the center lane for use as a "passing lane". While traveling West, how many times has an impatient driver behind you, used the turn lane as a passing lane? If your traveling East and sitting in the left turn lane, that person is coming at you head-on!

\* Pedestrian Safety - It will slow traffic so children, as well as adults, will have a better chance of getting across alive. There are other features (see Alternative A) of the plan that make is safer for pedestrian crossing.

\* With the proposed plan, the parking lanes on both sides of Vista Way will be wider, pushing traffic further away from homes.

\* Slower traffic means less noise.

\* Make South Oceanside/Vista Way not only safer, but enhance neighborhood beautification. As motorists enter the city, they would perceive a residential neighborhood rather than the existing extension of the freeway.

\* Use it or lose it. Public Works has budgeted this project for this year. Given the status of most government budgets, if the project doesn't proceed, there's a good chance it won't happen anytime soon.

## Recap of Community Meetings to Review and Discuss Traffic Calming Measures on Vista Way.

Feb. 25, 2003 - Public input regarding traffic calming on Vista Way.

April 2, 2003 - Revised traffic calming based on Feb 25th meeting input.

April 14, 2003 - Final traffic calming alternatives mailed to residents with design to be completed in spring, then City Council approval, bids in June and construction to start thereafter.

August 19, 2003 - Because a couple residents, who also chose to not attend any of the previous meetings, didn't want the medians in front of their homes, the project was scheduled for a hearing and discussion at a Transportation Commission meeting. Arguments were presented, it was voted on and approved to send "Exhibit A" to City Council for final approval.

Aug. 28 - Residents received letter from Public Works announcing the staff will submit agree upon traffic calming measure to City Council on September 17th.

September 2, 2003 - Petition opposing medians submitted to city.

September 5, 2003, - Residents received letter from Public Works canceling traffic calming measures to City Council. Yet another public meeting is scheduled for September 30, 6:00om.

## What you can do.

1) Sign our petition to proceed with the proposed and agreed upon traffic calming measures (see Alternative A) back on track as soon as possible.

2) Call or email City Council Members, City Manager and Public Works to voice your support. We need their support.

Steve Jepsen, City Manager 435-3065

[sjepsen@ci.oceanside.ca.us](mailto:sjepsen@ci.oceanside.ca.us)

Peter Weiss, Public Works Director 435-4500

[pweiss@ci.oceanside.ca.us](mailto:pweiss@ci.oceanside.ca.us)

Frank Wantanabe, Public Works

[fwatanabe@ci.oceanside.ca.us](mailto:fwatanabe@ci.oceanside.ca.us)

John Amberson, Transportation Planner 435-5091

[jamberson@ci.oceanside.ca.us](mailto:jamberson@ci.oceanside.ca.us)

City Council Members 435-3065

Jim Wood

[jwood@ci.oceanside.ca.us](mailto:jwood@ci.oceanside.ca.us)

Rocky Chavez

[rchavez@ci.oceanside.ca.us](mailto:rchavez@ci.oceanside.ca.us)

Esther Sanchez

[esanchez@ci.oceanside.ca.us](mailto:esanchez@ci.oceanside.ca.us)

Terry Johnson

[TJohnson@ci.oceanside.ca.us](mailto:TJohnson@ci.oceanside.ca.us)

Jack Feller

[jfeller@ci.oceanside.ca.us](mailto:jfeller@ci.oceanside.ca.us)

3) Come to neighborhood meeting scheduled for Tuesday, September 30th at 6:00 pm in the Community Rooms in the Civic Center at 300 N. coast Highway (between the library & parking Structure).

4) Visit your neighbors and educate them to the benefits of the traffic calming plan for Vista Way. It's our neighborhood. Let's work together to make it safer and more beautiful.



## Notice of a Public Meeting

### I-5/SR 78 Public Information Meeting

You are invited to attend a public information meeting hosted by the City of Oceanside and presented by the California Department of Transportation (Caltrans) on the I-5/SR 78 Interchange ramp improvements. Caltrans proposes to close the loop ramp from eastbound SR-78 to northbound Interstate 5.

The meeting will be held in an open house format, allowing area residents and business owners to ask questions and give your comments regarding the project. The meeting is set for the following date and time.

**Date: March 15, 2001**

**Time: 5:00 to 8:00 PM**

**Place: South Oceanside Elementary School - Cafeteria  
1806 South Home Street  
Oceanside, CA 92054**

If you have any questions, please contact Mr. Frank Watanabe, Transportation Manager for the City of Oceanside Transportation Division at (760) 966-4754 or Caltrans Project Manager Rhonda Suzuki at (619) 688-6061. You may also contact the Public Information Office at (619) 688-2556.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11, P. O. BOX 85406, San Diego, 92186-5406

Phone (619) 688-6670 Fax (619) 688-3695

www.dot.ca.gov/dist11

*John Amberson*

Fact Sheet

**Interstate 5/State Route 78  
Ramp Improvement**

March 2001

**OVERALL GOALS**

- Eliminate weave at the loop ramp from eastbound SR-78 to northbound I-5.
- Reduce traffic congestion from southbound I-5 to eastbound SR-78.
- Increase traffic capacity and improve circulation.

**THE PROJECT**

The project proposes to permanently close the loop ramp from eastbound SR-78 to northbound Interstate 5 to eliminate the weave at this location. This ramp is underutilized and contributes to the back up from the southbound I-5/SR-78 connector by vehicles attempting to merge over to use this loop ramp.

**TRAFFIC**

Current traffic volumes on this loop ramp are 38 vehicles per hour during peak morning hours and 40 during vehicles per hour during evening. Other ramps in the area on I-5 range between 300 to 500 vehicles per hour during morning peak and 400 to 600 vehicles per hour during evening.

**PUBLIC MEETING**

The City of Oceanside and Caltrans are hosting a public meeting in March 2001 to meet with area residents and business owners to discuss the project and receive public comment.

To: John D. Amberson  
Transportation Planner  
City of Oceanside, CA

From: Sharon M. Newbery.  
1212 Vista Way  
Oceanside, CA. 92054  
Owner/Resident

September 11, 2003

Mr. Amberson,

I am writing this letter because my work schedule does not allow me to attend these meetings. I want to say that I am extremely upset by the way this city has sat on their heels on this topic concerning the traffic calming on Vista Way. This area of concern has been a long standing issue that has gone on for more than 15 years! This City, in the view of the residents of this area feel they have been pacified much too long when it comes to their safety, I included!

At one time there was a stop proposed at the corner of Stewart and Vista Way. That wasn't very smart, as the traffic light at the freeway is 6 houses away from Stewart! The residents of this area have been asking for a stop light or stop sign at the designated crosswalk at Horn for a along time. Why this city chooses to compromise the safety of our children as they try to cross the street to go to school or to the park or even to visit a friend is beyond the residents of the area! Our elderly residents, who had attended meetings on this issue throughout the years, presented their views calmly or with anger with no result. Our elderly continue to express themselves as they too enjoy taking walks to maintain their health. God bless those who have past that tried to help preserve the quaint neighborhood of South Oceanside. Although they are no longer with us we still continue to try to convince this city to do something to help make this area safe concerning the calming of traffic for our maturing residents and our younger generation as they grow up.

The petition that was signed by many reflects these same issues of frustration of safety. **I DID NOT sign the petition to have the center decorative planters deleted from the plans! I DO NOT want to be misrepresented in the petition!** I told the person who submitted the petition that I was only signing the petition to reflect the proposed light at Horn and Vista Way! **When I signed the petition the way it was originally written, it made "NO mention of opposing" the construction of landscaped medians!** I want to say that the landscaping at Moreno and Vista Way with a sign introducing South Oceanside is a welcomed beautification to our neighborhood. Keep the entrances and exits at the corner in place (example- Stewart, Moreno and Vista Way and other areas on

the plans) to continue to force traffic to turn in the directions they currently and <sup>PROPOSED</sup> ~~opposed~~ flow. The other landscaped medians can be removed from the plans to defer moneys for a LIGHT AT HORN!

This city wants to develop Oceanside as a resort community and rebuild its infrastructure of which I and many residents of Oceanside are not opposed. This can only add value to our beautiful city. But in doing this, the city needs to consider the safety of its neighborhoods. The revenues that are expected to gain from the development takes outside money and to bring in outside money it takes access roads into our community. One of the entrances to this city is our very unique Vista Way, as it is the only freeway that when the light is green empties into a residential neighborhood with narrow driveways, short streets, 35 mile an hour speed limits that go unheeded, NO U TURN signs that are ignored, NO LEFT TURN signs equally ignored and CENTER TURN LANES used as through traffic lanes. Most of the times <sup>ONLY</sup> residents will be seen when an accident occurs on Vista Way; other than that a resident is rarely seen. We at times feel hostage to our homes.

The city has helped other areas like Fire Mountain residents with their traffic calming, it put in speed bumps and stop signs. But our situation has not been addressed to the acceptability to our community. We understand Cal Trans has the jurisdiction of Highway 78. This city has not negotiated effectively with the city of San Diego or the State to remedy our problem! If the city of San Diego or the State of California won't do anything about the mess that was created with the design of Highway 78, then the City of Oceanside needs to take brave measures to insure the safety of its citizens which could also include closing off the entrance from 78 to Vista Way. This may not be practical but it beats a freeway coming through the neighborhood!

If you want to contact me concerning the traffic calming on Vista Way feel comfortable in doing so. I am truly a rational individual. Solving this areas problem I realize isn't going to be easy. Some residents won't be happy with some parts of the cities proposals and then there are those ~~that~~ put simply ~~they~~ won't be happy with anything. The fact is something needs to be done, and I hope you and others in the transportation planning department along with the city council come up with a plan and put your foot down and just do it.

Thank you for taking the time in reading this letter. I request that is letter be addressed at the next meeting. I also request that the members of the council receive a copy of this letter, as I do want my views known as a resident/owner on Vista Way.

Sincerely

Sharon M. Newbery  
760-390-5571

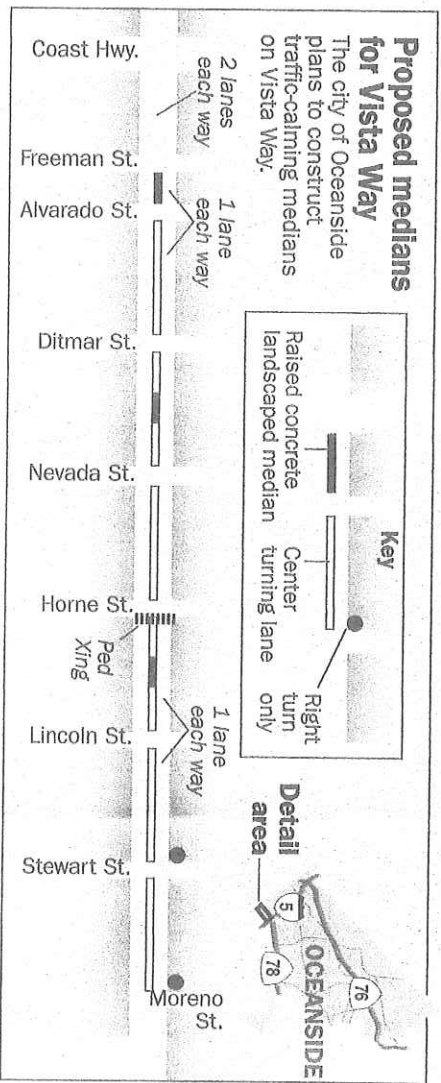
# Residents to steer future of Vista Way

**ROB O'DELL**  
STAFF WRITER

**OCEANSIDE** — The future of Vista Way west of Highway 78 is up for grabs Tuesday.

The city has scheduled a neighborhood meeting to determine how it should respond to growing traffic and safety problems on the street that connects Highway 78 and South Coast Highway. The meeting will be held at 6 p.m. in the community rooms next to the Oceanside Public Library.

"A decision should come out of the meeting," said city transportation planner John



Amberson. "We need to establish a consensus. I don't think its going to be an easy task."

Residents have been at odds over a city proposal to build 90-foot-long medians in the 800 and 1000 blocks of

Vista Way. The proposal also includes curb "bulb-outs" at the intersection of Vista Way and Stewart Street that will

NORTH COUNTY TIMES

restrict illegal U-turns and some right turns.

Amberson said the city's proposal would solve speeding and volume problems that plague Vista Way, which carries about 17,000 vehicles daily. He said the medians would make the seven-block section of the street seem narrower, forcing motorists to drive slower out of caution.

In addition, Amberson said the slower speeds might also make the street less attractive to some motorists using Vista Way as a shortcut, reducing traffic and re-establishing it as the residential

► **RESIDENTS**, B-7

(LVCO)

NORTH COUNTY

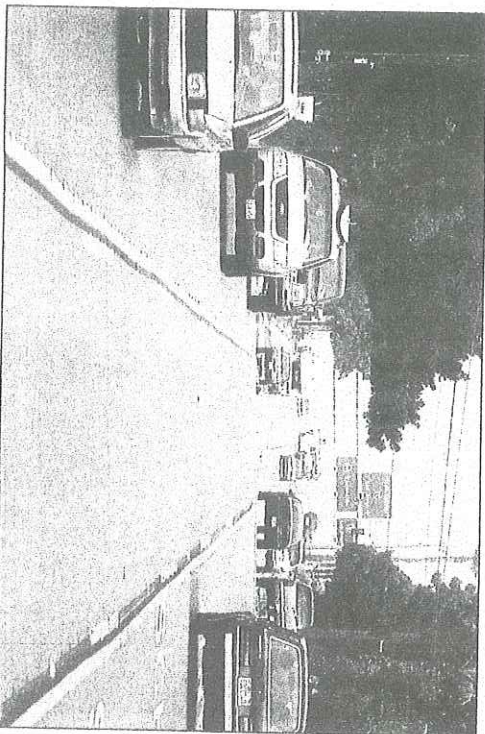
## RESIDENTS

Continued from B-1

...set it was originally designed as. Some residents had other plans after hearing about the city's plans for medians.

Concerned that the medians would block access to his driveway, resident Walter Hoyer circulated a petition against them. He collected enough signatures that city officials pulled an item from the City Council's Sept. 17 meeting on a plan to award a contract to build the medians.

Meier's wife, Gayle, and other Vista Way residents said they would be unable to get left in or out of their driveway if the city builds medians. Residents also said the medians would make it impossible to maneuver a car home or trailer into their driveways. "Put the median in front



BILL WECHTER / STAFF PHOTOGRAPHER

**Motorists travel east and west on Vista Way in Oceanside west of Highway 78. A city proposal to build medians on Vista Way to slow down motorists has divided area residents.**

of your house," Gayle Meier said.

She said she preferred a pedestrian crossing light at Home Street instead of a median. If erected, the \$60,000 light would stop traffic in

circulated their own petition in favor of the medians.

Vista Way resident Glenn Cormalis said the medians would make the street safer, noting that motorists typically drive up to 50 mph on the street. Cormalis said his group would bring several speakers to Tuesday's meeting, including people who have been hit by cars while crossing the roadway.

Resident Rick Shellhammer said residents for the medians have been involved in the process since the city first proposed its plan in spring.

"Vista Way needs something ... done with traffic. It's getting worse all the time," Shellhammer said recently. He said the group would bring its petitions to Tuesday's meeting.

Resident Thad Hoyer is pushing an altogether different solution to the traffic problems on Vista Way.

Hoyer said the city should shut down the Vista Way en-

trance to eastbound Highway 78. He said that would reduce speeding on Vista Way because cars would not rush to make the traffic signal at Highway 78.

Hoyer said a key for the neighborhood is the future plan to redesign the intersection at Vista Way, Highway 78 and Interstate 5. He said future intersections play a huge role in what residents would like to see.

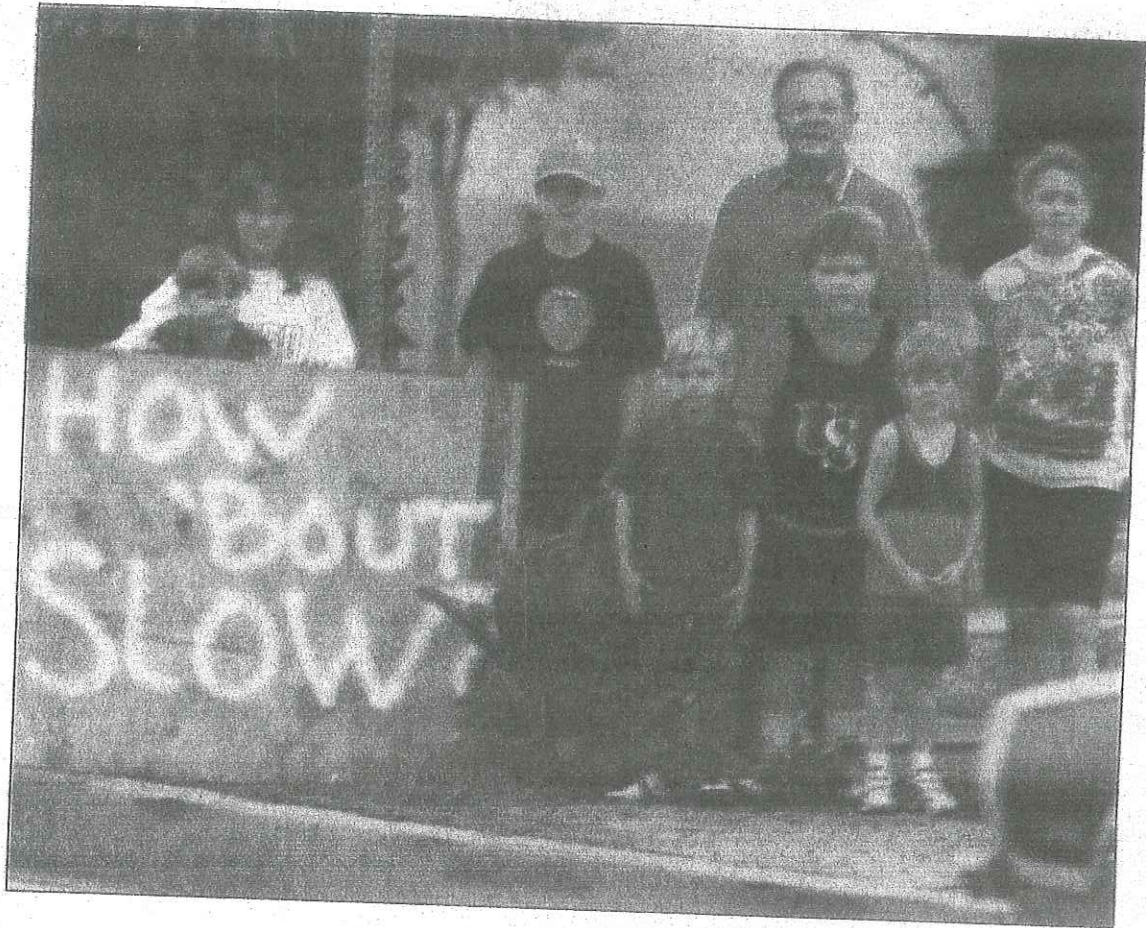
"I want to maintain at least a vestige of the residential nature of Vista Way," he said. With the medians, Hoyer said Vista Way would look like Carlsbad Village Drive.

Amberson said the city is working with the California Department of Transportation for future "fly-over" interchange connections between southbound I-5 and

Highway 78, and 78 and southbound fly-over interchanges create direct connections between ferret highway se-

Although the improvements are years away, the city would create a flyway interchange way 78 and Vista Way. Amberson said he wants to hear from residents on the issue. "We want everybody. We want the issue to under the resident's issues," he said. "Through we hope to get a compromise."

Contact staff writer F (760) 901-4067 or rodell@indtimes.com.



JAMIE SCOTT LYTLE / NORTH COUNTY TIMES

Residents of the 1200 block of Vista Way in Oceanside want motorists to slow down as they enter their neighborhood from Highway 78.

## Vista Way neighborhood just trying to get a brake

CHRIS MORAN  
NORTH COUNTY TIMES

OCEANSIDE — Sharon Newbery wants people to know that Highway 78 ends at its junction with Interstate 5, not at South Coast Highway.

Despite the posted 35-mph speed limit at Highway 78's western terminus, westbound motorists frequently fail to decelerate when they pass

suddenly and seamlessly from state highway to residential neighborhood.

"People come off the 78 freeway like they're still on the damn freeway," Newbery groused Monday. Her unfortunate address in the 1200 block of Vista Way in Oceanside puts her on the first block out of the high-speed chute.

Newbery is writing to the Police Department's traffic division to ask for speed-limit

enforcement and other measures to slow the speeders on Vista Way.

"I think the city has compromised the safety of the children as well as the residents here," Newbery said.

Newbery's next-door neighbors, Tom and Jennifer Hoover, have taken their message directly to the motorists. Tom, a general contractor,

► BRAKE, B4

TUESDAY, DECEMBER 31, 1996 (VO)

## ► BRAKE

Continued from B1

spray-painted and posted a 3-by-4-foot piece of plywood with the message, "How 'bout slow?" to exhort drivers to give the neighborhood a break.

Oceanside police said Monday they sporadically post officers on Vista Way with radar guns. Officer Chuck Whalen said the city's traffic cops typically are assigned to more accident-prone areas.

Jennifer Hoover said her husband put up the sign over the weekend "because it takes us forever to get out of our driveway, and I have two kids who occasionally go out in our front yard and I'm paranoid that they're going to get hit."

One house down, Don Floyd has been dealing with the situation since he bought his home in 1952. However, he said, it's been worse since the Cassidy Street exit from northbound Interstate 5 closed last year. Now Vista Way also gets the erstwhile westbound Cassidy Street vehicles.

A few months ago, the problem was brought right into his home — or at least into his garage. A woman attempting a left-hand turn from Stewart Street onto Vista Way collided with an eastbound car. Her car veered out of control, up Floyd's driveway and into his garage wall, causing hundreds of dollars of damage to the structure.

Even after rush hour Monday morning, the traffic moved swiftly and steadily in front of his home.

# Appendix A

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Attachment 2  
Comment Letters

December 21, 2009

Attention Scott Nightingale  
City Planner  
City of Oceanside

Thank you for giving me a chance to respond to the proposed EIR report for the general plan.

I am a home owner at 1837 Avenida Segovia, Oceanside. I have resided here for 20 years. These are the four main major changes I would like to see appear in the plan and then to fruition. Major... The Rancho Del Oro interchange at highway 78... the College Boulevard widening... the Melrose extension and the SR 76 widening. These are long overdue.



Marguerite Whyte  
1837 Avenida Segovia  
Oceanside California 92056

Received  
DEC 23 2009  
Planning Office

From: Wendall Keays  
1722 Ivy Road  
Oceanside, CA 92054  
760-433-3621

Received

DEC 21 2009

Division

To: Scott Nightingale  
Associate Planner  
City of Oceanside

Subj: Response to EIR

I am a home owner who lives in the Fire Mountain area of Oceanside and therefore I am limiting my response to the two projects that are associated with SR-78. Both of these projects boarder the Buena Vista Lagoon and could have a very great impact on the environment of that area. The Rancho Del Oro Road Interchange is a very poor idea as we don't need another interchange between College Blvd and El Camino Real. Also, the land area is very unstable and would cost a great deal to stabilize. The SR-78/I-5 Interchange is also environmentally sensitive, but it really needs to move forward.

Sincerely,



Wendall Keays

Received

DEC 28 2009

Planning Division

12/26/09

Why Dont you fix the  
xisting mess on the  
76 Highway - before  
you do all these other  
"PET Projects"? Before  
MORE are hurt or  
killed. Do it Now!  
Where are the funds that  
were supposed to do this?

Fix Highway 76 1st.

MR + Mrs. Marano  
Oceanside!



## NOTICE OF PREPARATION City of Oceanside

### Notice of Preparation of a Draft Program Environmental Impact Report for the General Plan - Circulation Element Update

The City of Oceanside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the General Plan - Circulation Element Update. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Oceanside when considering your permit or approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 45 days after receipt of this notice (public review period December 10, 2009 to January 25, 2010).

Please send your response to Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054. We will need the name for a contact person in your agency.

Not known

**Scoping Meeting:** A public scoping meeting for the EIR has been scheduled for:

Date: Thursday, January 12, 2010

Time: 6:00-8:00 P.M.

Location: City of Oceanside, Council Chambers (300 North Coast Highway). Access to the Council Chambers is from Mission Avenue to Ditmar Street. Parking is available in the City's parking structure.

**Project Applicant:** City of Oceanside

Date: 12/1/2009

Signature

Title

Telephone

*Scott Nightingale*

Planning Associate

(760) 435-3526

STOP til 7615<sup>1</sup> fixed!

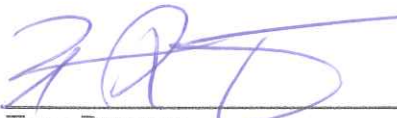
The City of Oceanside  
Planning Division  
300 N. Coast Highway  
Oceanside CA 92054

Received  
DEC 28 2009  
Planning Division

Scott Nightingale

I don't know if this is even within your purview but it does involve traffic patterns and transportation. What I am suggesting is a river walk, much like the one they have in San Antonio TX, it has the potential to bring in millions of dollars in revenue. From an engineering standpoint it would be easier to build and cheaper to run than the San Antonio project. The only real challenge would be designing small scale lock system to bring small boats from the open ocean to the retail areas. I know investors are not running to invest in such projects but this is the perfect time to plan so when the money does become available the planning stage would be over. The project would be good for the city, good for the state and may even bring in money from overseas that would be spent some where else.

Sincerely



Tom Duprey  
179 McKinley Street  
Oceanside CA 92057  
(760) 806 1112



**NOTICE OF PREPARATION**  
**City of Oceanside**

Received

JAN 07 2010

Planning Division

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**Project Applicant:** City of Oceanside

Date: 12/1/2009

Signature

Title

Telephone

*Scott Nightingale*  
Planning Associate  
(760) 435-3526

3692 Cypress Rd.  
408-506-9125

Dear Mr. Nightingale:

I am only a resident who loves to ride my bike. So whatever you do to Pala Rd, please do not destroy the S.L. Rex river trail. Thanks. C. Gomez

Mr. Scott Nightengale  
Associate Planner  
City of Oceanside  
300 No. Coast Hwy  
Oside, CA 92054

Received  
JAN 11 2010  
Planning Division

Dear Mr. Nightengale,

My husband and I will not be able to attend your Jan. 12, Public Scoping Meeting, but want to register our comments into the record for that meeting via this letter.

We own 5 properties between Camino Dr. and Oceanside Blvd. off of Rancho del Oro and DO NOT WANT a freeway interchange at Rancho del Oro and Hwy 78!! There is an elementary school, McAlliff Elem., where students and parents cross R.D.O. daily during the school year. That street is already dangerous enough without adding more traffic, going faster, which would happen with the opening of a new on/off ramp at RDO + 78. Our tenants all have children and we choose to live and own in this neighborhood because of the schools and family quality of our area. We object strenuously (over

to the proposed R.D.O. Interchange  
at the 78.

Please enter our objections into  
the record. Our neighbors all feel  
the same way and were involved  
with a petition to that effect a  
few years ago. It was widely  
circulated & signed by people  
living in the McQuiliffe Elem.  
School area. Please refer to those  
objections, as well, since they  
continue to exist.

Sincerely,

Diane Goodwin      Richard Scagliotti  
Mike Florio      Alana + Jerry Farr  
Sean Herrott      Chuck Campos  
residents & owners in Villa Trinidad,  
Lomas del Oro

You may contact me as their  
spokesperson.

Diane Goodwin

## Scott Nightingale

---

**From:** John Amberson  
**Sent:** Monday, January 11, 2010 4:14 PM  
**To:** Tuere Fa'aola  
**Cc:** Patrick O'Neill; Scott Nightingale  
**Subject:** FW: Please make a part of the record of the draft circulation update public meeting  
**Attachments:** comments regarding the hearing for the draft circulation plan change.docx

Hi Tuere/ Patrick –

I thought I would forward you comments I received today. Ms. Bishop would like her written comments included among the public comments we'll be receiving tomorrow.

Thanks,

John

---

**From:** Peter Weiss  
**Sent:** Monday, January 11, 2010 4:11 PM  
**To:** David DiPierro; John Amberson  
**Subject:** Fw: Please make a part of the record of the draft circulation update public meeting

Fyi

---

**From:** Melba Bishop  
**To:** City Clerk  
**Cc:** Jim Wood; Peter Weiss; George Buell  
**Sent:** Mon Jan 11 16:04:47 2010  
**Subject:** Please make a part of the record of the draft circulation update public meeting  
Please acknowledge that this has been made a part of the record of this meeting.  
Mr. and Mrs. Bishop

Norm Gagnon  
A Heart for the City Ministries  
(951) 852-6555

## Scott Nightingale

---

**From:** Margery Pierce  
**Sent:** Wednesday, January 13, 2010 12:48 PM  
**To:** George Buell; Scott Nightingale  
**Cc:** Peter Weiss  
**Subject:** FW: Public Scoping Meeting

I'm not exactly sure why this was sent to me so I'm forwarding to you...

---

**From:** Valerie Carpenter **On Behalf Of** Jim Wood  
**Sent:** Wednesday, January 13, 2010 10:20 AM  
**To:** Peter Weiss; Margery Pierce  
**Cc:** Linda Paguirigan  
**Subject:** FW: Public Scoping Meeting

Thank you for handling.

JIM

Thank you,

Valerie Carpenter  
Aide to Mayor Jim Wood  
City of Oceanside  
300 North Coast Hwy.  
Oceanside, CA 92054  
Telephone: 760.435.3060  
Fax: 760.435.6013  
Email: [vcarpenter@ci.oceanside.ca.us](mailto:vcarpenter@ci.oceanside.ca.us)

---

**From:** Laura Gagnon [mailto:[aheartforthecity@yahoo.com](mailto:aheartforthecity@yahoo.com)]  
**Sent:** Wednesday, January 13, 2010 9:13 AM  
**To:** Jim Wood  
**Subject:** Public Scoping Meeting

Dear Mayor Wood,

Thank you for responding to my e-mail last week. I am looking forward to hearing from the City Manager. I attended the CEQA Public Scoping meeting last night. As a new resident I came to observe and take notes. It was very informative and entertaining to say the least. You have a tremendous resourceful and passionate group of residents who care a great deal about their city and community. I did write a suggestion to Mr. Scott Nightingale that an Ad Hoc Committee should be formed from the concerned citizen group who met last night. They should address the concerns of the Circulation Element verses the impact on the quality of life in their neighborhoods and present their findings to Mr. Nightingale, the city council and your office. There seems to be a great need to open lines of communication and restore public trust. My wife and I are committed to keeping your office and these issues in prayer. We are also here to assist and help in any way possible to build a better community and city.

Have an awesome day!

Dear Mrs. Wayne:

We are writing this to be included in the public record of the Draft Circulation Element Update Meeting being held on January 12, 2010. Can you please acknowledge that this was received and will be made a part of the record of that meeting?

We are opposed to the extension of Melrose into Vista because it will open a mostly residential neighborhood to excessive traffic without much benefit to that neighborhood or to Oceanside. Its only benefit will be to developers in the city of Vista and that development is planned for higher density and will just create more traffic and will not benefit Oceanside's neighborhoods. It will also be used as a shortcut for traffic from the unincorporated area of the County of San Diego and for traffic from I-15 headed to Vista and other cities. This is of very little if any benefit to Oceanside.

We are also opposed to the building of a bridge over the San Luis Rey River at Melrose. This bridge should not be added to the circulation element. It is not needed with the Murray Bridge located nearby and is merely being suggested to satisfy traffic concerns of future development of the Morro Hills area and development along the North River Road area. This development will destroy a farming area in Oceanside and will result in the loss of an important rural and rustic area in Oceanside. We are absolutely opposed to urbanization or increased density of any kind in the area of Morro Hills.

We are not in favor of widening College because there are many homes that would have to be taken to facilitate the widening. We believe the value of the homes that would be taken is too important to the owners of those homes and to the neighborhoods which they are a part of to proceed with plans for widening. We also think the cost is too high for the city to pay. Please do not continue with these plans and let the people who would be affected know that their homes are not in danger of being taken.

We are absolutely opposed to the interchange at Rancho Del Oro for many reasons. First the city made a commitment to the neighborhoods in the area that there would be no signal lights along Rancho Del Oro and it appears that promise has already been broken. Secondly, the interchange would endanger the Marron Adobe which is a national and local historical treasure. Also, the city has already built a medical facility, and another project in the proposed interchange area.

Frankly, we think that the interchange at Rancho Del Oro cannot and will not ever be built because the interchanges at College and El Camino are too close to make an interchange at Rancho Del Oro safe or feasible. We think that the interchange is not a regional facility and is only being considered to be built on the Oceanside side of 78 because Carlsbad side is on land not able to be used because it is in a public trust area. Furthermore, the interchange will not be built with regional money because it is not on the Transportation Improvement Plan and is therefore an expense for Oceanside. Oceanside will never have the money to build it and the state cannot because it is not a regional project. Frankly, it is highly questionable

that such an Interchange would be able to appreciably improve traffic in Oceanside. It would appear that making improvements to the 76, El Camino Real, Oceanside Blvd and adding a third lane on both sides of the 78 and making the improvements to I- 5 including a new intersection of the 78 and I-5, and making sure there are smart lights would greatly improve the flow of traffic in Oceanside.

We ask that these comments be made a part of the record on the public comments regarding the Draft Circulation Element hearing of January 12, 2010.

Mr. and Mrs. L.P. Bishop

4966 Tyler Street

Oceanside, CA. 92057

## John Amberson

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**From:** Jerry Hittleman  
**Sent:** Wednesday, January 13, 2010 4:23 PM  
**To:** David DiPierro; John Amberson  
**Cc:** Linda Paguirigan  
**Subject:** FW: Project "City of Oceanside"

fyi

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**From:** Linda Paguirigan  
**Sent:** Wednesday, January 13, 2010 4:21 PM  
**To:** Jerry Hittleman  
**Subject:** FW: Project "City of Oceanside"

**From:** kiichi@sbcglobal.net [mailto:kiichi@sbcglobal.net]  
**Sent:** Wednesday, January 13, 2010 3:59 PM  
**To:** City Staff  
**Subject:** Project "City of Oceanside"

Planning Associate

I have missed hearing on 1/12/10 by one day but my thought is as follows:

I am living at 1622 Avenida Almada since March 2001. One thing I have noticed is there is only one N-S road to St. Rt. 78 except College Bvd, I-5 and Coast Hy. Wy. in rush hour traffic moves ever slow. The idea of expanding existing College to 6 lane road may solve for the very temporally remedies but will be end up in future just like now. Also private property almost tight against existing College between Oceanside Bvd to Barnard Dr makes residence in the area unable to go out to front of their street and also very dangerous for the pedestrians.

I am all for opening up Rancho Del Oro Road Exchange then develop Rancho Del Oro Rd. and use existing 4 lane from St. Rt. 78 to St.Rt. 76 and Oceanside Bvd. removing two private property "Stop Sign" this will speed up N-S traffic movements also this will encounter less concern of pedestrian safety as occurs on developing College Bvd.

Kiichi Okuda

## John Amberson

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**From:** David DiPierro  
**Sent:** Thursday, January 14, 2010 10:10 AM  
**To:** John Amberson; Abe M. Chen  
**Cc:** George Buell  
**Subject:** FW: Melrose Extension Proposal

fyi

*David DiPierro*  
*City Traffic Engineer*  
*City of Oceanside*  
*760-435-5114*  
[ddipierro@ci.oceanside.ca.us](mailto:ddipierro@ci.oceanside.ca.us)

**Please note that all communications via e-mail are the property of the City and are stored for the next two years.**

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**From:** Peter Weiss  
**Sent:** Thursday, January 14, 2010 9:56 AM  
**To:** David DiPierro  
**Subject:** FW: Melrose Extension Proposal

fyi

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**From:** Don Buckner [mailto:dlbuck1@cox.net]  
**Sent:** Thursday, January 14, 2010 9:49 AM  
**To:** City Council  
**Cc:** Jim Wood; Esther Sanchez; Shelby Jacobs; Charlie Kray; maxkoehn@msn.com; Scott Davis; Vaughn K Martin; Dennis J McDade; George & Ellen Buckhalter  
**Subject:** Melrose Extension Proposal

I believe this extension is a waste of taxpayer dollars and a way to definitely harm to the Jefferies Ranch community. It will put traffic at Melrose an Hwy 76 in harms way, with the dual magnet schools;Mission Vista. There is also a Mission Meadows grammar school on Spur and Melrose, where children cross streets . This is endangering children's lives. In case of an emergency, where would you go,anyway. You would be safer here. I have seen the traffic on Hwy 76 for years and you are going to change it that much. Traffic is Traffic. Do not destroy neighborhoods or endanger lives for traffic. Run traffic around the city; not thru it.

Donald L. Buckner  
1633 Trotting Horse Road  
Oceanside, Ca. 92057

## John Amberson

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**From:** Barbara Riegel Wayne  
**Sent:** Thursday, January 14, 2010 10:54 AM  
**To:** John Amberson  
**Subject:** FW: Additional Circulation element Comment

Just making sure you received this as well

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**From:** Jimmy Knott III [mailto:jhk3@cox.net]  
**Sent:** Thursday, January 14, 2010 10:34 AM  
**To:** Jim Wood; Barbara Riegel Wayne; Peter Weiss; Jack Feller; Jerry Kern; Esther Sanchez  
**Cc:** zack beck; Wallace Carlson; Tom Dempsey; Terrace Gardens Peter; Stephnie Clark; SLR Mel Vernon; shelley Caron; Shelby; Rick kratcoski; Richard Johnson; Rex martin; pat & laurie 306 channel woods; morris dean; Melba Bishop; Margret Hernandez; Leanne Pohrman; Lawson Chadwick; Larry Barry; Kenneth Leighton; Kay and Dick Parker; Kathleen Sterling; Joe Weiner; Jim Sullivan; J. Thom Taylor; Holly Hargett; GEORGE MCNEIL; FRANK MERIFIELD; Francesca; Eric Masterman; Ed Mira Mar Parish; Doris Sherk; Dick Olsen; DICK BLOM; daniel jones; Chuck Rady; Chuck Lowery; Cgow122; Bob Ogle; Bob & Ellen Walcott; BARBARA; ann sp 124 marlatt; Art Conley; Ann Clayton  
**Subject:** Additional Circulation element Comment

In addition to my other comments both written and verbal including improvements for seniors, speed standardization, and the 12 other major comments I've submitted I wish to submit an additional comment for the Oceanside Circulation Element:

**To take the traffic load off Mission Ave and almost all other East Oceanside Roadways including College Ave, RDO, El Camino, and reduce the challenges for the Jefeires Ranch's folks and create a streamline flow of traffic, the traffic should be diverted at the Bonsall bridge as much as possible and redirected through Vista, and we should make this part of our goals in our Circulation Element, Therefore:**  
***I believe S-13, East Vista Way, should be Freeway'ized from the Bonsall Bridge Junction through East Vista to I-78 and our City Council should push for this at SANDAG and at any other opportunity they can get.***

Jimmy Knott III  
127 Sherri Lane  
Oceanside, CA 92054

Date: Jan 14, 2010

To: City of Oceanside

From: David J. Clark

Re: Input on Transportation Planning

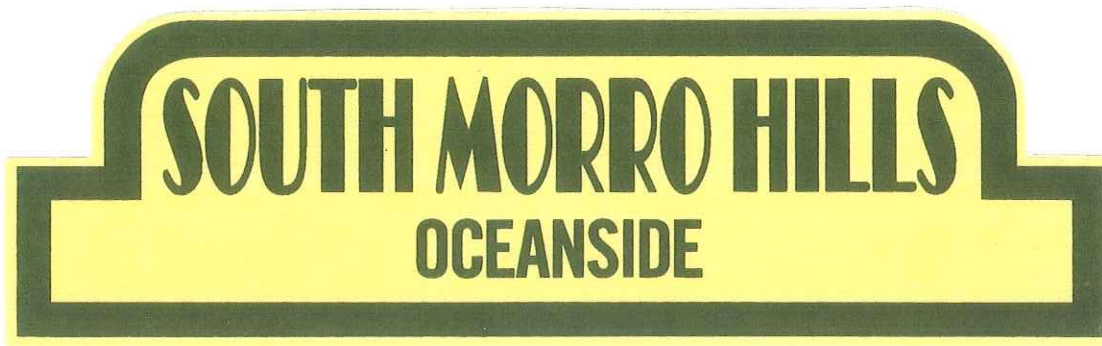
I am providing my input to community discussions regarding transportation planning in the City of Oceanside. Below is a list of concerns causes to be considered during future planning efforts.

- 1) Rancho Del Oro/HW 78 interchange: I could only support an interchange if it could be installed without hindering the overall performance of the highway. Placing an interchange so close between College Boulevard and El Camino Real without negative impact on the freeway would be a very difficult undertaking. The highway already has many issues with its Oceanside interchanges and I have not seen a design that would do more good than harm. I would need to have the transportation engineering drive this decision to support it.
- 2) Re-configuration of intersection of Vista Way and El Camino Real: I should add that I am not convinced an interchange at Rancho Del Oro Road will help this interchange to any significant degree. The intersection is simply too close to the freeway to be subject to easy fixes. I think significant action must be taken at this location to make traffic flow and to prepare for even more traffic in the future.
- 3) College Boulevard between Oceanside Boulevard and Vista Way: I'm not a big fan of widening it to six lanes, but elimination of on street parking, and improved landscaping could help improve the aesthetics of road.
- 4) Vista Way: This road could be enhanced with landscaped medians all through Oceanside and a sound wall from College Boulevard to El Camino Real.
- 5) Oceanside Boulevard: If six lanes cannot be taken from El Camino Real to I-5, Extend the Median from Rancho Del Oro and continue the landscape theme.
- 6) I am supportive of a pedestrian friendly downtown. Of course you need to allow for traffic flow to and from main parking garages at the transit center.
- 7) I encourage continuous bike lanes. There are certain bike lanes which stop near complex intersections, and leave the biker to the mercy of the traffic. A continuous bike lane should also go the length of the 101.
- 8) Encourage consistent street signs. Some are lighted and some are not. There does not seem to be any consistent theme in the City.

In general, it does not seem that many existing streets can or should be easily widened. Certain intersections however need to be addressed immediately as they are failing. Furthermore, continued coordination with Caltrans must be maintained to improve the impact of the highways in our city.

Thank you for your attention to these and other transportation matters in Oceanside.

David J. Clark  
2355 Rancho Del Oro Rd. Unit 52  
Oceanside, CA 92056



South Morro Hills Association  
Post Office Box 296  
San Luis Rey, California 92068

January 15, 2010

John Amberson, Transportation Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

RE: Impacts of the proposed Melrose Bridge on the South Morro Hills area of Oceanside

Dear Mr. Amberson,

The South Morro Hills Association strongly opposes the extension of Melrose Drive over the San Luis Rey River.

The proposed extension and bridge included in the Draft Circulation Element for the City of Oceanside are not necessary for efficient traffic flow, would cause significant environmental damage, would disrupt the South Morro Hills Community, and would negatively impact Oceanside's agricultural greenbelt.

As you know, the bridge was put in the Circulation Element over 25 years ago before the Arrowood housing development was approved and built. The extension of Melrose was to cross the bridge and cut through what is now a development of homes that are selling for over \$600,000 in the Arrowood neighborhood. It would have connected with Vandegrift Blvd. near the entrance to the back gate of Camp Pendleton. Now that the extension is no longer feasible, the bridge is unnecessary. Having it in the circulation element implies that the City of Oceanside intends to build a road and bridge that would be extremely expensive, environmentally damaging, and destructive to the neighborhoods in its path.

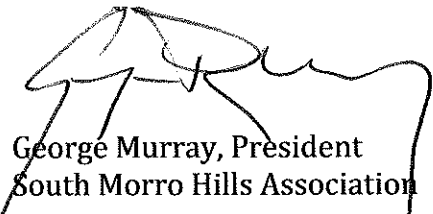
It appears the proponents of the draft Circulation Element have not considered the quality of life impacts on neighborhoods and the severe negative financial impacts

to Oceanside's agricultural community. It also appears they have ignored the fact that South Morro Hills plays an important part as an urban greenbelt for all of Oceanside's citizens. It is consistent with SANDAG's approach to "smart growth" by providing important open space and viable low-intensity agricultural areas.

In order to maintain the integrity of our area, we request the elimination of the extension of Melrose from the proposed Circulation Element of Oceanside's General Plan. Our Association also requests notification of all public hearings concerning its review.

The South Morro Hills Association thanks you for your past support of our efforts to preserve our rural lifestyle and the City's agricultural greenbelt.

Sincerely,



George Murray, President  
South Morro Hills Association

- Cc. Mayor Jim Wood  
Council Member Esther Sanchez  
Council Member Jack Feller  
Council Member Jerry Kern  
City Manager Peter Weiss  
Planning Director Jerry Hittleman  
Planner Scott Nightengale

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Tuesday, January 19, 2010 4:35 PM  
**To:** John Amberson  
**Cc:** David DiPierro  
**Subject:** FW: Scoping Meeting

FYI:

Can you please forward this message to the consultant too?

Thanks,  
Scott

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**From:** Steve Samuel [mailto:steve.samuel@coastlinebaptist.org]  
**Sent:** Tuesday, January 19, 2010 12:11 PM  
**To:** Scott Nightingale  
**Subject:** Scoping Meeting

To whom it may concern,

Like I said at the meeting, you guys did a great job of keeping your composure amidst a barrage of criticism and negativity.

For the record, I have a few items that I would like to address.

- 78 / I-5 interchange – No one really discussed this at the meeting, but I believe that this is important and agree with it being in every alternative offered.
- 76 turning into six lanes – Again, I did not hear one comment about that but I believe that it is worthy of consideration and would ease the flow of traffic and congestion around commute times.
  - I live off the 76 where Old Grove and Frazee intersect. The west end of Frazee is blocked by a white fence as well as the east side of Academy Drive. My residence overlooks this fence and the road on the other side of the fence. I am a resident that is in favor of opening this road as well for an alternative to using the 76 and easily getting on Mission instead.
- 76 and Douglas intersection
  - If you are on Douglas and turning east on 76, there are currently 3 lanes in place but only one is available for left turn. Those turning right have two lanes and have the ability to turn on a red light allowing more cars to move. I travel this stretch several times a day and always see a line of cars waiting to head east while those heading west stop and proceed without waiting for the traffic light. I would suggest making the center lane a left turn lane or at least an option for either direction. Cars heading both directions could benefit at all times of the day but especially those turning left off Douglas and onto 76.

In regards to the meeting itself, it was unclear what the true objective was for the night. I am sure that you would say that it was to get feedback from citizens but it could have been handled differently. If everything is about money, then I think it would have helped to say that we have an agreement with SANDAG for 50 million or whatever. From there, it would take (fill in the blank) to complete the 8 proposed projects individually. We do not have enough funding to do all 8 so we are seeking community input as to what projects would best suit our community with the funds that are available. Citizens could then feel a part in voicing their concern and / or support for certain projects. Unfortunately, I

did not hear any mention of some of the projects while hearing plenty of negativity about others. Also, if some of the pros and cons were listed for those at the meeting, we would not have to re-establish the fact that RDO residents are not thrilled with the idea.

For what it is worth,

*Steven Samuel*

(760) 458-3881

[steve.samuel@coastlinebaptist.org](mailto:steve.samuel@coastlinebaptist.org)

January 20, 2010

John Amberson, Transportation Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, California 92054

RE: Proposed Melrose Bridge

Dear Mr. Amberson,

I am Larry Balma and have lived at 745 Sleeping Indian Road for 16 years. I have seen traffic increase along with development in Southern California over the last 60 years. I understand the need for circulation plan updates and am happy to be a part of the process.

I am aware that the Melrose Bridge extension is a dotted line on our existing city circulation plan. The map that was submitted with your current study deviates from the existing Plan and has Melrose connecting with Sleeping Indian Road. Sleeping Indian Road has many tight curves and hills and is quite narrow over its 3 mile length to the Oceanside boundary. There it continues into Fallbrook, the same narrow, windy road. Both sides of the road have developed homes all the way into Fallbrook. An improvement to Sleeping Indian Road that would accommodate the traffic flow would require an extreme amount of capital improvement. Sleeping Indian Road would not only need to be widened, but straightened requiring condemnation and purchase of properties and there is still the problem of the steep hill.

The dotted line on our existing General Plan shows a future Melrose extension connecting with North River Road midway between Sleeping Indian Road and Wilshire Road. From this point there are large farm parcels that stretch all the way to the Oceanside boundary at Camp Pendleton. These parcels are currently funding a private circulation study for possible future development into estate home parcels. Your study should interface with this private study.

Years ago when the Melrose Bridge was included in the circulation plan it was designed to extend NW through the farmland and connect to Vandergrift Blvd. Today the upscale Arrowood community has been fully developed with no plan for any streets to connect back to Melrose.

A bridge is a very expensive endeavor; I suggest you put a significant amount of study into alternative circulation solutions. I would like to see the Melrose Bridge removed from the circulation plan.

Sincerely,



Larry Balma

Cc. Mayor Jim Wood  
Council Member Esther Sanchez  
Council Member Jack Feller  
Council Member Jerry Kern  
City Manager Peter Weiss  
Planning Director Jerry Hittleman  
Planner Scott Nightengale

January 21, 2010

Scott Nightingale  
Associate Planner  
City of Oceanside

Received  
JAN 25 2010  
Planning Division

Dear Sir:

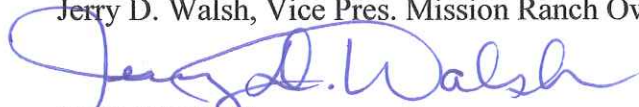
I received the notice of preparation of a Draft Program Environmental Impact Report for the General Plan – Circulation Element Update.

The map indicates that you may be contemplating opening Old Ranch Road from Melrose by the Home Depot through to Gujome Lake Road. We were told at an earlier meeting that the road would probably not be extended through Mission Ranch because of sensitive habitat issues.

My question is has this changed, will the road be opened? If it is to be opened, we will have to mobilize to block your efforts.

Thank you for your time.

Jerry D. Walsh, Vice Pres. Mission Ranch Owners



(760) 630-9508

[jdwalsh@hotmail.com](mailto:jdwalsh@hotmail.com)

1014 Bridle Path Way  
Oceanside, CA 92057

## John Amberson

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**From:** louise ravera [louisebalma@sbcglobal.net]  
**Sent:** Sunday, January 24, 2010 10:24 PM  
**To:** John Amberson  
**Subject:** proposed circulation alternatives

Dear John,

I want to thank you first off for a great presentation given to the planning commission on Jan. 21 it was well put together and gave me a better understanding of what we are faced with when it comes to the circulation plans for our city. The following are comments and suggestions I may offer to you for your consideration.

1. Melrose Bridge: With the traffic that exists on North River Road even at the most peak times of the day, I see no reason to build a bridge connection. Maybe this could be studied once again in 20 years but for now it seems unnecessary and a huge expense for just a few citizens convenience. I would also hope the city sees the value of the agricultural zone it has and do everything it can to preserve this for the future. Carlsbad has taken the small amount of acreage it has (flower & strawberry fields) and made it a tourist attraction, Oceanside has a substantial and thriving agriculture zone, with flowers, tomatoes and strawberries being some of the states largest producers. Instead of encouraging development Oceanside should instead encourage preservation. Creating a farmers market for citizens and tourists to enjoy the benefits of what south Morro Hills has to offer with tours of the farms, education for kids, wine tasting this would cost far less than a bridge.
2. Pala Road extension: With the amount of environmental concerns and not to mention the power lines that would need to be dealt with, I would encourage the city to study other option of alleviating traffic congestion on Douglas, or figure ways to get around the environmental.
3. Developers fair share: I'm all for having developers pay their fair share of circulation improvements but trying to saddle them with circulation improvements that are not just a result of their project is unfair. Unless the city can offer the developer some other savings I feel putting everything on them is wrong. An example is the Pala road extension on the Pavilion project.
4. RDO interchange: I've always been in favor of the RDO interchange but now that it seems out of reach then study needs to be given to more traffic flow on RDO. Signals are a must, the stop signs that exist are more of a nuisance. You have all the traffic on El Camino and College getting worst and the traffic on RDO treated like a country road when it was built to be a prime arterial. This is an example of not looking at the circulation elements needed for ALL of Oceanside, not just a few of its residents.
5. College Blvd. I support the 4/6 lane hybrid proposed, but long range planning may mean buying up the houses and providing the 6 lanes needed, especially since RDO is not being considered as an alternative to help with the congestion on College. It's sad to see the neighborhood along RDO so insensitive to their neighbors on College who are severely impacted because of their selfish wants.
6. Melrose extension south: I support especially since the Jeffries Ranch connection will be eliminated with the expansion of 76. The Jeffries Ranch residences will need other ways of moving around once the high school opens and there's also public safety concerns.

7. Morro Hills: connecting Las Tunas to Wilshire and connecting lower Wilshire to upper Wilshire are both needed but once more property gets split and more houses built with the existing 2.5 acre zoning more roads will be needed. I would like to see another east west connection and possibly another road cut north and south. I do not want pan handle lots in Morro Hills and would hate to see a circulation pattern such as Vista has.
7. Alternatives I support the alternative E, and C but I would like to suggest a study on RDO for signals to move traffic better and to lessen flows on College and El Camino.

I'm tired of the political process getting things moved through this city, when will decisions be made not based on who screams the loudest or contributes to a political campaign, but what is best for the all of the citizens and the city.

Good luck with working through all this, I appreciate staff such as yourself that can see through the smoke and mirrors and know what is best.

Cheers

Louise Balma

Sincerely,

Louise Balma

**Louise Ravera Balma**  
Architect/Artist

cell# (760) 505-4421  
home# (760) 945-5454

## John Amberson

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**From:** Ricardo Pedraza [fortiusinc@gmail.com]  
**Sent:** Monday, January 25, 2010 4:32 PM  
**To:** John Amberson  
**Subject:** Re: Transportation element comments for EIR

John,

As a resident of Oceanside for 20 years, living on Colusa Drive, just southeast of the intersection of Lake and Cannon, I am submitting the following comments for the transportation element of the EIR, and ask that language to this effect be included in the revised transportation element:

The City of Oceanside shall actively lobby the City of Carlsbad, SANDAG, and the County of San Diego to complete Reach 4 of Cannon Boulevard in Carlsbad, from the Oceanside City line to the corner of College of Cannon in Carlsbad. Residents of southeast Oceanside are forced to take circuitous routes to employment and recreation because of the absence of this short reach of parkway, that was a fundamental planning assumption for all existing development in this area. The failure to date to complete Reach 4 has added thousands of unnecessary road miles, additional pollution, fuel consumption, loss of time, and economic expense to my household's environmental impact over the past 20 years; to consider the effect on a city and regional basis, please multiply this by thousands of homes existing in southeast Oceanside.

Sincerely,

Ricardo Pedraza  
Oceanside, CA

On Thu, Jan 14, 2010 at 12:49 PM, John Amberson <[JAmberson@ci.oceanside.ca.us](mailto:JAmberson@ci.oceanside.ca.us)> wrote:

Mr. Pedraza –

Thank you for your support and I look forward to receiving your comments. Also, we will be hosting another public meeting tonight in the City Council chambers and again on February 8<sup>th</sup> in the Civic Center Library Community Rooms (near the fountain). Please feel free to contact any time if you have any questions or comments. You may also call me direct at 760-435-5091.

Respectfully,

John Amberson

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**From:** Ricardo Pedraza [mailto:[fortiusinc@gmail.com](mailto:fortiusinc@gmail.com)]  
**Sent:** Wednesday, January 13, 2010 2:10 PM

**To:** John Amberson

**Subject:** Transportation element comments for EIR

John,

Thank you for your presentation last night at council chambers, and I look forward to submitting written comments.

Best regards,

Ric Pedraza

4937 Colusa Dr

Oceanside, CA 92056

(760) 612-4812

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, January 25, 2010 7:58 AM  
**To:** John Amberson  
**Cc:** Jerry Hittleman; David DiPierro  
**Subject:** FW: Circulation Element

FYI

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

**From:** GEORGE MCNEIL [mailto:george.mcneil@gmail.com]  
**Sent:** Thursday, January 21, 2010 4:58 PM  
**To:** Scott Nightingale  
**Subject:** Circulation Element

Mr. Nightingale:

I feel that any elements on Oceanside's Circulation Plan that are to be constructed should be able to be completed within a 15 year time span. I think that it is unfair to residents and developers to include elements that can not be constructed within a reasonable time frame. Inclusion of projects that can not be completed gives false information to residents and causes developers unnecessary expenses during their planning phases. Changes can always be made to the Plan if there are dramatic shifts in the Council's goals and/or the area's economy.

Of the projects that were shown at the Scoping Meeting the only one that would definitely qualify would be the Route 76 expansion with the Routes 78/5 connection a possibility if SANDAG could guarantee the funding.

Also I feel that a concerted effort should be made to make our traffic lights more efficient on busy streets and at congested intersections. Changes that include computerized coordinated signals for streets and remote camera-aided signal controls at intersections have proved to be very successful in other cities. Although these changes are expensive they are effective, less costly and much less disruptive than new road construction.

George McNeil  
2153 Anda Lucia Way  
Oceanside, CA 92056

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, January 25, 2010 8:07 AM  
**To:** John Amberson  
**Cc:** Jerry Hittleman; David DiPierro  
**Subject:** FW: P.E.I.R.- Comment Form

FYI

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

**From:** alohagonzo@cox.net [mailto:alohagonzo@cox.net]  
**Sent:** Sunday, January 24, 2010 9:16 PM  
**To:** Scott Nightingale  
**Subject:** P.E.I.R.- Comment Form

Bob Gonzales 2101 Sorrento Dr.,Oceanside.My back yard wall faces R.D.O. and the traffic noise is very bad ever since R.D.O. was opened to Mission rd. and with the Sprinter station bus traffic has doubled starting at 5am-10pm every half hour. R.D.O. is restricted to trucks but is not obeyed.I'am in contact with the C.H.P. and O.P.D. but the trucks keep coming.Waste Management trucks use it from hwy 78 to El Corazon everyday.We cannot have a B.B.Q. or have our sliders opened because of the buses,trucks, cars, motorcycles racing at all hours.I have lived here for 18 years and was a really nice area untill R.D.O. was opened now we are thinking of moving because everthing seems to be worse and the city of oceanside doesn't care about us.

*Patricia J. Bullock*

*Rancho Viento*

1515 Sleeping Indian Road  
Oceanside, California 92057-1110  
Telephone: 760 724-1079  
e-mail: [pjbulloc@att.net](mailto:pjbulloc@att.net)

Received

JAN 25 2010

Planning Division

Mr. J. Amberson, Transportation Planner  
City of Oceanside  
300 North Coast Highway  
Oceanside, CA. 92054

January 21, 2010

RE: Proposed Melrose Ave. Bridge crossing the San Luis Rey River and connecting to Sleeping Indian Road, Oceanside.

Dear Mr. Amberson,

I am strongly opposed to the proposed Melrose Ave. Bridge crossing the San Luis Rey River and connecting to Sleeping Indian Road, Oceanside.

What were you thinking? Have you ever driven on Sleeping Indian Road? It's a narrow, curving, agricultural ingress-egress road that got paved, and dead ends in Fallbrook.

How can a City of Oceanside consider the expense that would be necessary to put a road through the established South Morro Hills agricultural neighborhood and the recently developed Arrowood planned community? What about the destruction of the only rural "Greenbelt" area Oceanside has left?

The proposed improvements to the bridges at Highway 76 and Vista Way and College Ave. should be sufficient to carry the number of passenger trips from the Camp Pendleton boarder to the widened Highway 76. Putting a heavier load onto a small, agricultural ingress-egress road that dead ends in Fallbrook, will not only be dangerous, and expensive, but doesn't make any sense. There are other ways to move people that would move into any future planned developments, without destroying these existing communities.

Please re-examine the considerable negative impacts that this proposed change could make on our rural agricultural neighborhood and the lives of the affected residents.

I ask that you eliminate the extension of the Melrose Avenue, across the San Luis Rey River, from the Oceanside General Plan, and continue to support the greenbelt, agricultural community of South Morro Hills.

Thank you for your efforts to preserve this rural community's assets and contribution to the beauty and environment of the City of Oceanside, and your consideration of this matter.

Sincerely,



Patricia J. Bullock

Cc: Mayor Jim Wood  
Council Member Esther Sanchez  
Council Member Jack Feller  
Council Member Jerry Kern  
City Manager Peter Weiss  
Planning Director Jerry Hittleman  
Planner Scott Nightengale

## John Amberson

---

**From:** Mike Bullock [mike\_bullock@earthlink.net]  
**Sent:** Monday, January 25, 2010 2:28 PM  
**To:** Scott Nightingale; John Amberson  
**Cc:** City Staff; City Council; nadia550@sbcglobal.net; Oceanside Coastal Neighborhood Association; MiMi DeMirjian; Chuck Lowery; John McDonald; Steve Tisdale; Pete Penseyres; Kathy Keehan; Howard LaGrange; Claudia Troisi; Louise Balma; Dennis Martinek; joan bockman; ClarkeMH@aol.com; Diane Nygaard; Shelly Hayes  
**Subject:** Re: RecommendedProjectsAndPoliciesToBeInScopeForTheCirculationElementOfTheGeneralPlanUpdateDEIR  
**Attachments:** Bullock2\_OceansideGP2010.ppt

Mr. Nightingale,

I assume you got my July 25th submittal. Unfortunately, I had errors on Chart 2. I have corrected those errors in this submittal. Please discard the Power Point file I submitted yesterday and use the one attached to this message.

Highest regards,

Mike Bullock  
1800 Bayberry Drive  
Oceanside, Ca 92054  
760-754-8025

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

**From:** [Mike Bullock](#)  
**To:** [John Amberson](#)  
**Cc:** [citystaff@ci.oceanside.ca.us](mailto:citystaff@ci.oceanside.ca.us) ; [council@ci.oceanside.ca.us](mailto:council@ci.oceanside.ca.us) ; [nadia550@sbcglobal.net](mailto:nadia550@sbcglobal.net) ; [Oceanside Coastal Neighborhood Association](#) ; [MiMi DeMirjian](#) ; [Chuck Lowery](#) ; [John McDonald](#) ; [Steve Tisdale](#) ; [Pete Penseyres](#) ; [Kathy Keehan](#) ; [Howard LaGrange](#) ; [Claudia Troisi](#) ; [Louise Balma](#) ; [Dennis Martinek](#) ; [joan bockman](#) ; [ClarkeMH@aol.com](mailto:ClarkeMH@aol.com) ; [Diane Nygaard](#) ; [Shelly Hayes](#)  
**Sent:** Sunday, January 24, 2010 10:53 PM  
**Subject:** RecommendedProjectsAndPoliciesToBeInScopeForTheCirculationElementOfTheGeneralPlanUpdateDEIR

John,

The attached Power Point file contains all of my current recommendations for the projects and policies that should be "in scope" for the Circulation Element of the General Plan Update DEIR. It also contains the reasons and background material supporting my recommendations. Please let me know if you can't read the Power Point file.

Chart 1 contains the title and a table of contents. As shown, Charts 2 through 7 present my recommendations. Chart 2 has my road-expansion recommendations, not counting all of the "complete streets" projects I recommend. It only makes sense if someone knows what "Alternative B" is. I am using the Alternative B you handed out at the January 12th meeting, which I attended. As you see, I am generally opposed to expanding roads, given that AB32 and SB375 mean that we must drive less than we do right now. I realize this is a strong statement, given the population increase

we will have and the type of auto-dependant growth we have had, and will unfortunately continue to have, until we get the proper policies in place. However, we have no choice but to adopt policies to reduce driving. When it comes to global warming, failure is not a viable option.

My charts fail to make the economic arguments against our behaving as if we can continue with past and current policies. For a long time, we have been importing too much, compared to our level of exports, due primarily to our high level of oil imports. This is unsustainable. China has made it possible for us to run large budget deficits, as well as import/export deficits for too long. We must change for economic reasons as well as for environmental reasons.

The good news is that by letting people have a free economic choice over the high cost of (never free) parking, less driving will result.

SANDAG has a huge stake in this. Thanks to the EPIC study showing how to meet the year 2020 reductions, everyone that is paying attention knows that parking must be priced. The trick is to push SANDAG to use their capable staff to identify a feasible path to bring this about. SANDAG's weakness is their Directors. The City should take a leadership role in changing this. Please present the facts, even those that you fear your Council might not want to hear.

Please call me if you have any questions, you want to correct any errors, or you would like me to include other material. If you strongly disagree with any of my reasons or conclusions, please let me know. Please pass this on to the other January 12th presenter. I told her I would CC her and I somehow lost her contact information.

Highest regards,

Mike Bullock  
1800 Bayberry Drive  
Oceanside, Ca 92054  
760-754-8025

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**Sent:** Sunday, January 24, 2010 10:49 PM  
**To:** John Amberson  
**Cc:** City Staff; City Council; nadia550@sbcglobal.net; Oceanside Coastal Neighborhood Association; MiMi DeMirjian; Chuck Lowery; John McDonald; Steve Tisdale; Pete Penseyres; Kathy Keehan; Howard LaGrange; Claudia Troisi; louisebalma@sbcglobal.net; dmartinek@palomar.edu; joan bockman; clarkemh@aol.com; Diane Nygaard; Shelly Hayes  
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My charts fail to make the economic arguments against our behaving as if we can continue with past and current policies. For a long time, we have been importing too much, compared to our level of exports, due primarily to our high level of oil imports. This is unsustainable. China has made it possible for us to run large budget deficits, as well as import/export deficits for too long. We must change for economic reasons as well as for environmental reasons.

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# Oceanside General Plan

## Circulation Element

	<u>Charts</u>
Recommended Elements to Be In Scope	2-7
New Bike Route Details	8-14
SANDAG & SB375 Require Less Driving	15-28
Parking Policies for More Choice & Less Driving	29-38
Carlsbad Example of Unbundled Parking Cost	39-52
Backup Charts	53-58

**Mike Bullock, Oceanside, [mike\\_bullock@earthlink.net](mailto:mike_bullock@earthlink.net), 760-754-8025**

# Recommended Circulation Elements to Be In Scope, 1 of 6

---

- **Roads: Alternative “E” Except:**
  - » **No I-5 widening**
  - » **No SR 78 & I-5 “Caltrans Improvements”**
  - » **No College Blvd to 6 lanes**
  - » **SR-76, from 2 lanes to 4-lane Expressway only**

# Recommended Circulation Elements to Be In Scope, 2 of 6

I-5 Widening (4 to 6 additional lanes!) is the unmentioned Elephant in our living room. It will bring more speed, more noise, more air pollution, a longer average commute length, more Vehicle Miles Travelled, and more Green House Gas. The noise will decrease our property values and everything else will harm our quality of life. **All that money should go to redesign and upgrade our train service.**

Trains were invented over 150 years ago. This was before computers, automatic detectors (that can detect cars in parking lots, cars too close to the tracks, people getting on and off the train, other trains), and automatic mailings (of parking lot earnings, parking lot charges, and fares) existed.

Its time to design a fully automatic, 24/7, service for the train and the parking at the stations. This will be cheaper than the I-5 project.

# Recommended Circulation Elements to Be In Scope, 3 of 6

---

- **Changes in Parking Policy**
  - » **Amend Off-Street Parking Ordinance to reward cashout**
  - » **Unbundling the Cost of Parking**
    - Urge SANDAG to Design and Prototype-Implement Systems to Gain the Full Support of All Stakeholders
    - When successful, the City will pledge full cooperation with required (new) State Law to proceed with full, universal implementation
    - System described for new Carlsbad High School is a simplified (no neighborhood interaction except possible permit parking) model, for schools and employment
  - » Urge NCT to operate the Coaster Train Parking to Maximize ridership instead of Maximizing driving to the station

**SANDAG needs to develop an implementable parking policy, for its SCS.**

# Recommended Circulation Elements to Be In Scope, 4 of 6

---

- **Complete Streets**
  - » Reference Coast Highway Vision Final Report [http://www.ci.oceanside.ca.us/pdf/chv\\_finalvisionstrategicplan.pdf](http://www.ci.oceanside.ca.us/pdf/chv_finalvisionstrategicplan.pdf)
  - » **Road Diet**
    - Replace stop lights with round-a-bouts
    - Replace two lanes in each direction to stack cars with one lane in each direction, to enter and exit round-a-bouts
    - Reduce the speed limit to 85% level, which will be lower, with new configuration
    - “Bulb outs” at intersections
    - Between round-a-bouts, replace 4 lanes with 3 lanes: 1 each direction and a center lane for turns
  - » Room For bikes, skateboards, & rollerblades
  - » Sidewalks with landscaping to include shade trees
  - » On-street parking

**SANDAG should pay for much of this out of their Smart Growth Incentive money.**

# Recommended Circulation Elements to Be In Scope, 5 of 6

---

- **Complete Street Locations (minimum)**
  - » **Coast Highway**
  - » **Mission Blvd, Pacific to Mesa (Segments on each side of I-5)**
  - » **Vista Way (two Segments) from Coast Highway to El Camino Blvd.**
  - » **Oceanside Blvd, from Coast Highway to El Camino**
  - » **Industry Way (Renamed to El Camino Sprinter Way) by El Camino Sprinter Station**

**SANDAG should pay for much of this out of their Smart Growth Incentive money.**

# Recommended Circulation Elements to Be In Scope, 6 of 6

---

- **Change ordinances to allow skateboards and rollerblades on most surface streets**
- **Ban cars on the Strand, except for owners, guests, and handicapped drivers**
- **Bicycle Education, how to ride in traffic (SDBC)**
- **Coaster & Sprinter service/technology upgrade**
- **Implement short-term, then mid-term, then final-fix, for “South O, East-West Bike Route”**

**Details for “South O, East-West  
Bike Route” Follow**

# “South O East-West” Bike Route

- **West End: Coast Highway & Vista Way Neighborhoods**
- **East End: Wal-Mart, Stater Brothers, etc**
- **Before I-5 was built**
  - » A 1.0 mile, flat ride on Vista Way
- **Now (Post I-5)**
  - » Hilly (steep) detour to Cassidy/Bayberry
  - » To back gate of shopping center
  - » No signs
    - Cyclists/Ped must “know the secret”

SANDAG has \$270 Million to encourage bicycling. They spending most of it on recreational bike trails that have no utilitarian purpose. They should be using it to educate the public on how to ride a bike in traffic and on projects that will connect residents to significant trip attractors that are currently blocked.

# “South O East” , Short Term

---

- Add Signs to mark route
  - » North to Cassidy
  - » East, to Bayberry
  - » South to (currently secret) “back entrance”
  - » Down steep hill, through truck loading area
    - Special signs and pavement markings for safety

Truck-loading, Ped/Bike conflict exists now.  
Work to improve, with signs and markings

# South O East, Mid Term

---

- Next step: on east side of I-5, on Cassidy, route bikes
  - » South on frontage road
  - » Onto a **new trail\*** just north of SR-78, to travel East into the current end of Vista Way
  - » Vista way east made a complete street

\*The closer this could be done to I-5, the flatter it would be AND it work better with the Long Term solution

# South O East, Final Fix, 1 of 4

---

- **System Engineering Principle #1**
  - » Start with what the system does
  - » NOT with how it does it
  - » Otherwise, you lose objectivity
- **What it does**
  - Delivers pedestrians and bikes from Vista/Coast highway area into the Wal-Mart, Stater Brothers area
- **Two choices come to mind**
  - » Bridge over I-5, as needed
  - » Suspended, motorized tram (enclosed ski lift operation)

# South O East, Final Fix , 2 of 4

---

- **Trade study considerations**
  - » **Bridge advantages**
    - No moving parts, consumes no energy, little maintenance
  - » **Bridge disadvantages**
    - Structure weight and mass, not unique, requires human power
  - » **Tram Advantages**
    - Unique, would put Oceanside on the map
    - Less structure needed
  - » **Tram Disadvantages**
    - Moving parts
    - Unsupervised play for kids?
    - Consumes energy
    - Maintenance required

# South O East, Final Fix , 3 of 4

---

- **Assume bridge option is selected**
  - » **If feasible, restripe current bridge to create a two-way path on the north side**
    - See Coast Highway Bridge plan in Coast Highway Vision
    - Have bikes/peds going east on current, West-of-5, Vista Way cross to North side to get to new path
    - If not enough room, consider new structure or cantilevered structure on North side of current bridge
  - » **New bridge required to cross over the existing lane for northbound, I-5 traffic exiting to go west on Vista Way AND over 2 lanes of traffic going West on 78 to North on I-5.**
  - » **New route connected to “”Mid-Term”” path connecting to Shopping Center and Vista Way**

# New Bike Route Final Fix, 4 of 4

---

- **Final changes**

- » Vista Way to Avocado a “complete street”
  - “Road Diet”, 4 lanes to 3 (turning lane in middle)
  - Replace traffic lights with traffic circles
  - Extra room for bikes, or bike lanes
- » **Parking operated with unbundled cost, fully shared**
  - SANDAG must develop, prototype, and require regionally
  - SANDAG or state must do implementation and operation
  - Unbundled parking allows for less parking
- » **Parking land redeveloped into Housing**
  - Walk to jobs, retail, lagoon, ocean
  - Lagoon & Ocean views
- » **Some retail converted to office**

**A true town center is created.**

# What is SANDAG? Why SANDAG?

## Metropolitan Planning Organizations (MPO's), AKA "Regional Governments"

- MPO Example
  - » San Diego Area Governments (SANDAG)
- Board of Directors
  - » Usually, mayors of Cities
  - » A Member of the County Board of Supervisors
- Primary Responsibility
  - » Prepare Regional Transportation Plan (RTP)
    - **Follow Guidelines from the California Transportation Commission**
  - » More recently
    - Housing needs assessments & other
    - SB375 (Global Warming) tasks
      - Sustainable Communities Strategy (Feasible)
      - Alternative Planning Strategy (Infeasible)

# Global Warming Background, 1 of 4

---

## **We must act decisively, now**

- The June Scientific American states that the warming caused by the level of equivalent CO<sub>2</sub>, expected (!) within a few decades, will result in a 5% chance of an increase of 14.4 Degrees Fahrenheit and that this poses a risk of “a devastating collapse of the human population, perhaps even to extinction.”

## Global Warming Background, 2 of 4

---

- **Military leaders have found that Global Warming is a serious threat to our national security**

**Like WW II, this is NOT  
a war we can lose.**

# Global Warming Background, 3 of 4

- AB 32 GHG Targets
  - » 1990 levels by 2020
  - » 80% Down by 2050

Based on 450 PPM. It is now understood that 350 PPM is needed for climate stability. We need to be carbon free by 2050, for example.

- CARB, Primary Responsibility. “Scoping Plan”

CARB = California  
Air Resources  
Board

- » Comprehensive Plan Targets
- » Allocation to transportation

Per SB375, CARB gives GHG reduction targets for cars and light duty trucks to each MPO, for their RTP.

# Global Warming Background, 4 of 4

- SB375 Requires RTPs to Model . . .

- » GHG from Cars & Light Duty Trucks

- Mileage (AB1493, CO<sub>2</sub>/Mile)

- Low-Carbon Fuel Standard (-10%)

- **Reduced Vehicle Miles Traveled**

“3-legged stool”

locally controlled!

- Land Use Zoning
- Pricing of parking
- Pricing of driving

Zoning won't reduce GHG. How much redevelopment? By when?

Effective but difficult, politically

RTP will show reduced driving Targets met, in a Sustainable Community Strategy (SCS), if feasible. If more is needed, the RTP must have an “Alternative Planning Strategy” (APS). However, the APS strategies do not have to be implement.

# GHG From Driving

Source: Energy Policy Initiatives Center (EPIC, USD)

---

- <http://www.sandiego.edu/EPIC/ghginventory/GHG-On-Road1.pdf.pdf>

» **In San Diego County, emissions from on-road vehicles are about 46% of regional GHG emissions.**

- 42% are from cars and light-duty trucks

Driving is by far the largest category, for GHG. In many urban areas, personal driving causes about half of the air pollution. Also, cars cause pollution when they are built and when their fuel is transported and refined. Their use results in sprawl, which consumes land and makes other modes of travel difficult.

# CTC Guidelines, 1 of 2

---

## Addendum to the 2007 Regional Transportation Plan Guidelines

# **Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process**

Adopted by the California  
Transportation Commission  
on May 29, 2008

# CTC Guidelines, 2 of 2

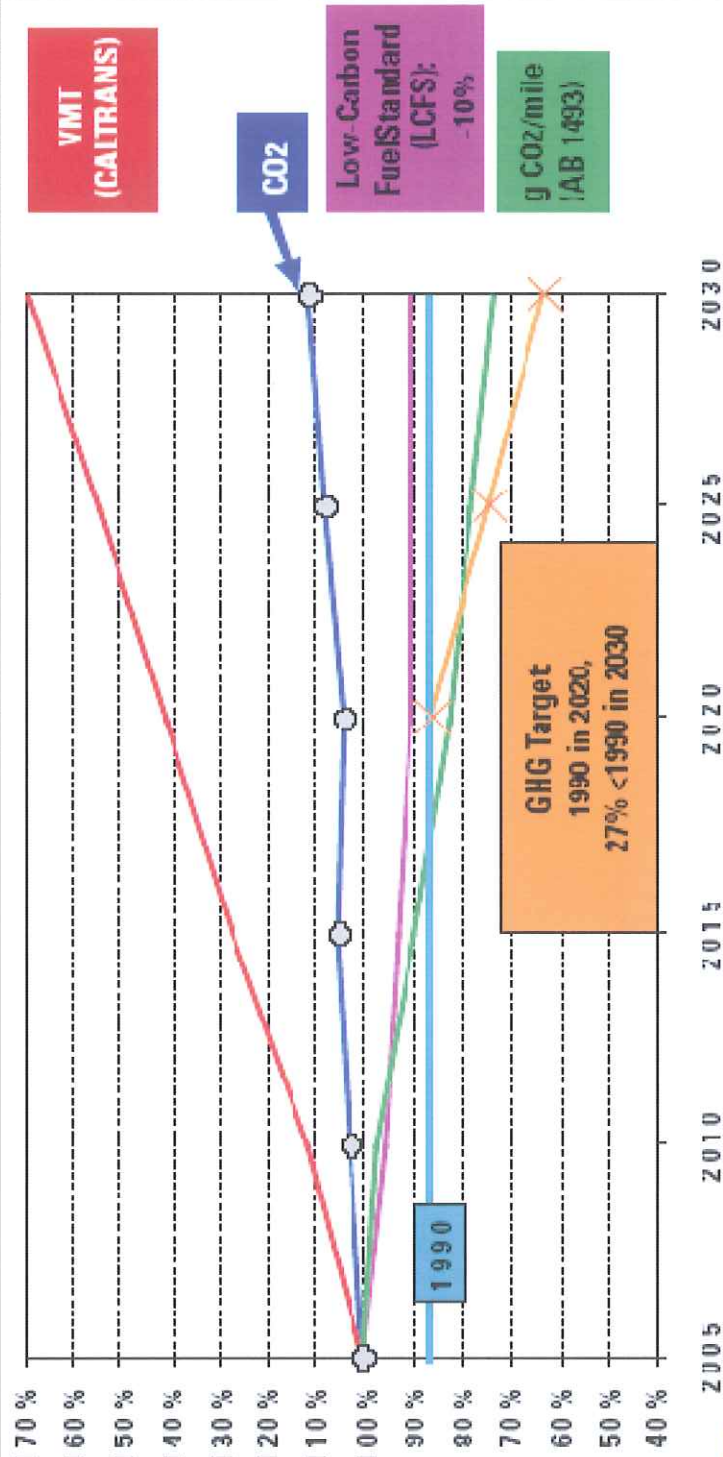
These 3 bullets are taken verbatim from Page 3 of the 9 page document!

- Consider the use of alternative mode programs, congestion pricing, toll roads, and parking strategies. Examples include, but are not limited to the following:
  - Road pricing and High Occupancy Toll (HOT) lanes. To reduce VMT,
- MPOs should model **adding pricing to existing lanes, not just as a means for additional expansion. Variable/congestion pricing should be considered.**
  - User fees such as fuel taxes and **parking charges**.
  - Free or reduced fare transit fares.
  - **Expansion of Parking Cash-Out Programs**
  - Strategies to reduce the impacts of pricing strategies on low-income individuals.
- Consider utilizing revenues from these pricing strategies for projects, such as mass transit, that improve mobility without increasing VMT or GHG emissions.

# Need to Drive Less

*From Communities Tackle Global Warming, A Guide to SB 375 comes the following words and plot*

**Figure 1: Increasing VMT Threatens to Overwhelm Greenhouse Gas Savings From Cleaner Fuels and Vehicles**



Source: S. Winkelmann. Based on CALTRANS VMT forecast, AB 1493 and LCFS.

# Required Driving Reduction

<b>Driving Reductions Required<sup>1</sup></b> <i>California, Assuming Figure 1 &amp; AB32 Targets</i> <a href="http://www.nrdc.org/globalwarming/sb375/files/sb375.pdf">http://www.nrdc.org/globalwarming/sb375/files/sb375.pdf</a>			
Year	With Respect to Now <sup>2</sup>	With Respect to BAU <sup>3</sup>	
2020	-8%	16%	
2025	4%	32%	
2030	11%	43%	
2035	20%	52%	
<p><b>Notes:</b>      <sup>2</sup> July 1, 2009      <sup>3</sup> Business As Usual for the year (Caltrans)</p> <p><sup>1</sup> AB32 is based on 450 PPM, instead of 350 PPM.</p> <p style="text-align: right;">450/350 = 1.29</p> <p style="text-align: right;">350/450 = 0.78</p> <p>The .78 value suggests 2020 GHG should be down 22% from 1990.  <b>We need to drive even less than this table indicates.</b></p>			

# SANDAG's Problem, 1 of 3

---

- **TransNet sales tax (\$14 Billion, 40 years, 1988)**
  - » 1/3<sup>rd</sup> Surface streets
  - » 1/3<sup>rd</sup> Freeway expansion
  - » 1/3<sup>rd</sup> Transit (Some is stolen by saying HOV is "transit")
- **2007 Regional Transportation Plan ("RTP2030")**
  - » \$57 Billion, mostly for freeway expansion
  - » 38% more freeway lane miles by 2030!
- **What would a thinking person do?**
  - » Back to voters with a new ballot measure
    - Cut TransNet tax in half
    - Remaining portion: 100% for Transit, Smart Growth, Walking and Bikes

**Regarding 2030, Why would we want 38% more freeway lane miles when we must drive 11% less?**

# SANDAG's Problem, 2 of 3

---

- **Table 1-7 of Growing Cooler gives an Elasticity Value for VMT, with respect to highway lane miles, of .55**
  - » More lane-miles means more VMT
  - » If 38% more Freeway lanes increased total lane miles by 10%, this would mean .55 \* (10%) = 5.5% more VMT.

**More freeway lanes are MORE than just a waste of money!**

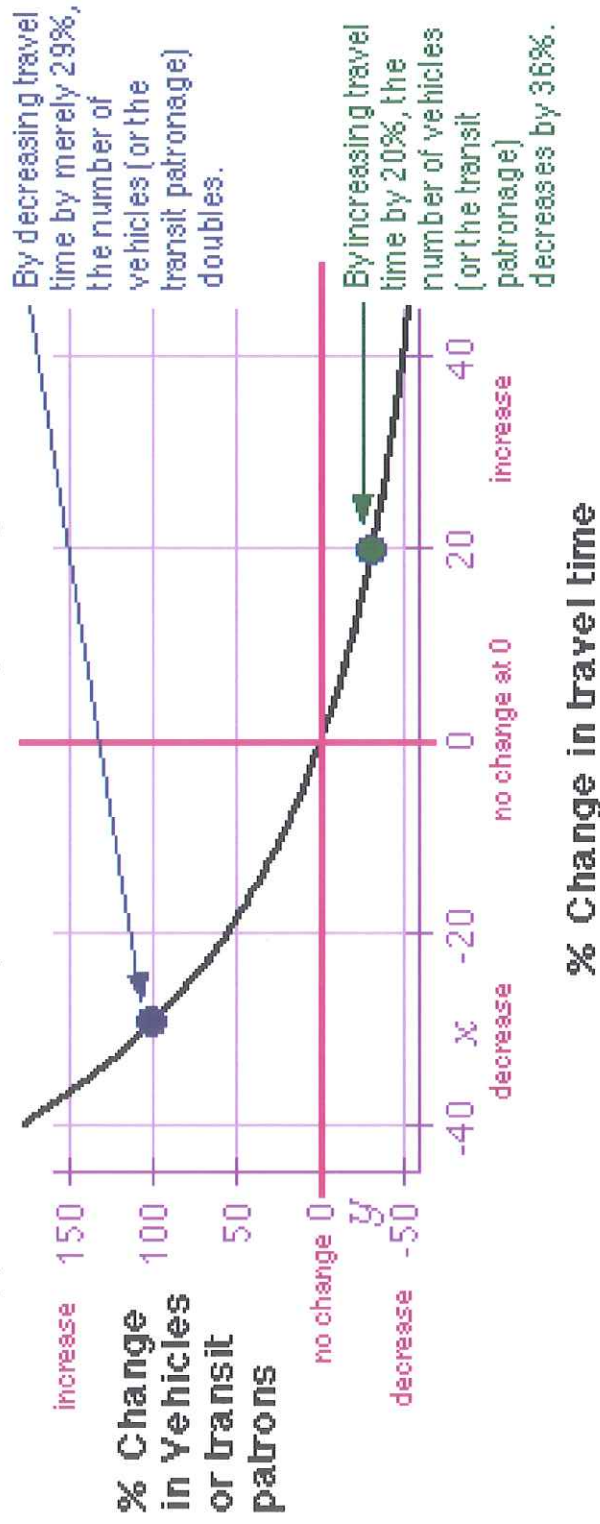
More freeway lanes are **WORSE** than just a waste of money!

## SANDAG'S Problem, 3 of 3

- Reduced travel time between 2 “Zones” will increase trips between these “Zones”
- More lanes reduce travel time, resulting in more VMT

### Relationship between vehicles and travel time

Also applies to relationship between transit patronage and travel time.



# Energy Policy Initiative Center (EPIC)

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See Chart 7 for more about EPIC's work.

- San Diego County GHG Inventory
- Plan to meet AB32 GHG for year 2020
  - » 10% less driving, accomplished by local measures
    - Assumed car parking cashout (paying for not driving)
      - All employers with over 100 employees pay cashout
      - Result: 12% less commute-based VMT

We must price parking! Paying people to not drive is pricing parking, because you come out ahead by not driving.

# Pricing Reduces Driving (10 Locations, 3 Groups, 1995 Dollars)

**Money Matters  
!!!!!!**

- Reference: *How to Get Paid to Bike to Work: A Guide to Low-traffic, High-profit Development by Patrick Siegman\**. Published in *Bicycle Pedestrian Federation of America, 1995*.
- 3 Largest Responses
  - » 30%, 36%, 38%
- 3 Smallest Responses
  - » **15%**, 18%, 24%
- Responses are the change; car vacancy rates would be larger



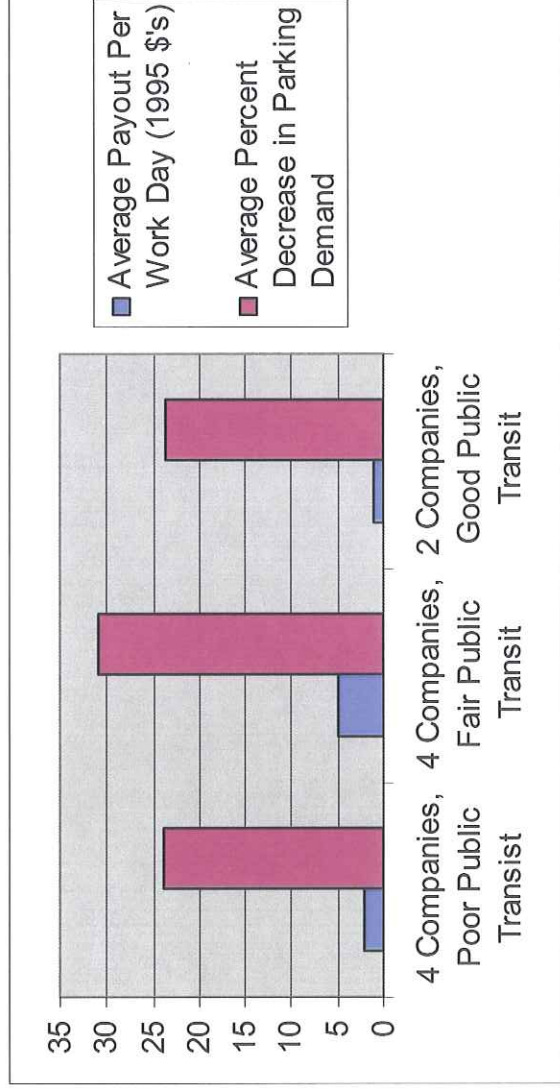
\*Patrick Siegman, of Nelson Nygaard

Impact of Financial Incentives on Parking Demand			
Location	Scope	1995 dollars per mo.	Parking Use Decrease <sup>1</sup>
<b>Group A: Areas with little or no public transportation</b>			
Century City District, West Los Angeles	3500 employees at 100+ firms	\$81	15%
Cornell University, Ithaca, NY	9000 faculty & staff	\$34	26%
San Fernando Valley, Los Angeles	1 employer, 850 employees	\$37	30%
Costa Mesa, CA		\$37	22%
Average for Group		\$47	23%
<b>Group B: Areas with fair public transportation</b>			
Los Angeles Civic Center	10000+ employees, several firms	\$125	36%
Mid-Wilshire Blvd., Los Angeles	1 mid-size firm	\$89	38%
Washington DC Suburbs	5500 employees at 3 worksites	\$68	26%
Downtown Los Angeles	5000 employees, 118 firms	\$126	25%
Average for Group		\$102	31%
<b>Group C: Areas with good public transportation</b>			
University of Washington, Seattle Wa.	50,000 faculty, staff & students	\$18	24%
Downtown Ottawa, Canada	3500+ government staff	\$72	18%
Bellevue, WA	1 firm with 430 employees	\$54	39% <sup>2</sup>
Average for Group, but not Bellevue Washington		\$45	21%
<b>Over All Average, Excluding Bellevue Washington</b>			
<b>25%</b>			

<sup>1</sup> Parking vacancy would be higher! <sup>2</sup> Not used, since transit & walk/bike facilities also improved.

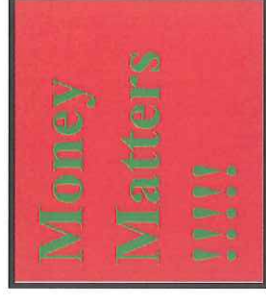
# Cashout Results Summary

(10 Locations, 3 Groups, 1995 Dollars)



- Of the 10 Cases
  - » 3 Largest Responses: 36%, 38%, 39%
  - » 3 Smallest Responses: **15%**, 18%, 24%
  - » These are changes; vacancy rates would be larger

# Cashout Results References



At <http://moderntransit.org/cashout/cashoutref.html>

- Reference: *How to Get Paid to Bike to Work: A Guide to Low-traffic, High-profit Development* by Patrick Siegman\*. Published in *Bicycle Pedestrian Federation of America*, 1995.
- Above reference listed the following references:

- 1.) Cornell University Office of Transportation Services. 1992. "Summary of Transportation Demand Management Program," Unpublished.
- 2.) Garcia, Roul. 1993. "TDM at Rockville Center," Urban Land, Nov. 1993, 21-23.
- 3.) Miller, Gerald K. . 1991. "The Impacts of Parking Prices on Commuter Travel," Metropolitan Washington Council of Governments, Washington, DC.
- 4.) Shoup, Donald and Don Pickrell. 1980. "Free Parking as a Transportation Problem," (Washington D.C.: U.S. Department of Transportation).
- 5.) Shoup, Donald 1992. "Cashing Out Employer-Paid Parking," Report No. FTA-CA-11-0035-92-1 (Washington D.C.: U.S. Department of Transportation).
- 6.) Shoup, Donald and Richard W. Willson.. 1992. "Employer-Paid Parking: The Problem and Proposed Solutions," Transportation Quarterly, Vol. 46, No. 2, 169-192.
- 7.) Surface Transportation Policy Project. 1994. "Employers Manage Transportation: State Farm Insurance Company," Surface Transportation Policy Project, Washington DC.
- 8.) United States Department of Transportation. 1990. "Proceedings of the Commuter Parking Symposium," USDOT Report No. DOT-T-91-14, Washington, DC.
- 9.) Williams, Michael E. and Petrait, Kathleen L.. 1994. "U-PASS: A Model Transportation Mangement Program That Works," Transportation Research Record 1404, 73-81.
- 10.) Willson, Richard W. and Donald C. Shoup. 1990. "Parking Subsidies and Travel Choices: Assessing the Evidence," Transportation, Vol. 17b, 141-157.
- 11.) Willson, Richard W. 1991. "Estimating the Travel and Parking Demand Effects of Employer-Paid Parking," Regional Science and Urban Economics, Vol. 22 (1992), 133-145.

Mike Bullock

Oceanside GP Circulation, Jan. 26, 2010

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# Cashout

## Car Parking Policy to Reduce Congestion & Increase Profits & Choice

**Car Parking Cashout:** when employers pay employees an extra amount, each time that they get to work *without driving*

# Cashout Recommendation for City

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- Amend Off-street Parking Ordinance, 3 Items:
  - » 1.) Definition of Car Parking Cashout
  - » 2.) Schedule of Parking Lot Size Reductions, as a function of amount paid (reductions apply only after City verification of expected reductions in driving), such as . . .
    - \$4/day allows a parking lot size reduction of 9%
    - \$6/day allows a parking lot size reduction of 12%
    - \$9/day allows a parking lot size reduction of 18%
    - If the percentage of employees getting cashout exceeds 1.5 times the parking lot size reduction, then the amount paid can be reduced by the factor of 1.5 times the parking lot size reduction divided by the percent of employees getting cashout. “Payment Adjustment”
  - » 3.) Legal protections so that in all cases the City can protect neighborhoods from the intrusion of parked cars.

# Parking Options & Solutions

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- **Cashout**
  - » OK with workers
  - » Viewed as too Expensive for Employers
- **Charged Parking**
  - » OK with Some Employers
  - » Viewed as too Expensive by Most Workers
- **Third Choice: Operate the Parking for the Benefit of ALL Workers**
  - » Charge for parking
  - » All earnings are given to workers, in proportion to time worked
  - » Call this “Unbundling the Cost of Parking”

# Parking Options & Solutions

---

- Oceanside could require all companies to unbundle parking costs, if and when
  - » SANDAG or California
    - Designs, prototypes, installs, and operates proven system
    - Notifies when any specific business is next in line

**Note: the company getting the installation will have NOTHING to do except notify workers and help the government agency set up the worker accounts**

# Parking Options & Solutions

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

*From:* David Carta

*To:* 'Lisa Rodman'; 'Mark Tanner'; 'Kelli'; 'Nicole'; 'Mark S.'; 'John'

*Cc:* 'Mike Bullock'

*Sent:* Wednesday, January 13, 2010 5:40 PM

*Subject:* RE: RFID\_ParkingNewCalsbadHS

Dear Carlsbad School Board,

*I wanted to send a quick note discussing the technical feasibility of tracking cars into a lot without impacting students or requiring the need for gates. Mike Bullock and I have discussed this project; it can be accomplished straightforwardly by utilizing Radio Frequency Identification and/or Video Cameras integrated with automated license recognition systems. The cars would need to register with the system at the start, but it would be fairly painless for the users after the initial installation. The back end database system can also be implemented both straightforwardly and at a reasonable price.*

*This is not necessarily a recommendation of the proposal for unbundled parking, rather strictly an unbiased view of the technical feasibility of the proposal to easily and unobtrusively track cars, both registered and unregistered, into a fixed lot.*

*Best regards,*

*David R. Carta, PhD*

*CEO Telaeris Inc.*

*858-449-3454*

How to price parking so well that government can require it.

# “Unbundle the Cost of Parking”

- Define “Beneficiary Group”
  - » Those who paid or pay (lose money), either directly or indirectly
    - Employees (get smaller wage, to cover lease that includes parking)
    - Renters (rent includes parking)
    - Condo owners (bought parking)
    - Shoppers (parking cost built into the prices)
  - » Those for whom the parking is built
    - Students of driving age
    - Train riders of driving age, making round trips

**Pay stations** may be needed at first. They should require an additional fee and be phased out ASAP. Folks need to get their car RFID'd & tied to a billing address.

- Unbundling the Cost of Parking to Support Sharing
  - » Fully automated
    - Scanners, RFIDs, cameras, data into computer
    - Computer sets price, keeps records, bills and distributes \$
  - » “Base Price” rate (per minute) set on value & cost of \$
  - » “Congestion Price” increase, to ensure occupancy < 85%
  - » Earning (billed minus collection cost) distributed
    - To members of Beneficiary Group
    - Well thought out formulas to reflect fairness

Parking cost is “**unbundled**”, IF it is visible & optional, meaning that it is possible to NOT pay for parking by not using the parking

**How to price parking so well that government can require it.**

## Beneficiary Group Parking, 2 of 2

- **On-Street Parking Policy Must . . .**
  - » Fit with Off-Street Policy
  - » Protect the Economic Health of Marginal Downtowns
  - » Satisfy Single Family Homeowners
- **On-Street Parking Policies**
  - » Pricing
    - Free until 50% Full
    - After 50% Full, Priced at Same Price as Closest Off-Street
    - Congestion Priced \$
  - » Earnings Distribution
    - Residential (all types): 100% to residents
    - Other: 50% to City; 50% to beneficiaries fronting street
- **Computer-Supplied Help for Drivers to Plan Parking**
  - » Put in destinations, time, date, price
  - » Computer supplies location, price, and probability of accuracy
  - » If location is over 1/4<sup>th</sup> mile, transit information is supplied

Who paid for the street? Many times it is the developer, who then passed that cost on to renters, buyers, shoppers, workers, etc. So the idea that beneficiaries are not just the city (tax payers), does make sense. However, some of the values on this page (50% full, 100% to residents, 50/50 split ARE arbitrary.

**Example of how to price parking so well that government can require it.**

## High School Proposal, Project Background

- Ballot Measure \$\$ → New Carlsbad HS
  - » 1,500 students, cost = \$90M+
  - » 57 Acres (8+ for parking, 1000 spaces)
  - » College/Cannon (Calavera Open Space)
  - » 3 Lawsuits (City/PC/Other) + Army Corp
- Status
  - » DEIR/FEIR approved; then “adjusted” traffic portion
  - » Adjusted DEIR available September 9th
  - » 45 day comment period, now passed
  - » **Oct 15, Diane Nygaard: settlement: must consider “TDM” to include unbundled parking AND parking size reduced by 250 cars (two acres!!)**

# *Parking Policy Proposal for the New Carlsbad High School*

*Significant, Feasible,  
Environmental Mitigation*

*Extend the Parking Lot Benefit to Each  
Student of Driving Age, Regardless of  
How Often The Student Uses the Parking*

*How? With money.*

*Likewise, for employees*



***This is unbundling the cost of the parking***

# Reasons For Change, 1 of 2

---

- Environmental mitigation
  - » Pricing results in **less driving**
  - » **Less parking** needed
- Fairness
  - » Students that never drive are equal to those that always drive
  - » Parking is expensive
    - Less than 120 cars per acre
    - An acre is expensive
      - Nearby land zoned multi-unit housing
      - Up to 25 units per acre

If an acre costs \$1.2 million, the land per parking space is worth \$1.2 million / 120 = \$10,000 !

# Reasons For Change, 1 of 2

---

- What it teaches students
  - » Economics of parking
  - » Outcomes of free choice, over time
  - » Investment strategies
  - » Adult's concern for the future
- Concern for the future
- More school pride

# Results of 3 Actions, Including Cashout

Case (#1), Reference Patrick Siegman's article in Bicycle Pedestrian Federation

- Company: CH2M Hill
  - » Location: Bellevue, Wa (Seattle suburb)
  - » Engineering Firm with 430 employees
- Actions
  - » \$54/month (1995 \$'s), to not drive
  - » Improved Transit
  - » Improved Bike/Pedestrian facilities

CH2M Hill Work Trips		
Mode	Before	After
Drive Alone	89%	54%
Carpool	9%	12%
Bus	1%	17%
Bike, Walk	1%	17%
	100%	100%

Since these changes are brought about by more than just cashout, this case is not used in the tabulation of cashout results (next chart)

# Set Up Description 1 of 2

---

- All students of driving age & employees are given accounts
- Cars to be parked are assigned an electronic ID (RFID or other)
- Parking data collection (scanners) units are set up in parking areas

# Set Up Description 2 of 2

---

- Processing and statement-sending computers and software are established
- Data link between scanners and computer is established
- Full-cost parking price rate (Charge per unit of time) is agreed upon

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The Next 3 Charts show the  
calculations of student  
charges and earnings.  
Similar calculations would  
be done for employees.

# Calculation of Student's Time-in-School for Month

---

- For each student, the monthly hours at the school are accumulated, " $\Delta T_{\text{Student}}$ "
  - » Class time & extra curricular time
  - » Adjusted upward if car is in the parking lot longer
  - » Un-parked student's extra time entered by staff
  - » Absentee time deducted
- Total hours for all students is also computed for the month, " $\Delta T_{\text{AllStudents}}$ "

# Student Charge and Total Earnings are Computed

---

- For each student, the monthly charge for parking is accumulated
- The total amount charged, for all students, is also computed
- The administration fee is subtracted to yield total student-parking earnings, “ $E_{\text{AllStudents}}$ ”

# Student-Earnings Calculation

<b>Definitions to Compute A Student's Monthly Earnings</b>	
$\Delta T_{\text{Student}}$	The Student's Monthly Time at the School
$\Delta T_{\text{AllStudents}}$	Total Monthly Time at School, All Students
$E_{\text{AllStudents}}$	Total Monthly Earnings from the Student Parking

$$E_{\text{Student}} = E_{\text{AllStudents}} * ( \Delta T_{\text{Student}} / \Delta T_{\text{AllStudents}} )$$

# Monthly Statements

---

- Monthly charge & earnings
- If charge is larger than earning, the student pays the difference
- If the earnings are larger than the charge, either
  - » Check enclosed or, if Board prefers
  - » Contribution to Student's "401K"
    - The total "401K" is awarded to support college\*
    - If no college, then the student can withdraw the money when they are 21 years of age

\*Students accumulating money for college are more likely to go to college.

# Drop-Off & Pick-Up Policy

- Drop-Off and Pick-Up Area defined as the “DOPU” Area, includes parking lots
- DOPU Areas are monitored, the same as the parking lot
  - » Other areas are “no parking”
  - » Drop off or pick up in “no parking” areas will be ticketed as a parking violation
- Car in the DOPU area must be authorized, the same as for parking
  - » Car must be associated with a student
  - » Student must have an account
  - » Otherwise, the car driver is trespassing
- **No parking lot earnings for any student on their “chauffeured” day**
  - » Pick up or drop off disqualifies student from earnings, but just on that day
  - » Student may have multiple family cars registered to park or enter DOPU area
- DOPU action is a car coming and leaving within a short period of time

Neither rewards nor discourages drop-off/pick-up with respect to driving & parking

Parking lot is NOT for students with a Chauffeur

This Protects Student’s Parking Lot Benefit

# Can This Really Be Done?

- **Vendor: read proposal; ready to go!**

**David R. Carta, Ph.D., CEO  
TELAERIS Inc.**

**Innovative Solutions and Rapid  
Development**

**9123 Chesapeake Dr., San Diego,  
CA 92123**

**+1.858.627.9708 : Office**

**+1.858.627.9702 : Fax**

**+1.858.449.3454 : Mobile**

**e-**

**mail: [David.Carta@Telaeris.com](mailto:David.Carta@Telaeris.com)**

**skype: davidcarta**

I reviewed your Intelligent Parking proposal and presentation in their entirety. The identification of vehicles which you suggest for student parking using commercially available RFID technologies is a fairly straightforward process. There are numerous, inexpensive passive (no battery required) RFID tags which have been specifically designed for use on cars and trucks. These tags are installed directly on license plates or windshields, can be read from up to 30 meters away, and can be read as cars drive up to 60 mph. Additionally, automatic license recognition systems, used in conjunction with RFID, can provide a high level of enforcement making it difficult to cheat the system, similar to the Fast Track system which allows tolls to be automatically collected.

This is not too tough - we probably would integrate with a service that already sends physical mail from a electronic submission instead of re-inventing this wheel.

# Back up charts

# Pricing of Driving & Freeways

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- From National Sierra Club Policy  
<http://sierraclub.org/policy/conservation/trans.aspx>

Direct subsidies and costly externalities of motor vehicle use include: police, fire and ambulance services, road construction and maintenance

No limited access highways (“freeways”) should be built or widened . . . High occupancy vehicle (HOV) and high occupancy vehicle/toll (HOT) lanes should come from converting existing highway lanes rather than constructing new lanes.

- Sierra Club California

## Road Pricing Resolution Approved July 11, 2009

The California Nevada Regional Conservation Committee of the Sierra Club hereby augments its current support for increasing the state vehicle fuel excise tax by supporting a **comprehensive road-use fee pricing system including environmental and health costs**. The pricing system, which could still include a fuel tax, must mitigate impacts on low-income users and protect personal privacy.

# Pricing of Parking

- From National Sierra Club Policy <http://sierraclub.org/policy/conservation/trans.aspx>

Rail station access should be provided by foot, bicycle and public transit with minimal, but full-priced, public parking.

... policies should reduce parking requirements and **eliminate parking subsidies**"

All parking costs should be fully and directly charged.

- Another Authoritative Source

From the Findings and Declarations of SB518 (Senator Lowenthal), "Eliminating subsidies for parking has enormous potential to reduce traffic congestion and greenhouse gas and other vehicle emissions by reducing vehicle miles traveled. If drivers must pay the true cost of parking, it will affect their choices on whether or not to drive. In the short term, changes to parking policy can reduce traffic congestion and greenhouse gas emissions more than all other strategies combined, and they are usually the most cost-effective."

**Great! But how do you price parking so well, that government will require it?**

# Mike Bullock, 1 of 3

---

- Personal
  - » 63 years old, married, two daughters, & two grand daughters
    - Daughter Laura Bullock (lives in Berkeley)
    - Heidi Franczyk (Oceanside Parks/Rec Commission & OCNA founding member)
  - » Moved from Cupertino to Oceanside in April 2007
  - » Oceanside home (1800 Bayberry Dr) and 4-plex (506 N. Ditmar)
  - » Swims with and competes for Oceanside Swim Masters
- Education
  - » BSEE, Lamar University
  - » MSE, University of Texas at El Paso
- Professional
  - » Lockheed Martin Systems Engineer, 1971 to 2007
    - Last 2 years, Space Based Infrared System (SBIRS, satellite to detect and track missiles)
    - 10 Years previous: Milstar (communication satellite)
      - Verification of antenna pointing accuracy
      - Antenna pointing calibration

# Mike Bullock, 2 of 3

---

- Transportation Interest: Economics, especially car parking
  - » Surface parking: 120 cars/acre
  - » Freeway lane capacity: 1800 cars/hour (@ 35 mph)
  - » 4-lane freeway cost:
    - 26 acres/mile (?);
    - \$55M/mile construction cost (\$875M for 16 miles, proposed 241 extension Toll Road, from TCA)
  - » Transit capacity = (car or train capacity) / Headway
- President, newsletter editor of Silicon Valley Bicycle Coalition (1970s and 80s)
  - » Authored position paper “Bicycle Parking”: amend off-street car parking ordinances to include requirement for bike parking
- Board Director of San Jose’s Modern Transit Society (AGT, PRT) (1970s to current)
  - » In early 1980’s, wrote position paper “How to Extend the Parking Lot Benefit to All Employees”, which may have been used in the formulation of “Cashout”

# Mike Bullock, 3 of 3

---

- Recent Activities
  - » Obtained Cupertino Council support for cashout
  - » Carlsbad Urban Village: presentation and Cashout discussion with Director of Housing (“now in our toolbox”)
  - » Comments to SANDAG’s DEIR/EIR for their RTP 2030
    - Resulted in discussions with California’s Deputy AG Sandy Goldberg & SOFAR’s law office Urban Planner, Laurel Impett, SANDAG
    - Technical Working Group; Energy Working Group
  - » Oceanside parking discussions (Coast Highway Vision)
  - » New Transportation Chair, SD Chapter, Sierra Club

4/0 TO: SCOTT NIGHINGALE, ASSOCIATE PLANNER

Response to: Environmental Scoping meeting for Oceanside Circulation Element Update

- 1) Environmental – Includes lights and noise pollution – any freeway leading into an already established community, complete with roads will increase lights and noise above tolerable levels. In my own community which includes Rancho del Oro, the community college has already added a horticulture bldg that is lit all night and disrupts neighborhood sleep. I believe there may also be a generator as since the lights have been shining, there has been a drone sound. Please do not allow a freeway now to add to the already unacceptable increase in lights and volume of sound.
- 2) Environmental future best scenario is sustainable – stay local, buy local, grow local, hire local. This becomes more practical as we set our stage to allow it. To encourage the best future, freeway extensions, new off-ramps, etc. shall NOT be allowed in current communities. And any new community Must BE out of reach of current neighborhood roads. Even then, there should be a very good reason to trail blaze through the mountain and disturb the pristine life already there, despite whether or not humans understand other life.

To move towards local sustainable mindset, innovations must be put in place to allow (condition) the achievement:

- No high speed roadways, or entries from them
- Incentives to hire local
- Make safe footpaths/bike over current busy streets
- If a particular business does have arrivers coming from a distance have them run vanpools from park and rides off the current freeways.
- Run mass transit more frequently (times are so few and far between, few can use them Have adjoined golf cart or bicycle rentals or van pool options to drive to and from
- Part of the beauty of our city is its home areas, people are more likely to spend when in our business areas if they don't feel the rush of freeway overtaking all

Received

JAN 26 2010

Planning Division

There are solutions–

Old ways will only fuel reliance on others, devalue our homes, make us sick, result in less business and more problems

New innovations will prove valuable in the future, Brainstorm those and put the money there instead

- 3) Technology is suppose to free us, not trap us. If more freeway off-ramps are put in place
  - freeway involved will actually slow down due to merging in and out ( I've experienced this personally!)
  - as a person from the community I will be unable to avoid freeway congestion by navigating the surface streets
    - I will be forced to take freeway paths when I don't want to do so
    - when the freeway backs up, I will have to suffer the off ramp congestion
    - I will be at higher risk of traffic death and injury...as will my pets, etc

In conclusion- I live in the community impacted by the possible RDO interchange – I am AGAINST RDO interchange Please strike it. Further, most or all the rest of the other possible changes also appear to go against the foundational environmental ideas above. Those, which this is the case, should also be striked.

Thank you.

*C. Castronovo*

Catherine Castronovo

3437 Caseras Dr

Oceanside, CA 92056

(760) 637-6004

(760) 522-3713

Jan 25, 2010

## John Amberson

---

**From:** Mike Bullock [mike\_bullock@earthlink.net]  
**Sent:** Wednesday, January 27, 2010 9:16 PM  
**To:** Amy Volzke; John Amberson  
**Cc:** Howard La Grange; Kathy Keehan  
**Subject:** Re: City of Oceanside General Plan Circulation Element PEIR Scoping Meeting - Feb. 8, 2010

Amy,

I may not be able to attend this meeting. Please record my full support for the Coast Highway Vision "Road Diet", "complete street". Although you describe it as 4 lanes to 2, I think it is really 2 lanes going in to and out of the traffic circles that replace the stop lights and 3 lanes between these circles, with the center lane for left turns. So I think the consultants described it as 4 lanes to 3 lanes.

I often attend the Bicycle Committee Meetings and have observed that the Committee members also seem to enthusiastically support this option. You might want to ask our Chair Howard La Grange if the Committee could provide a letter denoting formal support.

I love the change because it slows down cars and yet their travel time is said to be nearly the same, because they rarely have to stop, as they would at the red lights. I also love it because it results in more space for riding a bicycle. Finally, slower traffic is quieter traffic, increasing property values and thereby paving the way for high-quality development on our historic road.

Highest regards,  
Mike Bullock

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

**From:** [Amy Volzke](#)  
**To:** [John Amberson](#) ; [Amy Volzke](#)  
**Sent:** Wednesday, January 27, 2010 4:59 PM  
**Subject:** City of Oceanside General Plan Circulation Element PEIR Scoping Meeting - Feb. 8, 2010

The City of Oceanside as the Lead Agency, will prepare a Program Environmental Impact Report (PEIR) for the General Plan - Circulation Element Update. One of the Circulation Element alternatives under consideration will include the reconfiguration of Coast Highway (within the City limits) in accordance with the preferred alternative concept set forth in the Coast Highway Vision and Strategic Plan which was approved by the City Council on April 15, 2009. As part of the subject alternative the existing number of lanes between Harbor Drive and the SR-76 ramps will be maintained and realigned. The number of lanes south of SR-76 to the southern limits of the City will be reduced from four to two lanes.

You are invited to attend a public scoping meeting for the PEIR scheduled for:

**Date:** Monday, February 8, 2010  
**Time:** 6:00-8:00 P.M.  
**Location:** City of Oceanside, Council Chambers (300 North Coast Highway). Access to the Council Chambers is from Mission Avenue to Ditmar Street. Parking is available in the City's parking structure.

We look forward to your participation and comments.

Sincerely,

Amy Volzke

## John Amberson

---

**From:** Amy Volzke  
**Sent:** Thursday, January 28, 2010 9:35 AM  
**To:** John Amberson  
**Subject:** FW: City of Oceanside General Plan Circulation Element PEIR Scoping Meeting - Feb. 8, 2010

---

**From:** Gregory, Nancy@EDD [mailto:Nancy.Gregory@EDD.ca.gov]  
**Sent:** Thursday, January 28, 2010 8:41 AM  
**To:** Amy Volzke  
**Subject:** RE: City of Oceanside General Plan Circulation Element PEIR Scoping Meeting - Feb. 8, 2010

Amy I hope they are leaving the entrance from the 76 to the Coast Hwy. the same because it was not done to long ago and looks great.

**From:** Amy Volzke [mailto:AVolzke@ci.oceanside.ca.us]  
**Sent:** Wednesday, January 27, 2010 5:00 PM  
**To:** John Amberson; Amy Volzke  
**Subject:** City of Oceanside General Plan Circulation Element PEIR Scoping Meeting - Feb. 8, 2010

The City of Oceanside as the Lead Agency, will prepare a Program Environmental Impact Report (PEIR) for the General Plan - Circulation Element Update. One of the Circulation Element alternatives under consideration will include the reconfiguration of Coast Highway (within the City limits) in accordance with the preferred alternative concept set forth in the Coast Highway Vision and Strategic Plan which was approved by the City Council on April 15, 2009. As part of the subject alternative the existing number of lanes between Harbor Drive and the SR-76 ramps will be maintained and realigned. The number of lanes south of SR-76 to the southern limits of the City will be reduced from four to two lanes.

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We look forward to your participation and comments.

Sincerely,

Amy Volzke  
Principal Planner  
City of Oceanside, California  
Phone: (760) 435-3534  
Fax: (760) 754-2958

Comments concerning Interchange RANCHO DEL ORO

Mr. Scott Nightingale, Associate Planner  
300 North Coastal Highway  
Oceanside, CA 92054

Dear Mr. Nightingale,

I don't understand your concept of a well functional city. You seem to have the priorities mixed up. A city should be a place where people feel at home and should not be a fast passing through traffic development. This area is already suffering under too much traffic and noise as it is. Adding a interchange on Rancho Del Oro will definitely cut this residential area even more apart.

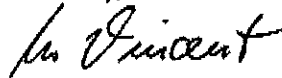
There are many senior communities and schools along that rout which depend on a calm environment. We are already heavily burdened by the connection of 78 and 76 plus a train station on Oceanside Boulevard. With great anguish did we follow the development and construction of a high density housing complex on Vista and Rancho Del Oro including the buildup of a Medical Office complex right across from it. After completion, traffic on Rancho Del Oro has increased substantially over the last two years. If you would have it your way, we will be left with small unattractive residential pockets and our home prices will plummet even more. Many homeowners will then scramble to move out of Oceanside and rightly so.

Once and for all you planers will have to get the priorities straight. Ask yourself if you want a well connected city in which people can feel comfortable living in, or is it your goal to build up a fast track traffic development, where people just pass and rush through the fastest way they know how.

Just take a look at Oceanside Boulevard or the Coast Highway way down town. Do you call those presentable roads? Peppared with unattractive industrial buildings, dealerships and gas stations, both have the impression of industrial avenues.

**Please leave our small residential area enjoyable as is and REMOVE THE INTERCHANGE FROM ALL CITY DOCUMENTS AND FUTURE PLANS ONCE AND FOR ALL!**

Sincerely,



Submitted by:

Name: Maria & Anthony Vincent	Agency/Business/Group Name:
Address: 2165 Anda Lucia Way	Phone number: 760-529-5618
City/State/Zip: Oceanside, CA 92056	Date: February 5, 2010

To: Mr. Scott Nightingale, Associate Planner  
300 North Coast Highway  
Oceanside, CA 92054

From: Dr. Chad Chapman, D.C.  
2192 Castilla Way  
Oceanside, CA 92056

Dear Mr. Nightingale

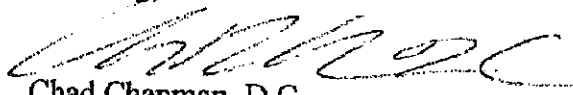
This letter is to give my opinion on the proposed traffic plans for Rancho Del Oro. The bottom line is that I want remove the interchange at the 78 onto Rancho Del Oro permanetely from the General Plan.

These are my reasons:

1. I was not told of this possible interchange when I bought my home. I specifically bought here because of the minimal traffic problems/conditions.
2. My children's safety will be compromised, as there will be more dangerous traffic conditions and speeding problems.
3. There are schools that will have children in traffic danger (Christa McAuliffe Elementary and El Camino H.S.) where my children will attend.
4. Seniors communities will be in the traffic path (Rancho Del Oro Senior Center)
5. An interchange would reduce our property value.
6. The interchange would create the pollution, noise, traffic
7. Community appeal reduced: landscaping will be removed to expand lanes
8. Commercial traffic will begin- when not designed for this purpose.
9. Per Cal Trans standards: an interchange at Rancho Del Oro is too close to El Camino Real and College.
10. This interchange has been stopped by the City of Oceanside previously, concluding that it is not appropriate. However it has not been removed from the plan permanently.
11. Alternative viable plans exist: (i.e. connecting El Camino to the 76)
12. There are more important project that should take precedence like transitioning the 76 to a freeway as planned and expanding it to the I-15.

Please take these points into serious conditions. The plans to remove this interchange from the general plan is good for the community and good for the people of the community.

Sincerely,

  
Chad Chapman, D.C.

To: Mr. Scott Nightingale, Associate Planner  
300 North Coast Highway  
Oceanside, CA 92054

From: Dr. Cynthia Chapman, Psy.D.  
2192 Castilla Way  
Oceanside, CA 92056

Dear Mr. Nightingale


This letter is to give my opinion on the proposed traffic plans for Rancho Del Oro. The bottom line is that I want remove the interchange at the 78 onto Rancho Del Oro permanetely from the General Plan.

These are my reasons:

1. I was not told of this possible interchange when I bought my home. I specifically bought here because of the minimal traffic problems/conditions.
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7. Community appeal reduced: landscaping will be removed to expand lanes
8. Commercial traffic will begin- when not designed for this purpose.
9. Per Cal Trans standards: an interchange at Rancho Del Oro is too close to El Camino Real and College.
10. This interchange has been stopped by the City of Oceanside previously, concluding that it is not appropriate. However it has not been removed from the plan permanently.
11. Alternative viable plans exist: (i.e. connecting El Camino to the 76)
12. There are more important project that should take precedence like transitioning the 76 to a freeway as planned and expanding it to the I-15.

Please take these points into serious conditions. The plans to remove this interchange from the general plan is good for the community and good for the people of the community.

Sincerely,

  
Cynthia Chapman, Psy.D.

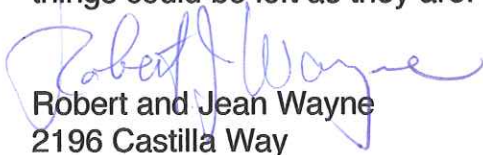
Mr. Scott Nightingale  
Asst. Planner,  
City of Oceanside, Ca.  
300 North Coast Highway,  
Oceanside, Ca. 92054

Feb 7, 2010

Dear Friends:

Several months ago our neighborhood was subject to considerable activity and before we knew what was happening, posts were installed along Rancho Del Oro and the neighborhood became the holders of some unwanted traffic signal lights at Vizcaya and Rancho del Oro. This seemed to signal that somewhere, someone was expecting heavy future traffic along Rancho. There were complaints and the lights were removed with the exception of the electrical boxes and reinforced supports which remain as if waiting for better community support.

Now we find ideas again resurrected to change the status of Rancho Del Oro into a main artery for traffic from 76 to 78. We do not need greater traffic at this choke point. This roadway does not make this connection between 76 and 78 without considerable alteration. When we purchased our home, Rancho was not considered a connection between 76 to 78. It flows past a major high school, county support programs, rail lines and other programs which would be impacted. Our family purchased our home in an area which met our needs for beauty and privacy and we would be appreciative if things could be left as they are.



Robert and Jean Wayne  
2196 Castilla Way  
Oceanside Ca. 92056

## John Amberson

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**From:** Don Buckner [dlbuck1@cox.net]  
**Sent:** Sunday, February 07, 2010 9:42 AM  
**To:** John Amberson  
**Cc:** Jim Wood; Esther Sanchez; ED Towers; Charlie Kray; maxkoehn@msn.com; Scott Davis; City Council; George & Ellen Buckhalter; Dennis J McDade; Shelby Jacobs  
**Subject:** Hwy 76, RDO, College Blvd.

Kern and Feller have been trying to destroy Oceanside's good communities by running traffic the communities to the casinos and the inland empire. Wasteful spending is their goal for Orange County builders, etc.. I strongly oppose the extension of Melrose thru Jeffries Ranch and across the San Luis Rey River.

Sheri Kearney  
3428 Cameo Drive  
Oceanside, CA 92056  
(760) 439-6174  
[sherikearney@yahoo.com](mailto:sherikearney@yahoo.com)

Mr. Scot Nightingale, Associate Planner  
300 North Coast Highway  
Oceanside, CA 92054

Fax (760) 754-2958  
Email: [snightingale@ci.oceanside.ca.us](mailto:snightingale@ci.oceanside.ca.us)

Re: Alternative E

As a resident of Oceanside for eighteen years, I have great concerns regarding proposed projects for our neighborhood.

Although, I understand the need to hold discussions and plan for increased traffic flow in neighborhoods that are growing, I fail to see the need to jeopardize the well being and value of the said neighbor hood/s.

Purposefully increasing traffic on Rancho Del Oro is a plan for disaster.

Interchanges, in general, have increased crime, pollution, noise and traffic, as well as, reduced property values. Increased traffic puts children and other residents of our community at risk. Speeding and commercial vehicles would adversely affect resident and motorist safety.

By Caltrans standards, an interchange on, or off of, Rancho del Oro is too close to El Camino Real and to College. The project has been removed by our own city, but has not been removed from the books. Please do what is right and remove it from all plans permanently.

Oceanside has worked hard to earn a reputable place in North San Diego County as a destination of value and pride. Please don't jeopardize our neighborhoods or alienate the people who have worked hard to make a home here and bring value to Oceanside as a community. **Do the only thing that is right, take Rancho Del Oro OFF of all builds and vote no on proposed projects: A- D.**

Thank you for valuing my opinions and concerns.

**Sheri Kearney**

Oceanside Homeowner, Resident and Concerned Citizen

## John Amberson

**From:** joan bockman [joanbockman@sbcglobal.net]  
**Sent:** Sunday, February 07, 2010 9:28 PM  
**To:** John Amberson  
**Subject:** Circ Elem Input Percolation Concept

Hi John,

I have been unable to make the traffic meetings due to other responsibilities.

Here is my input for the scoping. It is my experience that others do not usually bring up the areas I am concerned about. Please make sure these points are added to the analysis.

With or without the deletion of major connections on RDO and Melrose, we still have the problem of entire neighborhoods with only one exit. Along RDO, between Oside Blvd and Vista Way, some neighborhoods have 2 exits but both are on to RDO. This is inherently going to result in perceived traffic issues for those neighborhoods and for the people who use the major street (regardless of origin or exit). This has already been shown by the number of stop signs/lights on RDO in this stretch. These impacts must be made clear to decision makers. It is not enough to address a neighborhood's demands for slower traffic on streets intended to be faster when the neighborhood is not contributing to the flow. As a visitor to MiraCosta College and an occasional user of RDO, I object to the many devices that currently restrict speeds on RDO.

Proposal: All neighborhoods must "percolate" traffic through them. Residents on streets that do not "percolate" will be assessed at a higher rate than residents on streets that do. (If no actual fee exists currently, this system must be in place in the event there is a fee in the future.)

Percolating traffic can flow at reduced speeds. Speed is not important. The important factor is whether cars entering at one point can flow through the streets of the neighborhood and arrive at a different exit. This is the definition of percolation. This concept is critical because, given choices, traffic will regulate itself without impact to the neighborhood. If a neighborhood does not allow for sufficient percolation (given the population), an additional exit should be provided. If this is not possible, fees should be assessed since that neighborhood is unfairly impacting major roads.

This is also true for any cul de sac. Whether a cul de sac is made up of one road feeding 5 houses or one road that leads to 5 other roads, it is a cul de sac.

The assessment can be initially set by assuming a baseline of 1 car every 30 seconds at 25 mph. Any street that fails to meet this because it is burdening another street (by not providing an exit) shall be assessed a fine. Any street providing 2 exits is exempt.

From my prior home on a corner on a grid with an alley, there were 6 different directions from which to approach my home.

From my current home on a street with 2 ends, there are 2 ways to approach my actual house. From the ends of my street I can go 3 directions on one end and 2 on the other. So my current house would qualify as percolating. The houses on a cul-de-sac can only exit one direction so they do not qualify. This should be done at the street level and at the neighborhood level.

The Seaside Neighborhood downtown has residential single family homes just like the RDO neighborhoods. I would guess that more kids walk to school on our streets than in those

neighborhoods so it should be more important to reduce traffic for us. Yet, there are over 14 exits in a neighborhood one third the size of Fire Mountain where there are only 5 exits. Traffic is only a problem when the cars speed.

Please ensure that this concept is analyzed for the entire city neighborhood by neighborhood. Only with this data and a proper focus on speed and access within neighborhoods can decisions be made about restricting speeds and access on major streets that are intended for use by all. Also, no street should be widened until these issues are resolved.

Regards,  
Joan Bockman

## John Amberson

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**From:** joan bockman [joanbockman@sbcglobal.net]  
**Sent:** Sunday, February 07, 2010 10:00 PM  
**To:** John Amberson  
**Subject:** Circ Elem Input I-5 widening, etc

Hi John,

Here are other points to include in the Circulation Element Scoping.

1. Under the trip reduction portion: the city should take a stand on the widening of I-5.

Until measures have been taken to ensure the more efficient use of the I-5 freeway corridor, no widening should be done. These measures are: 1) designating the #1 lane of all freeways "carpool only," 2) applying a gas tax of \$1/gallon with all funds going to enhancing mass transit with rail, van pools, etc, 3) ensuring that freeway exits connect to streets that will allow traffic to self regulate by flowing around obstructions.

2. The effect of impermeable surfaces on runoff should also be included. Permeable surfaces or other ways for runoff to soak in should be required as a function of the area of pavement (existing and proposed).

3. The roads on El Corazon are intended to be "rural." That means no gutter/curb/sidewalk combinations. The roads will have soft sides leading to bioswale/infiltration basin arrangements with the sidewalk spaced away from the street in all cases except designated dropoff or crossing locations.

4. Some streets should be made narrower rather than wider. Some existing streets may be too wide (S. Clementine 300 - 600 blocks) and could be reduced via bulbouts etc for traffic calming.

5. I hope that Mike Bullock's various ideas on parking and biking are also included in the scoping.

6. Traffic Calming - Canopy Trees should be included as an important first consideration in traffic calming. The size of the tree should be related to the size of the road. For example, Oceanside Blvd must have trees capable of reaching 60ft (Sycamore, Torrey Pine, etc). The trees currently proposed for Oside Blvd between I-5 and Crouch are a cultivar that is too small. Palm trees are not canopy trees and should be replaced by or augmented with canopy trees.

7. As a matter of policy, actually stopping cars for traffic lights or stop signs should be seen as a last resort. Keeping the traffic flowing with traffic circles, yield signs or simply slowing the speed should be the preferred approach to all locations except major intersections where 2 roads of 6 lanes each connect (such as El Camino and Oside Blvd). Coast Highway should have traffic circles and reduced speeds.

Regards,  
Joan

City of Oceanside  
General Plan Circulation Element Update

February 8, 2010

Mr. Scott Nightingale, Associate Planner  
300 North Coast Highway  
Oceanside, CA 92054

Mr. Nightingale:

Please DO NOT propose an interchange at Rancho Del Oro and highway 78.

Rancho Del Oro is a community road, NOT a commercial road (as stated by the signs at both ends saying, "No Trucks over 10,000GVW"). You cannot just take down the signs and then allow Semi-trucks or large trucks to use it. The complete roadbed must be replaced to support heavier weight.

Just in the last 10 years Rancho Del Oro has become very busy creating more noise and unsafe conditions. People are speeding more on Rancho Del Oro and running the stops signs more often.

You see all sorts of people using Rancho Del Oro. They are walking, running, biking, strolling their babies from morning till late at night. This is a family community. You do not see this on El Camino Real or College. Please do not destroy our family community.

The noise is so bad at times, for us who have backyards next to Rancho Del Oro, that you cannot enjoy your patio or relax outside. The loud noises from motorcycles, trucks, buses, speeding cars, and cars with "after market" pipes can wake you up or keep you up at night. Please do not make it worst by making this road a major shortcut for Oceanside.

Putting in an interchange will produce heavier traffic, more noise, people running stop signs, and speeding. It will become very unsafe for people who use the sidewalks and crossing the streets.

This is a very beautiful community in the middle of Oceanside. Please do not ruin it by having an interchange at highway 78. Please leave it off the Oceanside's General Plan.

Thank you,

Julian and Donna Schock  
2076 Wedgewood Drive  
Oceanside, CA 92056  
760-439-3219

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:13 AM  
**To:** John Amberson  
**Subject:** FW: General Plan Circulation Element Update-comment form  
**Attachments:** Please address the following concerns with the PEIR.doc

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**From:** Diersing [mailto:diersing@cox.net]  
**Sent:** Friday, February 05, 2010 8:27 PM  
**To:** Scott Nightingale  
**Cc:** City Council  
**Subject:** General Plan Circulation Element Update-comment form

Mr. Nightingale,  
Attached is a list of issues/concerns we had to be addressed in the PEIR.  
Respectfully submitted,  
Mr./Mrs. Diersing

Please address the following concerns with the PEIR. As residents and taxpayers of Oceanside for 25 years we oppose the suggestion of constructing a freeway interchange at SR78 and RDO and instead support the option E plan.

Property owners of RDO pay a special assessment each year to maintain the median and landscape for this community and for all those that use the road. With the proposed interchange, property values and quality of life will likely be negatively affected along with important safety and environmental concerns. The possibility of an interchange at SR78 at RDO was not disclosed when residents in this area purchased their homes.

RDO is the road used for 3 schools (McAuliffe Elementary, El Camino High School and MiraCosta College) where students walk, drive, bike, skate board and have access to the bus lines and the Sprinter. Increased traffic from an interchange will negatively affect how people utilize their community.

Having attended one of the recent traffic meetings I was disappointed that no specific traffic flow study data was made available. I have a specific concern about an interchange causing gridlock on Vista Way as well as an increase of safety issues such as:

- More traffic –more accidents- vehicle and pedestrian
- More traffic lights, thus greater expense to the taxpayer, needed so that residents can exit/enter their housing tracts safely from/to 3-way intersections.

Potential impacts could include:

- Heavy truck traffic emitting toxic diesel exhaust in close proximity to residential homes and pedestrians.
- Potential for the elimination of pedestrian traffic for area residents, including people that use public transportation and students.
- Significant increase in noise pollution from increased number of vehicles on RDO.
- Increased crime

Where was the foresight in planning to locate industry in the heart of the city? And now the traffic solution is to negatively impact a significant number of residents, namely the RDO neighborhood? Why wasn't SR76 connected to El Camino—this to me was a huge blunder and now I'm asked to sacrifice my neighborhood for the sake of business and the choices made.

We moved to Oceanside to raise our family in a safe neighborhood and now see a proposal that would impact everything that is currently positive about the RDO community.

Mr./ Mrs. Diersing  
2044 Wedgewood Drive  
Oceanside, CA 92056

(760) 439-7952

Feb. 5, 2010

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:12 AM  
**To:** John Amberson  
**Subject:** FW: General Plan Circulation Element Update

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**From:** Doris Balsmeyer [mailto:dory2080@gmail.com]  
**Sent:** Saturday, February 06, 2010 4:03 PM  
**To:** Scott Nightingale  
**Subject:** General Plan Circulation Element Update

### COMMENT FORM

Following are my comments relating to the Oceanside General Plan, and specifically relating to the proposed plan that, although it was shelved, is still included in the general plan of constructing a freeway interchange at Freeway 78 and Rancho del Oro (RDO) Boulevard. I understand that this topic will be discussed at a meeting at City Hall on Monday, February 8, at 6:00 PM. I plan to attend this meeting.

- A freeway interchange @ RDO and the 78 Freeway would destroy our beautiful neighborhood, causing
  - greatly increased traffic,
  - excessive noise and pollution,
  - the endangerment of pedestrians, especially children,
  - the widening of RDO,
  - the elimination of our landscaping along RDO
  - the increase of crime
  - the possible elimination of our much-used and much-loved RDO sidewalks.
- An interchange @ 78 and RDO is entirely too close to the existing interchanges at College and El Camino Real, increasing the potential for accidents.
- When the homes along RDO were built, home buyers were NOT TOLD about the proposed freeway interchange at 78 and RDO. I'm one of those original home buyers.
- RDO is a residential neighborhood, a residential street. Why not connect El Camino Real to Oceanside Blvd.? It would certainly be cheaper, and would provide your desired connection between Route 78, Oceanside Blvd., and Route 76. Why in the world wasn't this done when Rte. 76 was improved several years ago? El Camino Real is a commercial street. Where is/was the logic?
- The city has approved, and there have been built, two massive developments on the north side of the 78 at RDO. On the south side of RDO is an historic adobe house. These two new

developments and one historic house do NOT lend themselves to the building of a SAFE and EFFICIENT freeway interchange.

- I strongly request that the proposed freeway interchange at the 78 Freeway and Rancho Del Oro Drive be eliminated from the General Plan. I look forward to an honest, transparent and straightforward discussion at the February 8th meeting.

Doris Balsmeyer  
2080 Wedgwood Drive  
Oceanside, CA 92056  
760/722-4565

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:11 AM  
**To:** John Amberson  
**Subject:** FW: RDO/Feb. 8 City Council Mtg.

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**From:** Barbara Nassaur [mailto:pennybarb@gmail.com]  
**Sent:** Saturday, February 06, 2010 4:29 PM  
**To:** Scott Nightingale  
**Subject:** RDO/Feb. 8 City Council Mtg.

We wish to support the movement to remove the RDO interchange from the City's General Plan. We do not want RDO to become a 6-lane thoroughfare that allows trucks and higher speeds to endanger the families who need to use it every day.

In addition, Oceanside needs to use our tax dollars to repair and resurface the existing streets, such as Oceanside Blvd., College and Vista Way (and RDO!) that are disintegrating more each day.

Thank you.

Barbara & Karen Nassaur  
3429 Caseras Dr.

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:11 AM  
**To:** John Amberson  
**Subject:** FW: Comment Form PEIR - 2/8/10 Meeting

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**From:** mposnak [mailto:mposnak@cox.net]  
**Sent:** Saturday, February 06, 2010 6:48 PM  
**To:** Scott Nightingale  
**Subject:** Comment Form PEIR - 2/8/10 Meeting

Mr. Nightingale,

We are strongly opposed to an interchange at Rancho del Oro and Vista Way as well as any additional traffic light installation on Rancho del Oro between Oceanside Blvd. and Vista Way. The interchanges at College Blvd. and El Camino Real are adequate. There is not enough distance between the two to warrant an additional interchange. The current stop signs on RDO are adequate to control traffic through our neighborhood.

We have lived in Oceanside since 1976 and moved to Tournament Dr. from the Fire Mountain area in May 1988. We love this neighborhood because it has always been "walker friendly." We walk daily and have "pounded the pavement" up and down RDO for almost 22 years. We see many others enjoying the sidewalks along RDO walking dogs, pushing baby strollers, walking or jogging. Please do not destroy what we all worked hard for - owning a home in a beautiful Oceanside neighborhood.

We **DO NOT** want a 6-lane highway destroying our neighborhood. We **DO NOT** want the interchange. We **DO WANT** to enjoy living where we do and being able to continue walking without RDO turning into an El Camino Real or College Blvd.

Respectfully,

George and Mary Ann Posnak  
3327 Tournament Dr.  
Oceanside, CA 92056

760-415-5326  
760-859-6384

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:11 AM  
**To:** John Amberson  
**Subject:** FW: Oceanside General Traffic Plan

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**From:** Kathy Puckett [mailto:yayakathy1@yahoo.com]  
**Sent:** Sunday, February 07, 2010 9:47 AM  
**To:** Scott Nightingale  
**Cc:** the Waynes  
**Subject:** Oceanside General Traffic Plan

I am unable to attend the Meeting on Feb.8 regarding the interchange at Rancho Del Oro. I am very much opposed to this interchange as it will completely change my neighborhood. I purchased my home 12 years ago and counted on it to be a safe and comfortable area to live, allow my grandchildren to play, walk my dog and enjoy the quiet atmosphere. This interchange destroys all of this. In the first place it is too close to El Camino and College according to Caltrans. There are so many other ways to spend our tax dollars, such as fixing the 5 and 78 connection or expanding the 76 all the way to the 15. Thanks for finally adding a lane over the 78 which I am sure has prevented many accidents.

We have been trying to remove this interchange for sooooo long, and each time I think it is settled that the city will not consider this interchange. Then here it is again. Please remove this interchange from all city documents and future plans once and for all. We residents and taxpayers have other things to do besides returning to city hall to ask this be done every year.

Thank you for your help. Kathryn Puckett

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:12 AM  
**To:** John Amberson  
**Subject:** FW: CEQA public scoping meeting

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

**From:** Tanya Wohlin [mailto:tanya.wohlin@gmail.com]  
**Sent:** Saturday, February 06, 2010 12:36 PM  
**To:** Scott Nightingale  
**Subject:** CEQA public scoping meeting

Dear Scott,

My family and I live along RDO, south of Oceanside Blvd. and North of Mira Costa College. We have lived here for 12 years. I do not wish to see a RDO/78 interchange go thru. The press of traffic is already noticeable once RDO went thru towards the Mission. The traffic for Mira Costa college alone is quite an impact. The stops signs are helpful in keeping the traffic at least at a safe speed. I also do not think having an interchange at RDO/78 is wise in that the two interchanges at College and El Camino Real are too close together to merit putting another one in between.

RDO road was designed for the "bed-room" community and was never intended to bear the burden of expansion. Eliminating the greenbelt buffer would not solve the problem of trying to increase traffic flow north and south.

College Blvd. is a good example of an expansion gone wrong. Those poor people who live along College suffer the traffic noise and pollution. Not to mention the decrease in the value of their neighborhoods. El Camino Real is commercial in structure, which makes sense for a huge traffic artery. RDO is not commercial in its layout, hence, we would end up on the short end of this plan. We would become another "College Blvd" demise.

Please do not consider an interchange at RDO/78.

Thank you  
Tanya Wohlin  
3231 San Tomas Oceanside, 92056

2-6-2010

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:13 AM  
**To:** John Amberson  
**Subject:** FW: PEIR - General Plan Circulation Element

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

**From:** Patty [mailto:pegagain@cox.net]  
**Sent:** Saturday, February 06, 2010 11:51 AM  
**To:** Scott Nightingale  
**Subject:** PEIR - General Plan Circulation Element

Mr. Nightingale:

I would like to vehemently voice my opposition to any proposed interchanges along Rancho Del Oro. It is an unnecessary proposal with El Camino Real and College Blvd. in such close proximity. We don't need or want another major thoroughfare going through our neighborhood.

The increased traffic, pollution, noise, reduction in property values, speeding, crime, safety & destruction to our landscaping at Lomas de Oro (and any other neighborhood) are just some of the negative effects that would result if this proposal became reality. None of us want this intrusion into our peaceful little corner of the city. Property values have already plummeted, we don't need another "hit".

I respectfully urge you to protect our interests and remove this proposal of an interchange along Rancho Del Oro from all city documents and future plans. Thank you for being a voice for those very concerned about the neighborhood.

Sincerely,

Patty Geiselhart  
3436 Cameo Drive Unit #66  
Oceanside, CA 92056

(760) 757-0535

02/06/2010

## John Amberson

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**From:** John Amberson  
**Sent:** Monday, February 08, 2010 10:39 AM  
**To:** 'Ethel Florack'  
**Subject:** RE: Transportation Meeting

Hello Mr. and Mrs. Florack –

I remember you from when we were looking at putting in the all-way stop on Temple Hts. I hope all is well on your end.

I'm not doing neighborhood hood traffic calming anymore, but have forwarded your request for traffic calming to our operations people who could revisit the traffic situation on Temple Hts. I've also included your comments as part of those documented for the Citywide Circulation Element update. We're also working with NCTD to refine their long-range transit plan. By the sound of your comment, we could use a more direct bus service to the Senior Center in El Corazon. Perhaps even a more direct shuttle service for our seniors should be developed that services only Senior communities.

Thank you for your comments and please feel free to contact me anytime if you have any questions or additional comments.

Respectfully,

John Amberson  
760-435-5091

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**From:** Ethel Florack [mailto:osidebrit@cox.net]  
**Sent:** Saturday, February 06, 2010 9:51 PM  
**To:** John Amberson  
**Subject:** Transportation Meeting

Dear John:

Regarding moving people, a few thoughts

Being 90 and no longer driving I now look at transportation in a new light. If a person is really REALLY serious about public transportation they will for one week put their car keys away and go to and from work, meetings, shopping, etc. etc. by way of public transportation and they will soon find what is wrong with Oceanside transportation.

Consider this example. If I want to go to the El Cozan Senior Center, I need to get down to Oceanside Blvd., take bus # 333, get off at Aienda del Oro, cross Oceanside Blvd., walk on street (no sidewalk) to the Sprinter station, take the Sprinter to Rancho del Oro stop, cross Oceanside Blvd., walk all the way up to the center.

To go downtown, same way but stay on Sprinter till downtown or take # 333 to Town Center North and transfer to a bus going downtown. And bus # 333 runs once an hour and 7:05 p.m. is the last bus.

On to another matter. How many signatures will you need to consider a calming device (such as the one on Meadowbrook Drive) on Temple Heights Drive between Glenhaven and Rising Glen - by the school?

Thank you

Bernard H. Florack  
1517 Temple Heights Drive  
Oceanside, Ca 92056

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 11:02 AM  
**To:** John Amberson  
**Subject:** FW: RDO 78

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**From:** Lori Sampatacos [mailto:lorisampa@hotmail.com]  
**Sent:** Monday, February 08, 2010 10:41 AM  
**To:** Scott Nightingale  
**Subject:** RDO 78

Dear Scott,

I am a resident of the Rancho del Oro neighborhood and am alarmed that the city is considering building an interchange connecting Rancho del Oro Rd. to the 78 Freeway. One of the reasons I moved to this neighborhood is the quiet, relatively crime-free and pollution-free area that it is. Access is already very good to the 78 freeway via College Blve. and El Camino Real. Both streets are close-by. Why does the city feel that another interchange is necessary? There is already plenty of traffic on Rancho del Oro Rd., making it often difficult to turn left from Tournament or Golfer's Way. Imagine if that road were an access road to the 78!

Far better to use the money to expand the 76 to the 15. Please consider this and DO NOT CONSTRUCT AN RDO/78 INTERCHANGE!

Thank you for considering my comments.

Lori Sampatacos  
2352 Back Nine St.  
Oceanside

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Hotmail: Powerful Free email with security by Microsoft. [Get it now.](#)

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:15 AM  
**To:** John Amberson  
**Subject:** FW: Rancho Del Oro and Hwy 78 Interchange

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**From:** James Hill [mailto:james-hill@cox.net]  
**Sent:** Friday, February 05, 2010 10:14 AM  
**To:** Scott Nightingale  
**Cc:** Esther Sanchez; Jerry Kern; Jack Feller; Jim Wood  
**Subject:** Rancho Del Oro and Hwy 78 Interchange

Dear Mr. Nightingale, Associate Planner for the City of Oceanside,

Please keep the interchange at Rancho Del Oro Road and Hwy 78 in Oceanside's plans for the future.

It is critical that Oceanside roads and interchanges continue to be improved to meet the needs of Oceanside as a whole. At the current time both El Camino Real and College Blvd. have very heavy traffic loads, partially due to the fact that the interchange at Rancho Del Oro Road and Hwy 78 has not been build.

I would suggest that the RDO and Hwy 78 Interchange could be developed in two phases as follows:

1. Phase 1 would be to build an exit ramp from Westbound Hwy 78 onto Northbound RDO and an entrance ramp to Westbound Hwy 78 from Southbound RDO. This first phase would not cost a lot of money and would greatly improve the traffic flow at the Westbound Hwy 78 exit ramps at College Blvd. and El Camino Real and the Westbound Hwy 78 entrance ramps at College Blvd. and El Camino Real.
2. Phase 2 would be to build the overpass at RDO and Hwy 78, including the Eastbound entrance ramp to Hwy 78 from RDO and the Eastbound exit ramp to RDO from Hwy 78. RDO would also be connected to Carlsbad streets at this time. The second phase should be built as soon as funds are available.

It is my belief that decisions regarding traffic improvements should be made based on objective traffic studies and not because of the demands of local neighborhood groups who do not care about the needs of other Oceanside residents.

James Robert Hill  
3271 Noya Way  
Oceanside, CA 92056  
760-433-3737

## Scott Nightingale

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**From:** Bob & Beverly Justice [homebodystwo@sbcglobal.net]  
**Sent:** Monday, February 08, 2010 11:30 AM  
**To:** Scott Nightingale  
**Subject:** Opposition to proposed interchange at Rancho del Oro

Mr. Nightingale, I am writing in OPPOSITION to any plan on making an onramp from Ramcho del Oro to the 78 freeway. We have close onramps at College and El Camino already. New ramps only cause congestion, noise, reduced property values and on and on. I know that you know what the implications would be. It seems Alternative E is the only choise that protects all of our neighborhoods. Please do not vote for this plan and lets get on to some of the improvements that REALLY help our area instead of degrading it. Please do the right thing. Thank You  
Robert and Beverly Justice 3135 San Helena Dr. Oceanside Ca. 12  
year residents of Villa Trinidad in Rancho del Oro.

### Comment Form

#### City of Oceanside General Plan Circulation Element Update

#### CEQA Public Scoping Meeting January 12, 2010 (6:00 PM)

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~ *received by Feb 8, 2010*. Please print legibly.

WE MOVED INTO THIS NEIGHBORHOOD IN 1990, BECAUSE IT WAS TO BE A QUIET NEIGHBORHOOD. ALREADY THE TRAFFIC HAS BECOME NOISY ON RANCHO DEL ORD, DIMINISHING THE VALUE OF OUR HOMES. WE WERE TOLD THE PLANS TO RUN RANCHO DEL ORD THROUGH WERE SCRAPED, AND HERE IT IS AGAIN.

PUTTING THIS THROUGH WILL ENDANGER OUR CHILDREN, AND LEAVE US TO BREATHE CAR FUMES IN OUR HOMES.

THERE ARE PLENTY OF FINDING PROTECTS YOU COULD BE DOING, SUCH AS RUNNING EL CAMINO TO 78 OR FIXING THE 78+5 CONNECTION.

PLEASE LEAVE OUR RESIDENTIAL NEIGHBORHOODS ALONE!

Submitted by (please print legibly):

Name: <i>DOROTHY W. LONG</i>	Agency/business/group name (if applicable):
Address: <i>2306 BACK NINE ST.</i>	Phone number: <i>760-722-8322 or 760-722-8668</i>
City/state/zip: <i>OCEANSIDE, CA 92056</i>	Date: <i>2-7-10</i>

## John Amberson

---

**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 8:14 AM  
**To:** John Amberson  
**Subject:** FW: Re-sending Citizen Comment: NO ON RDO & 78  
**Attachments:** NO ON RDO AT 78.pdf

---

**From:** Stitcher, Debra [mailto:Debra.Stitcher@dlapiper.com]  
**Sent:** Friday, February 05, 2010 2:35 PM  
**To:** Scott Nightingale  
**Subject:** Re-sending Citizen Comment: NO ON RDO & 78

I'm re-sending my comment as I don't think the first pdf was readable. Thank you.

Hi Mr. Nightingale,

As a homeowner in the Montego Development, in the first culdesac from Rancho Del Oro and Vizcaya Way (our development's retaining wall borders Rancho Del Oro), there have been 2 serious accidents already where vehicles have come completely through that wall with ease, and down the embankment into our culdesac. Needless to say, I feel another freeway interchange at RDO is useless and wasteful of taxpayer dollars, and puts citizens at serious risk of injury due to increased traffic and gridlock on Rancho Del Oro (which we don't have now). Please see my full comment form attached.

Thank you!

Debra Stitcher  
Debra Stitcher

Debra J. Stitcher  
Legal Secretary

DLA Piper US LLP  
401 B Street, Suite 1700  
San Diego, California 92101

619.699.2765 T  
619.699.2701 F  
760.612.1678 M  
[debra.stitcher@dlapiper.com](mailto:debra.stitcher@dlapiper.com)

[www.dlapiper.com](http://www.dlapiper.com)

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## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 08, 2010 4:25 PM  
**To:** John Amberson  
**Subject:** FW: Comment Form - City of Oceanside General Plan Circulation Element Update

FYI

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

**From:** David C. Papayoanou [mailto:dpapayoanou@darkwolftech.com]  
**Sent:** Monday, February 08, 2010 3:48 PM  
**To:** Scott Nightingale  
**Subject:** Comment Form - City of Oceanside General Plan Circulation Element Update

Mr. Nightingale,

I am a resident and local business owner in the Rancho Del Oro area. I would like to express my concerns regarding the potential planning for an interchange at 78 and Rancho Del Oro. Below are my most pressing concerns, but in general I would like the potential 78 interchange idea removed from any planning once and for all.

- 1) First and foremost is that such a plan erodes the confidence in local government not only by the current residents in the Rancho Del Oro area, but also any potential future residents in Oceanside. The reason is that this is a classic bait-and-switch. The Rancho Del Oro area was designed and promoted as a sleepy, residential community. And indeed when I first moved in it was that. However, in recent years we have taken a back seat to business development and the related 78 interchange concept. I would already tell someone planning on moving to Oceanside to be very leery because of such actions. Should the city move forward on this plan, I will tell all who are willing to listen to avoid Oceanside like the plague. In the age of the Internet, it is quite easy for those researching communities to become aware of such wild policy swings. Such swings can suppress interest in a city for both residential and business investment, thus neither the city nor its residents will benefit.
- 2) Such an interchange could remove the landscaping through a need to expand the road to 6 lanes. Isn't this the very landscaping I've been paying hundreds of dollars a year to maintain? After paying so much for so many years, I'm sorry, but I consider this landscaping a part of our communal property. Also, I run along side this landscaping every other day so I take immense pleasure in it and I am not alone. I see other joggers, couple walking their dogs after work, parents with their children, etc. all enjoying this. A part of my run is along College and it is horrendous by comparison, but that is what our area will turn into should this plan move forward and the landscaping removed.
- 3) The reduction of property values will be immense. How in the heck can a city do anything to erode property values in the current housing market? While I know such an interchange wouldn't be built for years, again with the Internet any potential buyers nowadays would immediately be aware of this issue and thus keeping this in the general plan will likely suppress property values from rising even before the eventual reduction should the interchange be built.
- 4) As I understand it, this interchange isn't even legal because of its proximity to two other interchanges at El Camino Real and College.
- 5) Finally the noise will be absolutely out of control. Already, the actions of the city with approval of the nearby business park have probably increased noise levels to double the

levels they were at when I first moved here. Should a 78 interchange go into effect, it will simply be uninhabitable.

Thank you for your time.

Name: David C. Papayoanou  
Address: 3404 Cameo Drive Unit 7, Oceanside, CA 92056  
Phone: (760) 967-7919  
Date: 2/8/2010  
Time: 1546

--

David C. Papayoanou, CISSP  
President / Information Assurance Consultant Dark Wolf Technologies, Inc.  
[dpapayoanou@darkwolftech.com](mailto:dpapayoanou@darkwolftech.com)  
Toll Free: (866) DARK-WOLF (327-5965)

## Scott Nightingale

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**From:** Kim Miranda [kimiranda75@sbcglobal.net]  
**Sent:** Monday, February 08, 2010 6:51 PM  
**To:** Scott Nightingale  
**Subject:** CEQA Public Scoping Meeting, February 8, 2010

Dear Mr. Nightingale:

Our names are Felix and Kim Miranda and we live at 2851 Colgate Drive, Oceanside, CA. 92056; telephone (760) 722-4756. We request that you to consider this e-mail as our completed comment form regarding the proposed projects for the City of Oceanside's General Plan and Traffic plan through 2030.

We are opposed to any traffic plan that involves developing any expansion plan or freeway interchange at Rancho del Oro. The impact that would affect our neighborhood would be the increase in traffic, not only on Rancho de Oro but on the main cross street of Cameo that is the main entrance to Rancho del Oro Estates, the development in which we live. Cameo is already one of the heaviest travelled streets as it is the ingress and egress to our neighborhood. When Rancho del Oro becomes congested with traffic for reasons such as a major accident or traffic signal problems the one street that will become the exit street will be Cameo. Cameo is an east/west street that runs from Rancho del Oro and ends at College Blvd. Thereby bringing in even more traffic to our neighborhood. More traffic means more pollution, and more dangerous streets for our children and grandchildren. Christa McAuliffe Elementary is in our neighborhood, as well as Mira Costa College. The children, their parents and the students of Mira Costa College will all be negatively affected if any plan to expand Rancho del Oro or make an interchange at Rancho del Oro is approved. Not to mention the fact that Rancho del Oro is one of very few four-lane roadways in Oceanside that is still maintained with beautiful landscaping where families enjoy walking, exercising their dogs and bicycling. We believe that we will lose this asset to our neighborhood if an expansion plan is implimented here.

Another concern we have is the City's ability to keep up with the cost of repairs to the streets if even more traffic is diverted to Rancho del Oro and our neighborhood. Currently, Cameo is in dire need of repaving because of the daily traffic that it already has and as a result of the recent rains several pot holes have developed.

Will our neighborhood start deteriorating with an expansion plan? Yes. Will our property values be reduced. Yes, we believe it will and therefore we hope you consider our concerns before any decisions are made. Thank you.

Sincerely,

Felix H. Miranda  
Kim E. Miranda  
(760) 722-4756

## Scott Nightingale

---

**From:** Chad Woolley [cswoolley@gmail.com]  
**Sent:** Monday, February 08, 2010 5:25 PM  
**To:** Scott Nightingale  
**Cc:** susiecoker@cox.net  
**Subject:** Comment Card - CEQA Public Scoping Meeting

Dear Mr. Scott Nightingale,

Enclosed are my comments re: proposals for an Interchange on Rancho Del Oro.

A proposed interchange would be detrimental to our community! I live right next to RDO and actually walk to work to MiraCosta College. I see pedestrians everyday on RDO - children going to Elementary school, joggers, people walking their dogs, etc. An interchange would negatively impact in the following ways (to name a few):

- Safety Hazard. Children going to Elementary school, the park, etc. Pedestrians, adults, seniors, walking pets, etc.
- Speeding due to increased lanes would also increase accidents.
- Noise pollution due to increased traffic
- Smog and exhaust pollution due to increased traffic.
- Reduction in home values and neighborhoods. My property sits adjacent to RDO - I would never be able to sell my home if needed!
- Reduction in landscaping providing beauty and character to the community

Please take ALL interchange proposals off the books!

Thank you for your consideration,

Chad Woolley

3293 San Tomas Dr.  
Oceanside, CA 92056  
Mobile: 208-761-5224  
Work: 760-795-6848  
[cswoolley@gmail.com](mailto:cswoolley@gmail.com)

## Scott Nightingale

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**From:** Gerry Akin [gakin@cox.net]  
**Sent:** Monday, February 08, 2010 7:31 PM  
**To:** Scott Nightingale  
**Subject:** Rancho Del Oro Interchange to 78

I am in favor of the Rancho del Oro interchange connection to highway 78. I purchased my home at 2174 Castilla Way in 1999 knowing full well that the interchange would someday be built. I hope the City of Oceanside has enough wisdom to resist the nimbys who have a loud voice, but represent a very small portion of the Oceanside residents, the great majority of whom would be in favor of this additional link between 76 and 78.

My name is Gerry A Akin  
2174 Castilla Way  
Oceanside, 92056

Phone 760 439 8045

Thanks

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 4849 (20100208)  
\_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

## Scott Nightingale

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**From:** Kristi Lovelace [kjlovelace@aol.com]  
**Sent:** Monday, February 08, 2010 6:00 PM  
**To:** Scott Nightingale  
**Subject:** Rancho Del Oro Interchange

Dear Mr. Nightingale,

I am writing to voice my opinion on the possibility of a Hwy. 78 interchange at Rancho Del Oro Drive in Oceanside. I know that this interchange has been the topic of much discussion over the past few years, and I thought that it had been officially decided against. However, it has recently come to my attention that the interchange is still a possibility and will be discussed at a meeting tonight. While I am unable to attend this meeting, I have strong feelings about such a proposal.

Having been a resident of Mira Costa Estates for over 24 years, I am against this proposed interchange for many reasons. If this project were completed, the neighborhoods surrounding Rancho Del Oro Drive would be adversely affected by an increase in traffic on our streets; deteriorating road conditions due to those increased traffic levels; an increase in noise, disrupting the peaceful environment we now enjoy; an increase in crime due to our proximity to the interchange; a decrease in the quality of the air we breath due to exhaust levels; and a decrease in property values, which are already suffering greatly in the present economy.

I also wish to comment on the recent installation and subsequent removal of traffic signals at the corner of Cameo Drive and Rancho Del Oro Drive. It seems as though this was done in anticipation of the above-mentioned interchange, in an attempt to slip it by the neighbors without proper notice. Although the story I read in the *North County Times* quoted an Oceanside official as saying that traffic studies done at this intersection rated it as an "E" on a scale of "A" through "F," with "A" being free-flowing traffic and "F" being gridlock, this is very hard for me to believe. Having driven through that intersection nearly every day (and at various time of the day and night) ever since Rancho Del Oro Drive was completed, I have never had to wait for more than three cars at the current stop sign. Most of the time, there are no other cars at the intersection. Now more than ever, I expect my government officials to spend the taxpayers' money wisely, and this traffic signal fiasco seems to have been a total waste of our tax dollars.

It is my hope that the officials of Oceanside will listen to their constituents and reject the Rancho Del Oro interchange idea once and for all. Thank you very much for your consideration.

Sincerely,

Kristi Lovelace  
2864 Colgate Drive  
Oceanside, California

## Scott Nightingale

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**From:** Jeteca Overman [jeteca\_o@hotmail.com]  
**Sent:** Monday, February 08, 2010 6:05 PM  
**To:** Scott Nightingale  
**Subject:** RDO - Vote Against 78 Interchange

**Importance:** High

Hi Scott,

I am sorry my husband and I are unable to be at the meeting tonight concerning our vote to remove the interchange from all city documentation and future plans.

As home owners in the Palisades Park neighborhood, we feel we have too much traffic coming up and down Rancho Del Oro as it is. In fact, I was walking my dog just the other day. We were walking back up the hill from the Sprinter Station and it started to rain and then hail before we could make it all the way up the hill. As we crossed the four way stop on the corner of RDO and Vista Del Oro, my dog and I proceeded to cross at the crosswalk. There were cars in in both lanes going both up and down RDO...all but one of the cars stopped for us to cross. The car was in such a hurry that they did not come to a complete stop, nor did they have their lights on and I am not even sure they saw my dog and I in the middle of the crosswalk. The car was coming right at us. I stopped in the middle of the crosswalk, as the speeding car just missed hitting us by about five feet.

Another issue is an increase in crime. My husband and I returned from being out of town for the holidays to find a letter that one of our new neighbors had distributed throughout the neighborhood. They were a new family moving in over the holidays. While they were moving things into their house from the moving van in their driveway, someone had broken into their vehicle and stole a purse and a GPS.

We bought our home in this neighborhood, because it had less noise, traffic, pollution and the property had kept a higher value than most neighborhoods in Oceanside. We are concerned that an interchange would decrease our property values, as well as increase speeding, traffic and noise...not to mention wear and tear on the roads.

We want the interchange removed from all city documentation and future plans.

I hope our comments and needs will be taken into consideration at the meeting tonight. Thank you for your time and attention to this matter.

Good luck tonight!

Kindest regards,

Jeteca and Ron Larson  
2129 Ramada Drive  
Oceanside, CA 92056  
Fax: 760-231-8023  
Email: [jeteca\\_o@hotmail.com](mailto:jeteca_o@hotmail.com)

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## John Amberson

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**From:** John Amberson  
**Sent:** Tuesday, February 09, 2010 3:36 PM  
**To:** 'Susie Coker'  
**Cc:** Shelly Hayes-Caron; Doris Balsmeyer; George Buell; David DiPierro  
**Subject:** RE: Circulation Element Update Question

Susie –

Thanks for your comments. They will be included with the other comments received to date. To answer your questions:

1. Yes. This is exactly the kind of thing we need to know about. Also, I think this is something that we might be able to address before the Circulation Element is approved. I have submitted a request for a site review with a recommendation for improvements.
2. Yes. If you can provide us with a copy, we will certainly include the petition.
3. Yes. I would be happy to meet with you and others during normal business hours. To clarify, staff has been directed to address the issue at Cameo and RDO, as well as other key intersections. Staff has also been directed to take steps in establishing a policy to perverse existing conditions along RDO in an effort to keep traffic volumes low to enhance the character of the RDO neighborhood area.
4. Yes. There is currently a schedule posted on the project webpage on the City's website under Project Schedule at: <http://www.ci.oceanside.ca.us/ceu/> .

Thanks again,

John

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**From:** Susie Coker [mailto:susiecoker@cox.net]  
**Sent:** Tuesday, February 09, 2010 2:08 PM  
**To:** John Amberson  
**Cc:** Shelly Hayes-Caron; Doris Balsmeyer; George Buell  
**Subject:** Circulation Element Update Question

Dear John,

I have a few questions.

1. I have a comment concerning a very dangerous bus stop on Vista Way. To get to it people run from Paseo De Laura to Vista Way at the top of a hill where they are not seen well by any cars approaching from the other side of the hill. Once at their bus stop they are standing crammed up to the chain link fence that separates 78 from Vista Way. There is no bench, or covering. There is very little distance from the fence to the road (only a few feet). This needs fixed. The QUESTION is: Is this the kind of thing we can get added to the update through our comments?
2. Will the Petition Against The Interchange, that Doris Balsmeyer collected and submitted to staff and council years ago be included with THIS Scoping process? There are over 1500 names on that list and we want them included since these names represent all the very same issues and comments you are collecting for this Circulation Update.
3. Will the comments from ALL the past scoping meetings and workshops that we diligently attended and we addressed at every opportunity be included in this collection of comments?
4. Can we schedule a meeting with a few residents to get an explanations as to what this "special consideration" concerning Rancho Del Oro Road is?
5. Can we get a tentative schedule of the remaining steps of this Circulation Element/Scoping process?

Thank you,

Susie Coker  
2126 Sorrento Drive  
Oceanside, CA. 92056  
760-967-2126

## Oceanside Scoping Meeting Comments for General Plan and Circulation Update

Subject: In Opposition to the Rancho del Oro Interchange at Highway 78

Rancho del Oro Road was rezoned from Industrial to residential in 1985 and the City Council approved The Del Oro Hills Community along Rancho del Oro Road ( RDO ) from Vista way north until it dead ended before reaching Oceanside Blvd. Very low density homes were built with a specific Master Plan for this area. "The purpose of this zoning reclassification is to encourage a desirable living environment, with efficient and aesthetic use of land through utilization of innovative residential development..." "And it's intent to preserve the original site character." Also, "That the site has been reviewed by the Oceanside Economic Development Committee and has been found to not be an important site for the future attempts of the City to attract industrial users." And, "Where there is a conflict between these development standards and the City of Oceanside Zoning Ordinance, these standards are intended to prevail." A very specific landscape plan was created to include the natural topography with slopes, a median with trees, shrubbery and open space. There are 2 lanes going in each direction and a "parkway" like setting was created along the RDO roadway. "No grading shall occur outside the limits of the Specific Plan area unless an easement letter of permission or other document to the City Attorney is obtained from the owners of the affected properties prior to approval of any grading permits."

The General Plan and Circulation Element were not updated to reflect these changes.

Therefore a conflict was created between our Specific Master Plan and the City of Oceanside. This conflict created no problem until an Industrial Park project was considered and developed in the Ocean Ranch area many years after Del Oro Hills had been developed into a thriving community. The Interchange once considered for an Industrial corridor along RDO had virtually disappeared with the land use zoning changes for Del Oro Hills until the Ocean Ranch Industrial Park proposal. The developers or City revived the Interchange and even promised it to Idec Pharmaceuticals, which became Biogen, which became Genetec. This Industrial park project was a piece mealed project that did not consider its location in the center of residential communities with no proper infrastructure in place to properly handle future business traffic. Rancho del Oro Road was not even constructed to accommodate truck traffic and to this day remains truck restricted. The Interchange long since forgotten on the books when Del Oro Hills was developed now threatened every aspect of RDO's original concept. An Interchange demanded 6 lanes-Our Specific Master Plan called for 4 lanes. An Interchange for a commercial corridor calls for accommodations for trucks-Our Specific Master Plan calls for preservation of the original site character, "natural slopes left ungraded in conformance with the Hillside Ordinance". Again, a conflict. We have paid for over 20 year for a parkway setting and for the last 12 years have had to fight the City to keep it. When we bought our homes WE WERE NOT INFORMED about the Interchange. Several residents, years later, before they bought homes, even went to city hall and enquired about any impending plans for this area and were told THERE WERE NO PLANS for the Rancho del Oro Road/Del Oro Hills community.

We are strongly opposed to the RDO/78 Interchange based on these facts that the city is either guilty of a bait and switch or a mistake. Either way the city's General Plan and Circulation Element are in conflict with the Very Specific Master Plan for Rancho Del Oro Road Community.

Susie Coker,  
2126 Sorrento Drive, Oceanside, CA. 92056

Feb. 8, 2010

**Comments for the Circulation Update.....Feb 8, 2010**

Against the Interchange at Rancho del Oro and Highway 78 for the following reasons.

1. Studies show an increase in crime due to easy accessibility and proximity to an Interchange.
2. Severely impair the visual quality to all the communities along Rancho del Oro Road.
3. Increased vehicle traffic and speed, threatening pedestrian safety for jogging and walking. Increased risk of serious accidents.
4. Increased noise.
5. Increased air pollution.
6. The division of our community neighborhood.
7. It will encourage growth inducement.
8. It will threaten childrens safety crossing RDO for school and play.
9. School bus stops directly on Rancho del Oro in which cars do not heed the stop sign on the back of the bus which signals when the bus is picking up or exiting children.
10. The reduction of property values.
11. The fact that home buyers/owners where not informed of the proposed Interchange before purchasing in a quiet out of the way neighborhood.
12. The fact that when we purchased our homes Rancho del Oro did not even connect to Oceanside Blvd. The connection from Oceanside Blvd to Mesa did not exist, and the 76 expressway did not exist.
13. Rancho del Oro is truck restricted and was not built to accommodate heavy vehicle traffic.
14. Rancho del Oro residents have paid for our prized landscaped greenbelt with a Landscape Maintenance District Tax (not homeowners fees) for almost 25 years. An Interchange according to Caltrans would need 6 lanes, even though our city voted to keep Rancho del Oro 4 lanes. We fear that would be reversed and steal our parkway and median, which is part of the reasons we bought homes here.
15. There is a Specific Master Plan for this neighborhood to be of a certain quality and that encourages a desirable living environment that is to prevail where there is conflict. An Interchange does not encourage a desirable living environment.
16. This Interchange project is city driven but is being misrepresented as a Caltrans project to the citizens of Oceanside giving the impression we have no "say" in the matter. This eliminates unknown amounts of public involvement and comments.
17. The scoping notification process was riddled with inaccuracies from dates not matching days, to the citizens being addressed as agencies, and that this Scoping process is so flawed that it does not represent Oceanside citizens. No materials where provided to review.
18. This proposed Interchange is less that a mile between two other Interchanges, which would negatively impact the 78, increasing traffic back-ups all the way to the 5, where we already have serious problems, and cause dangerous traffic weaving patterns as cars try to exit and enter in too close a proximity. The Highway 5 off ramp to the 78 is already too close to the Jefferson exit and

## Scoping Meeting Comments For General Plan & Circulation Update

### Suggestions/Comments:

1. Include in the General Plan and Circulation Element, the promises made to the RDO road neighborhood also known as Del Oro Hills, between Oceanside Blvd and Vista Way on Rancho del Oro Road. The promises made to us are already documented concerning traffic lights NOT being added unless absolutely necessary to reduce accidents and have neighborhood support or there was an Interchange, and "depending on community issues and concerns the signals can be installed or not". These promises need to be included in the NEW GENERAL PLAN.
2. Place signs on Expressway 76 east and west bound before approaching Rancho Del Oro. Notify Trucks of the Truck Restriction before they have committed to the turn onto RDO and its too late
3. The Senior community, Villa Trieste, on Rancho del Oro has a bus stop going south, which is fairly heavily used and the elderly could really use a bench as they wait for a bus.
4. In fact I think all Senior communities that have bus stops should have benches, and considering the environment, possibly a shade covering.
5. Much of the traffic on El Camino Real crossing the 78 is local shoppers going from the Mall in Carlsbad to the shopping Centers in Oceanside just north of the 78. Couldn't a shoppers bridge be built from the Mall to our Barnes and Nobel shopping center? It would get a lot of cars off the Jefferson and the El Camino Real.
6. Make Expressway 76 a real Highway as it was intended. With no signal lights.
7. Time the lights on College Blvd better.
8. Connect El Camino Real to the 76. It is a regional major arterial and commercial, with very little residential and allows truck traffic. Why wasn't it connected to the 76 in the first place?
9. Provide a more pedestrian friendly city by slowing traffic down. Create a walkable community and more bike lanes.
10. Widen the El Camino Real Bridge over the 78.
11. Put in a right turn lane on El Camino Real going north at Vista Way.

Susie Coker  
2126 Sorrento Drive  
Oceanside, CA 92056

760-967-2126

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by **January 25, 2010**. Please print legibly.

Oceanside Previous Transportation Manager  
Frank Watanabee did a feasibility study  
on connecting El Camino Real to 76.  
We had a meeting to review the ariel  
photos overlaid with his study plans.  
Attending where Shelley Hayes Caron,  
Susie Coker and Frank Watanabee.  
I think this connection is very important.  
El Camino Real is a major regional roadway,  
almost entirely commercial and it is  
ABSURD that it is not connected or even  
in the Circulation Element. Both College Blvd  
and Rancho del Oro are almost entirely  
residential. Please connect El Camino Real to 76.

Submitted by (please print legibly):

Name: Susie Coker	Agency/business/group name (if applicable):
Address: 2126 Sorrento Dr.	Phone number: 760-967-2126
City/state/zip: O'side CA 92056	Date: 1-25-2010

## John Amberson

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**From:** Shelby [jacobsds.2001@cox.net]  
**Sent:** Tuesday, February 09, 2010 8:11 AM  
**To:** jhiittlman@ci.oceanside.ca.us; John Amberson  
**Cc:** City Staff  
**Subject:** #76 Freeway/Melrose extension

### *Re Melrose extension*

*In view of most current activities (see below), I take a moment to reiterate the need for Melrose extension (S/E to North Santa Fe). The right in and right out at #76 and Jeffries Ranch Rd is no longer a part of the plan; Jeffries Ranch Rd will be dead end (cul de sac). It is imperative that we have a S/E access to Jeffries Ranch!*

*Regards,  
Shelby*

---

**From:** Shelby [mailto:jacobsds.2001@cox.net]  
**Sent:** Thursday, February 04, 2010 3:06 PM  
**To:** 'Mark Phelan'  
**Subject:** RE: #76 Freeway extension

*Mark, I appreciate your prompt response; please keep me posted.*

*Thanks,*

*Shelby*

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

**From:** Mark Phelan [mailto:mark\_phelan@dot.ca.gov]  
**Sent:** Thursday, February 04, 2010 1:07 PM  
**To:** Shelby  
**Subject:** RE: #76 Freeway extension

Shelby - we'll develop some concepts that fit the theme of the corridor and work with the construction and then propose them to the community

Mark Phelan  
Caltrans, District 11  
Project Manager  
619-688-6803

"Shelby"  
<jacobsds.2001@cox.net>

To

"Mark Phelan"  
02/04/2010 12:02 PM <[mark\\_phelan@dot.ca.gov](mailto:mark_phelan@dot.ca.gov)>  
cc

Subject  
RE: #76 Freeway extension

Mark

Will the public be involved in your meeting with Resident Engineer re "The Monument" ????????

If so, I'm sure there of those of us who would be interested!  
Thanks,

Shelby

-----Original Message-----  
From: Mark Phelan [[mailto:mark\\_phelan@dot.ca.gov](mailto:mark_phelan@dot.ca.gov)]  
Sent: Thursday, February 04, 2010 11:53 AM  
To: Shelby  
Subject: Re: #76 Freeway extension

The best source to view what the final configuration will look like is  
here: <http://keepsandiegomoving.com/SR76-images-maps.html>

I spoke with our Resident Engineer yesterday and we'll be having a meeting to discuss the monument -

Mark Phelan  
Caltrans, District 11  
Project Manager  
619-688-6803

"Shelby"  
<[jacobsds.2001@cox.net](mailto:jacobsds.2001@cox.net)>

To

"Mark Phelan"  
02/04/2010 11:49 AM <[mark\\_phelan@dot.ca.gov](mailto:mark_phelan@dot.ca.gov)>  
cc

Subject  
Re: #76 Freeway extension

Mark,  
Is it possible to access the final #76 freeway alignment on-line? We are noticing a lot of clearing of trees, etc. along right of way, including at Jefferies Ranch Road entry to accommodate cul de sac. What will happen to the Jeffries Ranch Monuments at entry? I know the utilities will be re-aligned, will they be underground?

Please advise.  
Shelby

Subject: RE: #76 Freeway extension

Thanks Mark; some of us may to be disappointed. However, I'm sure this will be safer at the expense of a little convenience!  
Shelby

From: Mark Phelan [[mailto:mark\\_phelan@dot.ca.gov](mailto:mark_phelan@dot.ca.gov)]  
Sent: Tuesday, February 02, 2010 10:38 AM  
To: Shelby  
Subject: Re: #76 Freeway extension

Shelby-

Per the final EIR and per our highway agreement with the city of Oceanside, the final decision is to cul de sac Jefferies ranch road. Facilities will be constructed to allow emergency access and our engineers have coordinated with the city public works and fire department. A bike path will also be constructed connecting Jefferies ranch road to Melrose drive.

Mark Phelan  
SR-76 Project Manager  
Sent from my blackberry wireless

From: "Shelby" [[jacobsds.2001@cox.net](mailto:jacobsds.2001@cox.net)]  
Sent: 02/01/2010 02:57 PM PST  
To: Mark Phelan  
Subject: #76 Freeway extension

Mark,  
I've had neighbors inquire about the proposed "right in, right out" at Jefferies Ranch Rd. and #76!  
What is the final word on this issue? We are all hoping it still stands!  
Please advise,  
Shelby

## John Amberson

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**From:** Nancy [nan.sta@cox.net]  
**Sent:** Tuesday, February 09, 2010 4:04 PM  
**To:** John Amberson  
**Subject:** Circulation Plan

Dear John:

Do what is correct for the "big Picture" of Oceanside and don't be influenced by loud mouths. Its your job to analyze the situation not to be biased by people who move into an area when an interchange was on the books and now complain when its time to produce the results. Previously it was the small band of environmentalist and the woman who lives at the Marron house. Now its Cookie doing the anger bit. You can never please everyone....you must do what is right for the City which employs you. You already gave them too much power by saying that Rancho del Oro might be dropped.

The Melrose project should also go through. What a blessing it was to have Carlsbad finally put the Melrose extension through. You cannot hold up progress. Its not fair to all and its not your job. Stand up to the plate and pressure, that's what you earn the big bucks for.

Carlsbad needs to extend Reach 4 to connect Cannon. They too are being mowed over by the environmentalists who held up Palomar Airport Road from construction. These groups know how to press the right buttons used over and over, the right buzz words; go beyond their tired rhetoric. Jim Downs is correct.

Thank you for letting the public submit written comments.

Nancy Staehr  
former Planning Commissioner  
City of Oceanside

## John Amberson

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**From:** Don Buckner [dlbuck1@cox.net]  
**Sent:** Tuesday, February 09, 2010 9:51 AM  
**To:** mark\_phelan@dot.ca.gov  
**Cc:** jhiittlman@ci.oceanside.ca.us; John Amberson; City Staff; ED Towers; Shelby Jacobs; maxkoehn@msn.com; Charlie Kray; jalessandra@cox.net; Scott Davis; Melba Bishop; Jim Wood; Esther Sanchez; City Council  
**Subject:** Melrose extension to Santa Fe

Mr Phelan:

There are a number of us residents in the Jeffery's Ranch area that are against the running of traffic thru a residential community to the Inland Empire ,Casinos, and accross the riverinto gangland. I would appreciate all information pertaining to this.

Regards,  
D L Buckner.

## John Amberson

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**From:** Peter Weiss  
**Sent:** Tuesday, February 09, 2010 1:31 PM  
**To:** David DiPierro; John Amberson  
**Subject:** FW: Jeffrey's Ranch Rd closure

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**From:** Jo Anne Emery [mailto:joanne.emery@cityballet.org]  
**Sent:** Tuesday, February 09, 2010 12:26 PM  
**To:** City Council  
**Subject:** Jeffrey's Ranch Rd closure

To the Honorable Mayor and City Council Members,

As a resident of Jeffery's Ranch, I am very concerned about the closure of Jeffery's Ranch Road at the intersection of Route 76. When this road is closed, all of the residents of Jeffery's Ranch will only have one way out or into our community. Under an emergency (such as fire or earthquake), this could be very dangerous for all of the residents here. When we moved into this community ten years ago, we were told Melrose would be extended to the south, thus giving us another exit out of our community. To this date, that has not happened. Now with the closure of Jeffery's Ranch Road, we all could be 'trapped' in case of an emergency. I understand that Route 76 will now be a divided 4-lane road, would it be possible to have a right turn only onto 76 from Jeffery's Ranch Road so we would at least be able to have an additional exit out of our community (which is quite large and includes an elementary school) until such time that Melrose is extended south?

I, and the other residents of Jeffery's Ranch, would appreciate your attention to this matter.

Sincerely,  
Jo Anne Emery  
1443 Belmont Park Rd  
760-643-0062

## John Amberson

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**From:** gdb@liteinc.com  
**Sent:** Tuesday, February 09, 2010 12:54 PM  
**To:** John Amberson  
**Subject:** release the studies and state facts

Why doesn't the city release the studies we paid for that tell the huge problems that will be caused by NOT having RDO. Planners had it in the circulation element since the 80's. It would take pressure off El Camino and College as a north/south road. It would also facilitate the commercial development (jobs) at El Corazone. What has changed to get the staff to even resurrect this. Funds would be available if we want to build it. The Fund issue is a non-issue. But the heavy traffic from 3 to 6 on college and El Camino attest to its need as well as the hidden studies. Why is Feller so quiet now when he made strong commitments years ago. I hope it isn't because he moved to the area. BTW the build-up was planned when the homes went in. None face RDO and there is a wall and buffer. Another red herring.

## John Amberson

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**From:** Stevan Josepho [steve@josepho.com]  
**Sent:** Tuesday, February 09, 2010 5:44 PM  
**To:** John Amberson  
**Subject:** Traffic Ideas

John,

I would like to suggest that The Strand be closed to motorized vehicles except for access for local residents.

I would also agree with others that Hwy 76 and Oceanside Blvd be widened and more lanes added with landscaping too.

I am in favor of retaining an expansion of Rancho del Oro Rd and Hwy 78 intersection in the master plan.

The interchange at I-5 and Hwy 78 is dangerous, especially going east on 78 to north on 5. Something should be done before someone is hurt.

May I suggest acquiring the Lawrence Canyon property for parking and providing free transportation to the transit center and other downtown areas. This could be funded at least partially by the downtown businesses with the majority falling on the new developments. NCTD too.

Trolley Car busses like Balboa Park has would bring recognition to our fair city.

Thank you,

Steve Josepho

## John Amberson

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**From:** Connie & Jerry [connjer@cox.net]  
**Sent:** Wednesday, February 10, 2010 3:57 PM  
**To:** John Amberson  
**Subject:** Rancho del Oro Road and Interchange

I can't believe that the residents along Rancho del Oro Road will succeed into bullying the city into removing the Rancho del Oro Interchange from the city's circulation plans; It only makes sense to use this avenue of access to relieve the congestion on College Blvd and El Camino Real.

Am I correct in believing that this has been the plan for many, many years.....and that this plan was in effect at the time their homes were built and purchased?

No homes front on Rancho del Oro and a wall separates the neighborhoods from the traffic. The poor people (emphasis on "poor") along College are afforded no such protection. They have put up with the traffic snarls for many years. Any widening project would be difficult and costly; the same would be true of El Camino Real. An unnecessary expense since RDO is already in place, except for the interchange. In my opinion it was a huge mistake to remove it from funding.

Newspaper articles quote RDO residents as saying there is a lot of foot traffic along the road, but on any occasion that I have used RDO I have very, very seldom seen ANYONE afoot. This is a CITY road and should benefit residents of the city, NOT just the RDO community. I live off of Douglas Drive in the Rancho Pacifica neighborhood and making this connection to the 78 Freeway would save me time and money. I know many people out this way who feel the same.

Please do not remove the RDO interchange from the city's circulation plans. Thank you.

Constance A. Ames  
4444 Old River Street

## John Amberson

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**From:** drtombattle@aol.com  
**Sent:** Wednesday, February 10, 2010 10:08 PM  
**To:** John Amberson  
**Subject:** Rancho Del Oro and Hwy 76 and 78

Dear Mr. Amberson,

Thank you for your comprehensive review of city transportation planning considerations on Monday night. It was well done and helped me to better understand many of the considerations with which you are dealing. However, **I am strongly opposed to using RDO as a connector for Hwys 76 and 78.**

**I've also just returned from a The Bluffs At Ranch Del Oro HOA meeting (72 Units) and can say that virtually all attendees expressed strong opposition to using Rancho Del Oro as a connector between Hwys 76 and 78.** I've listed below the primary reasons why we are against any such project:

- Many of our residences face RDO and are less than 100' from the street. Noise is already quite high even when windows are closed.
- The development of El Corazon will, in itself, generate more traffic.
- The opening of the new VA center will generate additional traffic.
- We already experience high traffic during the hours of Mira Costa College classes.
- Given the grade of the street between Oceanside Blvd. and Palisade Park, larger vehicles are very noisy both climbing and descending the hill. Pollution from larger vehicles will make our environment unhealthy.
- Entering and leaving our complex and the one directly across RDO would be very difficult and hazardous - it is already tricky.
- Causing more traffic to pass the high school on RDO would create a more hazardous situation concerning parents and students. It is now frequently bottlenecked at opening and dismissal times.
- Creating an additional exchange of any kind on Hwy 78 between El Camino Real and College would dramatically add to the already demanding and chaotic traffic conditions between the I-5 and those exchanges.
- There are historically significant sites (Mission San Luis Rey and the adobe) at each terminus of the proposed RDO connector. They would suffer from increased noise and pollution.
- If deemed essential, a significant expansion of El Camino Real with a connection to Hwy 76 would provide a connector involving far less residential property and the use of much more unimproved land - and within less than 1.5 miles of RDO.

We would appreciate it very much if you would record and express our concerns to the Oceanside City Council. We will also be attending all planning meetings and Council meetings concerning this use of RDO to insure that our opposition is considered.

My thanks for taking the time to read this lengthy email.

Respectfully,

Thomas S. Battle, Ed.D.  
909-744-0849

## John Amberson

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**From:** Don Buckner [dlbuck1@cox.net]  
**Sent:** Wednesday, February 10, 2010 9:45 AM  
**To:** Esther Sanchez  
**Cc:** Jim Wood; City Council; jhiittlman@ci.oceanside.ca.us; John Amberson; City Staff  
**Subject:** Re: 1994 Agreement by City of Oceanside re CALTRANS widening of 76 & approving controlled access to 76

Esther:

We all moved out here, in Jeffries Ranch, to be in the country. It was a peaceful area with horse lots and animals. Most of us expected to be away from the city confusion and realize we were not close to a lot of conveniences, even medical treatment. You can not have it all. In case of an emergency, where would you go. You would be safer and out of the congestion at home.

Traffic is a problem and always will be. Everyone should be prepared for anything. In case of a medical emergency, I would drive or have the ambulance take me to SCRIPPS. I would not ever go to Tri-City. I live in the country and like it like most of the people in Jeffries Ranch. Please do not destroy our community for TRAFFIC or anything else.

Don Buckner  
1633 Trotting Horse Road  
Oceanside ----- Original Message -----  
From: "Esther Sanchez" <ESanchez@ci.oceanside.ca.us>  
To: "Don Buckner" <dlbuck1@cox.net>  
Sent: Tuesday, February 09, 2010 6:13 PM  
Subject: FW: 1994 Agreement by City of Oceanside re CALTRANS widening of 76 & approving controlled access to 76

Don,

I am researching this issue. I do not believe staff agreed to close Jeffries Ranch Road. I'm also trying to find out how we can stop this.

Thank you.

Esther

-----Original Message-----  
From: Esther Sanchez  
Sent: Tuesday, February 09, 2010 5:42 PM  
To: 'mmaliksoccer@cox.net'  
Subject: FW: 1994 Agreement by City of Oceanside re CALTRANS widening of 76 & approving controlled access to 76

Peggy,

Attached is a city council resolution from 1994 that staff claims to be an agreement between the City of Oceanside and CALTRANS to close Jeffries Ranch Road, among other streets.

I do not agree that this document does that. Staff is relying on the last page, which is a diagram of roads that possibly includes a "circle" designating closure at Jeffries Ranch Road. Jeffries Ranch Road is not

specifically named in the document. I've asked Peter for the documents upon which this resolution would have been based.

Apparently, Councilmember Feller and Shelby Jacobs are telling staff that they "knew" Jeffries Ranch Road was to be closed. Councilmember Feller has only been on the council as long as I have, and he did not attend any of the several community meetings re Jeffries Ranch. This appears to be part of their justification for the extension of Melrose. However, I will remind you that ALL of the discussion re Melrose included arguments regarding the need for a SECOND access road, NOT a replacement for Jeffries Ranch Road.

We have always talked about one way in and one way out for Jeffries Ranch Road, not a complete closure. My recollection is that there was some discussion about closing Jeffries Ranch if Secretariat was extended to 76 -- but since that was abandoned, there was NO FURTHER discussion re closure of Jeffries Ranch Road.

Please review these documents. You will have to be the historian on this, as my involvement is only as of 2000 (i.e., when staff discussed restricting Jeffries Ranch to one way in and one way out) and does not include the 1994 activity.

Thank you.

Esther

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

From: xerox@ci.oceanside.ca.us [mailto:xerox@ci.oceanside.ca.us]  
Sent: Tuesday, February 09, 2010 10:32 AM  
To: Esther Sanchez  
Subject: Scan from a Xerox WorkCentre

Please open the attached document. It was scanned and sent to you using a Xerox WorkCentre.

Attachment File Type: PDF

WorkCentre Location: CHN3 - CM - City Manager Device Name: CHN3CMXR7675

For more information on Xerox products and solutions, please visit <http://www.xerox.com>

**Comment Form**

**City of Oceanside  
General Plan Circulation Element Update**

**CEQA Public Scoping Meeting  
January 12, 2010 (6:00 PM)**

Received  
FEB 11 2010  
Planning Division

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Program Environmental Impact Report (PEIR) for the City of Oceanside General Plan Circulation Element Update Project. Please be as specific and detailed as possible so that the PEIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Mr. Scott Nightingale, Associate Planner, City of Oceanside, Planning Division, 300 North Coast Highway, Oceanside, CA 92054, fax: (760) 754-2958, email: snightingale@ci.oceanside.ca.us. Your comments must be postmarked by ~~January 25, 2010~~  
Please print legibly. *received by Feb 8, 2010*

Dear Sir,

I have lived in this area for 19 years. I am happy the way that ~~the~~ things are traffic-wise. This is a very healthy and tranquil neighborhood. I do not want a traffic signal installed. A traffic signal would mean more noise pollution, traffic and litter. Please consider my views on this before installing an unwanted signal light

*Yours,  
Alice Hopkins*

Submitted by (please print legibly):

Name: Alice Hopkins	Agency/business/group name (if applicable):
Address: 3257 Noya Way	Phone number: 760-966-0347
City/state/zip: Oceanside, Ca.	Date: Feb. 8, 2010

## John Amberson

---

**From:** Darren Gibson [dgibby111@yahoo.com]  
**Sent:** Thursday, February 11, 2010 9:03 AM  
**To:** John Amberson  
**Subject:** Yes to Extending Melrose Drive  
**Attachments:** Yes to Extending Melrose Drive.doc

Dear Mr. Amberson,

Please view the attached letter outlining my support of extending Melrose Drive to North River Road.

Please contact me via email or phone if I can be of any assistance.

Thank you,  
Darren Gibson  
Homeowner  
5535 Papagallo Drive  
Oceanside, CA 92057  
(760) 721-1082

February 11, 2010

To: Mr. John Amberson, Project Manager, City of Oceanside

From: Mr. Darren Gibson, Oceanside Homeowner

Re: Yes to Extending Melrose Drive

Dear Mr. Amberson,

It was with great interest that I read the February 9<sup>th</sup> article in the North County Times titled 'Planners Urged to Devise Fair Road Plan.' I am writing to urge you to keep alive the dialogue to extend Melrose Drive to North River Road.

As a resident in the new Arrowood development here in northeast Oceanside, I have seen the traffic continue to grow on Vandegrift Blvd. heading to and from College Blvd. The traffic heading north in the morning to the back gate entrance of Camp Pendleton, as well as heading back south in the evening to College Blvd., turns into gridlock on many weekdays. Many of these vehicles in the evening are currently required to wait through many lights before they are able to turn left on south College Blvd., then wait a long while again before turning left onto Highway 76, before many of them finally turn right onto south Melrose Drive. It is not a direct route whatsoever.

Extending Melrose Drive just to North River Road would allow many of these vehicles a shorter and quicker route to and from our community and to and from the base. The city was more than happy to develop our new community over the last decade, but now needs to consider this road addition to mitigate the traffic growth they helped create.

If you would like to hear the opinions of others in our community, I would be happy to help deliver those to you, as we have become quite a tight-knit community in a relatively short period of time.

Thank you for your consideration.

Sincerely,

<s>  
\_\_\_\_\_  
Darren Gibson  
5535 Papagallo Drive  
Oceanside, CA 92057  
(760) 721-1082

## John Amberson

---

**From:** Terry Gustafson [stockmaster88@yahoo.com]  
**Sent:** Friday, February 12, 2010 11:07 AM  
**To:** John Amberson  
**Cc:** Jim Wood; Jack Feller; Jerry Kern; Esther Sanchez  
**Subject:** Rancho Del Oro Interchange Comments

Per our phone discussion from the other day, here are my family's thoughts on the Rancho Del Oro Interchange discussion and plans to remove it from the long-range traffic plan for the City of Oceanside. We are **adamantly opposed to removing** this viable artery from consideration for the long-term traffic plan. We believe that a small number of constituents is using the public meetings to give the impression that this is a highly unpopular idea. In reality, nothing could be further from the truth. The vast majority of Oceanside residents would welcome an alternative to the ALREADY over-clogged routes of El Camino Real, College Blvd, and Emerald Dr to make their way North-South through our community. Please make sure that our concerns are noted for the record so that we can forestall this travesty of the few dictating decisions that are negative for the many. Thank you for your assistance in this matter. I have also C.C.'d all four council members on this e-mail so that they are also aware of the MAJORITY opinion in this case. And a final note - we are registered Independents from blue-collar families and WE VOTE!! Don't make us form Emerald neighborhood, College neighborhood, and El Camino neighborhood groups to start venting *our* frustrations about traffic, noise, etc.

Terry, Judy, and Joshua Gustafson  
2228 Bliss Circle  
Oceanside  
760-806-9220

## John Amberson

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**From:** Kim Fontes [mrsfonz@cox.net]  
**Sent:** Friday, February 12, 2010 1:46 PM  
**To:** John Amberson; letters@nctimes.com  
**Subject:** Rancho Del Oro Road/SR-78 Interchange

While I was only able to attend the first hour of the public scoping meeting for the PEIR, I appreciated the information provided by John Amberson and the other consultants. I hope to learn more about this process, especially the weight that is given to the people that attend these public meetings. My concern is that a small (but vocal) group of Oceanside residents are negatively impacting the redevelopment of Oceanside. I think that the city tries to give a fair voice to all of it's residents, but in reality the system is very flawed. I think the large majority of Oceanside's residents are busy living their lives, trying to keep a roof over their heads and food on their tables. Many young families are busy with their children, and don't have the time or knowledge to actively participate in city government. This doesn't mean that a small group of politically savvy residents should be able to push their agendas on the rest of us. For example, I am not a expert in traffic control, but I have experienced the traffic jams on both El Camino Real and College Blvd. I believe that this traffic could be reduced by building the proposed Rancho Del Oro Road/SR-78 Interchange. I want to know what the "experts" believe. Do they think this interchange would significantly reduce traffic? Not to be disrespectful, but I don't want Oceanside to be negatively impacted because residents of Rancho Del Oro/Del Oro Hills are too selfish to think of the good of Oceanside as a whole. Isn't there someway to get a more representative sample of how the majority of residents feel?

Kim Fontes  
605 Leonard Avenue  
Oceanside, CA 92054

(760) 757-8442  
[mrsfonz@cox.net](mailto:mrsfonz@cox.net)

## Scott Nightingale

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**From:** Gary Myers [gmyers42@hotmail.com]  
**Sent:** Saturday, February 13, 2010 8:26 PM  
**To:** Scott Nightingale; Esther Sanchez; Jim Wood; Melba Bishop  
**Subject:** HWY-78 & Rancho Del Oro Drive Interchange

Mr. Scott Nightingale,

It is my complete understanding that the City of Oceanside Planning Department cares less what the citizens of Oceanside want or care about. However, you have been empowered to received comments from the public that will make very little deference to what is needed or done.

Therefore, the facts are that the City of Carlsbad will not allocated one dime or one inch of property to an Interchange proposal at Rancho Del Oro Drive & HWY-78, nor does The State of California or Caltrans have any funds to allocated to this proposed Interchange that Councilmember's Jerry Kern & Jack Feller want for their political financial supporters in the Ocean Ranch Commercial Business Area for better access to I-78 & HWY-76. These two Councilmember's could also careless about the citizens wants or needs, and have shown this many times in the past Council Meetings. It's known that the Oceanside City School District is against making Rancho Del Oro Dr. into a "*Cut Through Access*" because of El Camino High School and the danger it will create for the School & its students. Nor does any of the residents living along Rancho Del Oro Drive want this Interchange & expansion created because it will not benefit them and only create massive traffic problems for ingress & egress onto Rancho Del Oro Drive.

The fact is there is "No Money" for any creation or expansion of present city roads into "Cut Through Access Roads" from HWY-76 & I-78 in the near future. So why are Councilmember's Jerry Kern & Jack Feller pushing fro this now? Could it be that they are planning, when & if, the corrupt "Feller Charter" passes the vote in the June election that they will increase City Taxes & create major Bonds that will crush the citizens of Oceanside for the benefit of their Developer & Construction Financial Supporters? I believe this is the true reason for these Oceanside General Plan proposals for Transportation/Traffic through Oceanside at this time.

Gary Myers  
Oceanside, CA. 92057  
(760) 722-53054

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 15, 2010 8:03 AM  
**To:** John Amberson  
**Subject:** FW: HWY-78 & Rancho Del Oro Drive Interchange

---

**From:** Gary Myers [mailto:gmyers42@hotmail.com]  
**Sent:** Saturday, February 13, 2010 8:26 PM  
**To:** Scott Nightingale; Esther Sanchez; Jim Wood; Melba Bishop  
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Gary Myers  
Oceanside, CA. 92057  
(760) 722-53054

## John Amberson

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**From:** Greg Christopherson [sargechris@hotmail.com]  
**Sent:** Tuesday, February 16, 2010 11:10 AM  
**To:** John Amberson  
**Subject:** RDO x 78 Exchange

I live on Terry Street in Oceanside (Olive/College area). It is my belief that the proposed 78 / Rancho Del Oro interchange is CRITICAL to improve traffic in our area. College, El Camino, Vista Way and some residential streets have become traffic nightmares.

I think it is backwards and selfish for a few who live along RDO to think that their "nimby" attitude can dictate other people's quality of life. Do they drive? If so, how do THEY get to the 78? Along Vista Way?? Should I ask that they NO LONGER drive on College because it disturbs me and my neighbors? Was not RDO originally designed to include the interchange?

Please allow the the completion of the interchange and improve ALL RESIDENT'S "quality of life"...

Greg Christopherson  
Oceanside, CA

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## John Amberson

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**From:** Diane "Sunny" Goodwin [sunnygood@aol.com]  
**Sent:** Sunday, February 21, 2010 1:51 PM  
**To:** John Amberson  
**Subject:** Rancho del Oro interchange

To Whom it May Concern:

My husband and I each own condos in The Bluffs at Rancho del Oro, near Oceanside Blvd., at 104 Sea Cliff Way and 706 Sea Cliff Way, Oside. We bought there because it was so centrally located and QUIET.

Both of our sets of tenants have small children and younger children who attend school at McAuliffe Elementary School, just above Rancho del Oro. We are next to the new Sprinter Station, and luckily don't hear the train, however, IF the RDO interchange goes through, it will greatly impact traffic flow, and NOISE which WILL be heard constantly below our units.

We would like to vehemently protest the RDO interchange and ANY efforts that would increase traffic flow in this neighborhood. Of specific concern, also, is the fact that there is an Elementary School very near The Bluffs where children from our development walk to school! Increasing traffic in this area will put these children at much greater risk! PLEASE change this part of the 30 year plan to KEEP our lovely neighborhood the way it is, without additional traffic and danger to our children who live here. This is a RESIDENTIAL area what needs to be protected as such, and not have a thoroughfare running through it! Thank you,

Michael and Diane Florio  
3270 San Tomas Dr.  
Oceanside, CA 92056

## John Amberson

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**From:** Rice, Leana (VST) [Leana.Rice@djoglobal.com]  
**Sent:** Monday, February 22, 2010 6:54 AM  
**To:** John Amberson  
**Subject:** Rancho del Oro - Thoroughfare

Attn: City of Oceanside,

It is with great concern that I am writing to you to express my deep concern and plea to NOT make Rancho del Oro a thoroughfare. The reason I purchased a home along Rancho del Oro was due to the quiet, clean, safe neighborhood that it is. I do not want my kids growing up on a street that has a high level of noise, traffic, which will bring with it increase in crime and traffic accidents and commotion. Please help to keep this neighborhood one of the safest in the City of Oceanside. I beg of you!

**Leana Rice MA, ATC, CPT**  
Product Specialist

**DJO, LLC**  
1430 Decision Street  
Vista, CA 92081-8553 U.S.A  
D(760) 734-4780  
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Toll Free(888) 405-3251 EXT 4780  
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[www.DJOglobal.com](http://www.DJOglobal.com)

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## John Amberson

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**From:** Scott Nightingale  
**Sent:** Monday, February 22, 2010 6:02 PM  
**To:** John Amberson  
**Subject:** FW: Rancho del Oro/Hwy 78

FYI

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**From:** Ken and Alison Aull [mailto:kakraull@yahoo.com]  
**Sent:** Monday, February 22, 2010 5:26 PM  
**To:** Scott Nightingale  
**Subject:** Rancho del Oro/Hwy 78

Dear Sir,

I would like to add my voice to those who oppose the proposed new interchange for Hwy 78. My residential community, Rancho del Oro, would be negatively impacted by the increased noise and congestion.

This would also endanger the student body at El Camino High School as it would increase traffic. Please do not vote for a plan that would add an interchange to Rancho del Oro from highway 78.

Thank you,  
Alison Aull, Millie Williams, Ken Aull, Kevin Aull, Becca Aull

March 1, 2010

Subject: Comments on City of Oceanside Circulation Element Update EIR Scope

To: Scott Nightingale

Cc: J Amberson, G Buell, D Perondi, J Hittleman

From : Diane Nygaard  
724-3887  
5020 Nighthawk Way  
Oceanside, CA 92056  
[dandd2@peoplepc.com](mailto:dandd2@peoplepc.com)

We appreciate the City's decision to re-issue this notice, include more public meetings and extend the comment time frame. This is an important issue for our city and we all want to make sure that an informed public is involved in the process.

Please consider the following comments in the preparation of the Circulation Element and the associated EIR for this project:

- Provision of baseline traffic congestion data

I remain concerned that some of the preliminary work that led to the proposed alternatives has not been made available to the public. The key issue is really not having baseline data on current traffic congestion, and projected congestion to 2030 if we do nothing. We need to be able to evaluate how well a proposed alternative addresses congestion- and with no baseline data that can't be determined. The approved 2030 CE is not the baseline since it is now questionable that many of the items included in it will be built. The comparison really needs to be to the current roadway network. Only then will it be possible to determine if the cost/benefit ration of the proposed network change justifies its inclusion in the CE.

- Clarify population projections

It is my understanding that the series 11 traffic data that will be used as the basis for the traffic study is based on even earlier demographic data developed by SANDAG. We all know that the recent economic downturn has resulted in greatly slowed growth in both jobs and housing units. This slow down will also result in fewer trips being generated. Please identify 2 030 population projection for Oceanside both pre and post the economic downturn and explain how this slowed rate of population growth is reflected(or not) in the traffic model.

- Clarify assumptions regarding smart growth

SANDAG is now moving forward with integrating the 200 smart growth sites in SD County into their transportation plan update. There are several such sites in Oceanside and near our borders. The associated zoning and density increases of Smart growth will change the trip distribution and this needs to be part of the planning. These smart growth sites have not been integrated into the Land Use Element of the city's General Plan. We understand that the approved Land Use element would be used for baseline. But at least one of the alternatives should really focus on how smart growth can be optimized- and the resulting reduction in traffic impacts. Another alternative should use less dramatic smart growth development- combined with some roadway modification- a combination of land use and transportation system changes to reduce traffic impacts..

- Out of sync land use and transportation planning

The city has put substantial time and money into developing plans for Oceanside Blvd and S. Coast Highway. The preferred planning sequence is to first determine land use changes and then develop a transportation plan that best supports that changed land use pattern. Unfortunately Oceanside is

moving forward with this CE update without having finalized land use projects that have been worked on for years. The response has been that the transportation plan to address these projects will be developed later through separate EIRs. The idea of a comprehensive CE update is to avoid costly mistakes in infrastructure. There needs to be at least some concept level discussion of the potential impact of the changes to these areas of the city that gets addressed in this CE update. This could be done as part of the alternatives analysis.

- impact of huge investment in public transit with poor coordination

Oceanside should see some results from the major regional public transit investment in both the Coaster and the Sprinter lines. I believe the old SANDAG model showed public transit accounting for 2% of the peak hour trips across all of San Diego county. Most of these transit trips are in the core urban area, and essentially have no effect in our area. The updated 2030 plan has a goal of 10% peak hour transit trips, but does not include a transit component or funding levels that will achieve that. We need a realistic assessment for the transit impacts in Oceanside. What is current mode split? What will it be with the identified transit improvements in place? What changes in single occupant auto trips should be reflected in the traffic model? What are the options for increasing transit use?

NCID recently embarked on a Mobility Study which will result in a much more market based approach to planning service. They specifically recommended increased service levels along the Escondido/Oceanside corridor- and the importance of land use decisions along that corridor to support increased transit use. They also offered to provide assistance to cities working on land use and CE updates. The EIR needs to demonstrate that there has been effective coordination with NCID to try to optimize the huge public investments made in public transit through Oceanside- and assure that we get optimum reduction in traffic congestion as a result of this investment.

- Clarification of regional vs local trips and actions

It would be helpful to understand how much of the projected increase in traffic on our major roadways is from regional trips- and not local travel (Oceanside origin and destination). We already have failing roadway segments and intersections- but much of the problem is the increase in regional trips. The fix for many of these problem areas requires a coordinated regional approach. It is not reasonable to expect that the city of Oceanside can improve traffic congestion on these major roadways without some action by the other cities that are contributing to the problem- and without a commitment of regional funds. Identifying local vs regional traffic generation should then be tied to a financial plan that includes a fair distribution of the costs.

There are also some corridors where additional analysis has been done, or should be done- especially El Camino Real which has been on the CMP for corrective action for years.

- Financial analysis

The last RTP update by SANDAG started with an analysis of project revenue and costs, developed several financial options and then actually adopted the revenue constrained version ie the one that could actually get built within reasonably expected revenue. Oceanside needs to do the same and only adopt a CE that can be constructed within the limits of funding. Specifically this financial analysis should include:

1. Fair share cost allocation

The last CE update included the establishment of a traffic signal impact fee and major thoroughfare fees. A study conducted by SANDAG found that the actual cost for regional trips was \$ 20,000 but the Transnet measure only mandated \$ 2,000 for local impact fees. It is foolish to not impose fees equal to the cost. Failing to increase fees to cover the real costs just means that current residents pay twice- by suffering from the traffic congestion- and by paying for the developers share of the cost increases that get passed on to taxpayers.

We also can't have an adequate level of transit service without subsidy. Local cities have the flexibility to allocate transportation impact fees to all modes of travel- certainly part of those fees should go to public transit.

A few years ago Oceanside joined with other north county cities to come up with a plan to receive a larger share of regional roadway funds. This Parkway Plan is a good idea in principle- but has not been integrated with local planning efforts and Circulation Elements. This current CE update should address the relationship of Oceanside's plan to this north county plan, and the regional plan.

### 3 Revenue projections.

This update of the CE needs to include a much stronger financing element. If there is no money to pay for roadway improvements they should not be included in the plan. The result is just more traffic congestion as we assume lines on a map really are a future road- even though there is no money (and often no political will) to build them. The adopted CE must be a buildable plan- with the resources to carry it out. The SANDAG Board ended up adopting the financially constrained version of the 2030 RTP a few years ago. Oceanside needs to develop realistic revenue projections- and then build a list of improvements that can be funded within the limits of reasonably expected revenue. Regional legislators have made it clear that they will not lobby for state/federal funds for local projects that are highly controversial. They want the local area to work out the controversy and only move forward those projects that have strong support. Including projects like the RDO interchange that are highly controversial will likely just result in fewer transportation dollars coming to our city.

### 4. Cost projections

While an EIR does not include revenue/cost projections- the Circulation Plan must and so far none of this information has been made available to the public or decision makers. This is a key part of the feasibility assessment. It is not possible to make an informed decision about various alternatives without knowing the costs, benefits and environmental consequences of each choice.

### 5. Strategic financing plan.

Some roads- such as the Pala extension have no known funding sources. The adjacent development plan did not require the road so the project was not conditioned to build or pay for it. It is opposed by the Wildlife Agencies and that will effect state and federal funding eligibility. The financial plan needs to assess whether projects are likely to receive funding from the primary sources of such funds- and then determine how much the taxpayers of Oceanside can reasonably be expected to contribute.

- Evaluate the results of what has been done in the last 10 years since the last CE update.

There were several things recommended in the last update that do not appear to have been done. For example: the use of reversible direction lanes, guidelines for pavement structural sections, reciprocal agreements with abutting cities, reducing driveways entering arterials, adopt and implement a comprehensive TSM and IDM program, etc. The fix to traffic congestion is not just building more roads and bigger intersections. The last CE included a number of items that if implemented, would have reduced today's traffic congestion.. What can be learned from what has been done that will help reduce future congestion? The community, and policy makers need to be educated on the big picture and how all of these actions are important.

Also I believe there have been several projects that were approved with adverse traffic impacts because of "overriding considerations." What are those projects- where were those impacts and how does it affect the big picture when projects are approved that add to the problem when there is no solution?

- Estimates of condemnation requirements

The analysis of each of the proposed roadway segment/intersection modifications should include some assessment of the amount of property condemnations that would be required to actually construct the m. This is a key factor in the feasibility of each alternative and needs to be included as part of the background information for decision makers.

- Explanation of what is not included

Several roadways/intersections that are already highly congested have no proposed action to address them. For example, the El Camino Real corridor which is identified as a congested corridor through several north county cities. There was a proposal for a modified interchange between El Camino Real and # 76 a few years ago, and SANDAG was supposed to have funded a regional corridor study. Please include a discussion about what was considered and rejected and why.

- More emphasis on alternatives to roadway expansion

The CE needs to include much more emphasis on alternatives to roadway expansion as the way to reduce traffic. The El Corazon project included a condition to prepare a TDM plan for that project and a similar condition was added for a recent expansion of an industrial park. The CE needs to look at much more aggressive action to reduce the use of single occupant vehicles – and look at how much reduction in roadway congestion could be achieved through such measures. The policy actions needed to support this need to be included as part of the CE.

- Assumptions about major Caltrans improvements

The widening of # 76, widening of I-5, improvement of the I-5/#78 interchange and widening of # 78 are included in Caltrans plans- but have been delayed for years. Only the # 76 widening seems to be a viable project in the next 10 years. The CE needs to be based on realistic assumptions about what state highway projects will actually get built and when. Since the # 78 widening has not even reached preliminary stage of planning there really seems no possibility this will be done by 2030. The analysis of the RDO interchange needs to assess how it will function with no change to # 78- which will be at LOSF. Please include description of assumptions about these state highway changes and a description of the impact on the Oceanside CE items (particularly things like new interchanges) if these conditions change.

- Feasibility of getting permits for proposed changes

The WLA's submitted a very specific comment letter- indicating that a number of the proposed changes on the draft CE are not likely to get permit approval. The EIR needs to very specifically address all of the issues raised by the WLA's and other permitting agencies. It should include sufficient information and analysis that support a conclusion that every recommended roadway change can get a permit. This of course should include preliminary project review with the permitting agencies so that they would concur with the conclusions in the EIR. If permit approval is questionable this needs to be disclosed in the EIR.

## John Amberson

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**From:** John Amberson  
**Sent:** Tuesday, March 02, 2010 9:04 AM  
**To:** 'jerry gerrity'  
**Subject:** RE: Rancho del Oro Road and Interchange and Melrose

Mr. Gerrity –

I apologize for not responding to you sooner. I was on vacation last week and returned today. In response to your question about why the City conducts such meetings, is because it is required as part of the California Environmental Quality Act (CEQA). The Circulation Element Update will be completed in a Programmatic Environmental Impact Report (PEIR). Because the project is a PEIR, we are bound by the state requirements of CEQA, which requires that a public scoping meeting be held. A draft copy of the PEIR will be available for public review and comments by the end of summer. In the meantime, staff will take the input received at the public scoping meetings and address them as part of the draft PEIR.

I hope this answers your question. Please feel free to contact me via e-mail ([jamberson@ci.oceanside.ca.us](mailto:jamberson@ci.oceanside.ca.us)) or you may call me direct at 760-435-5091.

Respectfully,

John Amberson

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**From:** jerry gerrity [<mailto:jerrygerrity@cox.net>]  
**Sent:** Monday, February 22, 2010 10:15 AM  
**To:** John Amberson  
**Subject:** FW: Rancho del Oro Road and Interchange and Melrose

Dear sir. I do not think you received my email. I had your name spelled wrong.

In further thinking in this regard, why do you even conduct these meetings in the 1st place? A decision was made years ago. Why rehash these decisions again? You know you are going to hear and also create a lot of noise. If people buy into these situations they should know what they are buying into before they put their money where their mouths are. Is there something in the city charter that says you have to do this? If so, please tell me where it is so I may read it. I get so sick of hearing this nonsense.

Best regards, Jerry Gerrity

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**From:** jerry gerrity [<mailto:jerrygerrity@cox.net>]  
**Sent:** Saturday, February 13, 2010 5:28 PM  
**To:** 'janderson@ci.oceanside.ca.us'  
**Subject:** Rancho del Oro Road and Interchange and Melrose

Dear Mr. Anderson: It seems like the greasy wheel is getting it's way with the City of Oceanside. Are the rest of us chopped liver? We are tax payers just like they are. This is total nonsense. It is just like the airport. We bought in the our neighborhood in 1991. We could see the airport and hear the noise generated by the airport and had an opportunity to buy a house built by the same builder who built our original home (Watt Homes). We could have bought the same floor plan above the airport for a cheaper price in a builder close out sale but we did not. Why? Because we knew what to expect when we were ready to buy. Now, the people who live in houses that back up to Rancho Del Oro Road do not want the interchange nor do they want the traffic. Couldn't they see what there were getting for their money? You get what you pay for. What do they not understand about that? One thing we did not bargain for when

we bought was the stupidity of our City Officials. The City installed traffic Lights on Rancho del Oro Road at considerable expense only to remove them when those same people bitched. That simply does not make since. Wait till we have a bad accident at that intersection. How will the City explain that in court? Will those people, who did not want the light, offer to pay the damages that they helped create? What if someone were to die in an accident at the intersection. Who will explain that grief to the family of the deceased? You, The Mayor, the person who decided to go along with those inconsiderate individuals? Please think about what you are doing by catering to them.

Regarding the extension of Melrose. All of the above applies but, do those people who live in that area think the world they live in will stand still just because they like the rural environment they presently live in. Look at pictures of the city 30 years ago when a lot of the city was in the planning stages. We are very fortunate. The City Fathers in their ultimate wisdom decided that in order to keep the population and growth of the city down decided we should have all houses in the city built on 1/4 acre lots. That idea died soon enough but we were fortunate because you can't find a house that has been built on a 1/4 acre lot in the city. Like it or not, the city will grow so why not do it now when the city needs the money and people like us would like less traffic congestion. As a tax payer, is that too much to ask?

We moved away in 1999 and moved back into the same neighborhood in 2000 because we liked the neighborhood, the lot size and we are back in the same single story floor plan. How many single story floor plans do you see being built in the city now? Unfortunately we still have to live with stupid politicians because people will not get out & vote them out. What other city builds 6 lane streets and connecting 4 lane bridges?

I live in Rancho Pacifica on the southeast corner of Douglas Drive and North River Road.

Jerry Gerrity  
4475 San Joaquin St.

## John Amberson

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**From:** John Amberson  
**Sent:** Tuesday, March 02, 2010 9:23 AM  
**To:** 'Chuck McDonell'  
**Subject:** RE: Further Comments on Public Review of Circulation Element Update for General Plan

Mr. McDonell –

Thank you for taking the time to provide the City your comments on this important project. I have made your comments as part of the public record for the project.

Respectfully,

John Amberson

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**From:** Chuck McDonell [mailto:chuck.mcdonell@cox.net]  
**Sent:** Tuesday, February 23, 2010 10:46 PM  
**To:** John Amberson  
**Subject:** FW: Further Comments on Public Review of Circulation Element Update for General Plan

Good morning Mr.. Amberson:

I just read an article in the North County Times regarding the Melrose extension proposals and realized that I misunderstood your name. In the message below, I referred to you as John Anderson. I have a friend by the same name so that may have contributed to my error. Regardless, I wanted to be sure you received my comments regarding the Circulation Element Public Meeting on February 8th and wanted to thank you for conducting a well organized and informative meeting.

Thank you for giving me this opportunity to present my thoughts.

Chuck McDonell  
2613 Fire Mountain Dr  
Oceanside, CA 92054  
760.754.6708  
[chuck.mcdonell@cox.net](mailto:chuck.mcdonell@cox.net)

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

**From:** Chuck McDonell [mailto:chuck.mcdonell@cox.net]  
**Sent:** Wednesday, February 10, 2010 9:23 AM  
**To:** 'Vickie Prosser'; 'Jack Feller'; 'Jerry Kern'; 'Esther Sanchez'; 'Jim Wood'; 'JAnderson@ci.oceanside.ca.us'  
**Cc:** Shelly Caron  
**Subject:** Further Comments on Public Review of Circulation Element Update for General Plan

Subject: Further comments regarding the proposed Rancho del Oro / Highway 78 Interchange

I attended the February 8th public meeting and listened to the approximately 20 speakers. I have to admit I learned a lot and now realize my previous email comments will be misinterpreted and divisive which was not my intent. My previous email comments (deliberately left off this email), reflected my frustration with the political system in general where we are becoming a polarized nation on all levels. I don't want to contribute to the same thing happening between neighborhoods. When I spoke at the public meeting, I tried to present a more balanced approach to the idea of putting in an interchange between Rancho del Oro Road and Highway 78. The idea was to consider that things have changed since the interchange was originally designed. There is less space available on the north side of Highway 78 due to the construction of the medical and apartment complexes. The Marron Adobe (included on the National Register of Historic

Places), and the Sherman property (now the Buena Vista Creek Ecological Reserve), are now a historical site and a state reserve respectively on the south side of Highway 78. Such sites must not be impacted by changes to the freeway. Therefore, any interchange design would have to be limited to the north side of Highway 78.

There is a possible design that might work for the north side which can be seen at the interchange leading to Home Depot and Vista Way just up the road. Such a design would allow access to Vista Way and Rancho del Oro Road for use by residents, students who attend the numerous educational facilities that border this artery, those who work in the Ocean Ranch Corporate Center area, access to the various businesses, hotel and health facilities and senior center as well as future activities at El Corazon. Rancho del Oro also serves as a link to SR 76, however, it would be more likely for drivers to use El Camino Real or I-5 if SR 76 was their destination since Rancho del Oro should have a lower speed limit due to passing through residential areas.

Most of those speaking at Monday's meeting were residents who live in the Rancho del Oro Road neighborhood and were 100% against the interchange. Those for the interchange generally live in nearby neighborhoods--including myself. But after hearing their comments, I realized some of my earlier assumptions were incorrect. One was that those who bought their homes knew about the planned-for interchange. But several stated that they either did not know about the interchange or were told that it was no longer a part of the general plan. So they have a legitimate argument against the interchange and were, at the very least, misled. Those against the interchange also cited the problem with various trucks using the section of Rancho del Oro Road between Vista Way and Oceanside Blvd. Such trucks would create more noise and pollution due to the hilly nature of the road leading to numerous stops requiring the shifting of gears. A possible solution to this problem would be to add synchronized signals that would provide green lights through this section. It might be good to close off certain roads that currently intersect with Rancho del Oro Road and make them cul-de-sacs. This would further isolate the neighborhood from traffic and create safe areas where residents could walk their dogs and children could play. So there could be some compromises made which might be acceptable to the neighborhood.

There were other speakers who spoke about calming measures to slow down and restrict traffic. Others spoke about the need to divert traffic that did not have Oceanside as its destination around the city instead of through it. That probably would require making SR 76 a freeway in the future to accommodate east-west traffic. The I-5 is the logical choice for north-south traffic. The I-5 will probably get extra lanes to accommodate the expected future growth. It might be possible to add a lane to certain sections of El Camino Real as part of the enhancements to the circulation plan. Certainly, something has to be done to improve the traffic flow around El Camino Real and Highway 78. College could benefit by getting extra lanes but because there are homes between Waring and Thunder Roads, that does not seem feasible due to the cost and impact to those residents. An interchange at Rancho del Oro and Highway 78 would give students from Mira Costa College an alternate route to Highway 78 and reduce some of the traffic jams that occur on College Blvd between Barnard Drive and Highway 78.

Clearly, there are no easy solutions to the traffic problems. We don't know the future but there could be some breakthroughs that change the dynamics of transportation. If most vehicles, including trucks, were electric, noise and pollution would be minimized. Hopefully, the Sprinter will be more efficient and handle more riders reach more destinations--destinations that tie into other traffic hubs such as airports and ports. Hopefully, we can wean ourselves from needing vehicles that use fossil fuels sooner than later. Hopefully, our economy will rebound so that we can afford to make the changes proposed for the circulation plan. Whatever is done, will take years to implement so the discussions taking place today will benefit future citizens.

Monday's public discussion was very useful because it not only gave the public a chance to speak, it gave the public a chance to be heard. John Anderson [Amberson] and staff conducted a very well organized meeting. The presentations and explanation went a long way to help the audience understand what the circulation element was all about and the many steps that are needed before a plan finally reaches the City Council for approval.

The interchange at Rancho del Oro Road and Highway 78 is just a small portion of the circulation element. Bicycle trails, sidewalks, greenbelts, mass transit, mixed use development, parking, business centers, parks, entertainment centers, shopping centers, recreation areas, etc. all have bearing on how and where traffic flows. It's vital to coordinate any plans with adjacent cities who have similar needs and establish appropriate links with such destinations. Synchronized signals must become the norm not only within the city but between cities.

Finally, while I still think a limited interchange at Rancho del Oro Road and Highway 78 *on the north side only* would be more beneficial than detrimental, it's important to explore all the concerns of the residents who would be directly impacted by the interchange. Their comments must be carefully considered while at the same time discussing possible alternatives and compromises that can be implemented.

Thank you for giving me this opportunity to present my thoughts.

Chuck McDonell  
2613 Fire Mountain Dr  
Oceanside, CA 92054  
760.754.6708  
[chuck.mcdonell@cox.net](mailto:chuck.mcdonell@cox.net)

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Tuesday, March 02, 2010 3:39 PM  
**To:** John Amberson  
**Subject:** FW: RDO/HWY 78 Interchange

FYI

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

**From:** Leland Russell [mailto:l-russell@sbcglobal.net]  
**Sent:** Monday, March 01, 2010 4:39 PM  
**To:** Scott Nightingale  
**Subject:** RDO/HWY 78 Interchange

As a 40-year resident of Oceanside and an eight-year resident of a gated senior community on the RDO corridor, I am concerned/outraged by the opposition of those who deny the need for an interchange of some sort at Rancho del Oro and Hwy 78. It may not be practical to have a full-fledged interchange at this time, but traffic flow would be greatly improved if we had entry and exits to/from the west-bound highway lanes. With all the traffic from/to the RDO area now funneled to College or El Camino, it is often very difficult to make one's way through those intersections in a timely way.

While I'm not greatly impacted in a personal way by several other aspects of the General Circulation Plan, I believe consideration of the entire plan should be based solely on its ability to serve the needs of the entire city and all its citizens. I hope that your department and the City Council members will not yield to the selfish interests of a vocal few who oppose rational change.

Leland E. Russell  
3355 Malta Way  
Oceanside, CA 92056  
(760) 757-1565

I have lived in San Diego for over 10 years. During this time, I've resided in beautiful cities like Encinitas, Carlsbad and Del Mar. In 2008 when the market finally turned and the time to purchase arrived, Oceanside was the only city providing something we needed that we could afford. Having never lived in Oceanside, my initial (and admittedly prejudice) thoughts were one of disappointment and discontent UNTIL I was shown the community of Rancho Del Oro. Rancho Del Oro changed my whole perspective of Oceanside because of its wide streets, its calmer traffic, because of its lack of traffic signals, its peaceful character and beautiful landscaping. The neighbors are good. The community is clean. It is a desirable place to call home. This is why I love Rancho Del Oro.

My name is Bryanne Stevens and in 2008 I bought a foreclosed home in Pacific Views that was neglected, vandalized and destroyed. My husband and I poured THOUSANDS of dollars into our home. We hired local contractors. We spent our money in local businesses. We helped our neighborhood by cleaning up and renovating a foreclosure ruin. People like us that spend money in the community, who care about the community ... these are the people city planning is affecting by the seemingly innocuous development in and around residential communities like RDO. The threat of an interchange along with the inevitable widening of the lanes on RDO will rip people's dreams to shreds. It will **DESTROY** one of the good things about Oceanside. It makes Oceanside uglier, more commercial. Businesses do not make the heart of the city, its' residents and neighborhoods do.

The Interchange at 78/RDO impacts our life and our happiness in the following ways:

1. Aesthetics of our community
2. Safety of our community
3. Desirability to live in our community
4. The property value will decrease in our community
5. It creates real estate obsolescence of our community
6. It decreases the cleanliness and increases pollution in our community
7. It increases traffic noise in our community

**DO NOT BUILD AN INTERCHANGE** because nothing city planners could propose would abate ANY of the aforementioned concerns. NOTHING!!! But it would most certainly be the catalyst for the exodus of home owners running away with what little we have left of our dreams and our investments. \*If El Camino Real is a problem, improve El Camino Real. Don't destroy a residential community.

I VOTE FOR **PLAN E** SINCE I HAVE BEEN PROVIDED NO LITERATURE THAT EXPLAINS THE BENEFITS OF ANY OF THE PROPOSED DEVELOPMENTS, AND HOW IT WOULD BETTER OCEANSIDE.

*Sincerely,*

*Bryanne Keala Stevens*

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Tuesday, March 02, 2010 2:23 PM  
**To:** John Amberson  
**Subject:** FW: City of Oceanside PEIR

fyi

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**From:** smitchell@athletics.ucla.edu [mailto:smitchell@athletics.ucla.edu]  
**Sent:** Friday, February 26, 2010 4:51 PM  
**To:** Scott Nightingale  
**Subject:** City of Oceanside PEIR

Mr. Scott Nightingale  
Associate Planner  
City of Oceanside, Planning Division  
300 North Coast Highway  
Oceanside, CA 92054

Dear Mr. Nightingale:

I am providing you some information that I would like considered in the Program Environmental Impact Report for the City of Oceanside General Plan Circulation Element Update Project.

I own a house in South Oceanside on Vista Way. As you know, Vista Way is a very busy street. I applaud the changes made to the street in relatively recent years in attempting to slow down traffic which make it a little more manageable for residents. Still, it has to be one of the most dangerous, if not the single most dangerous street in the city. A quick review of accident reports within about a 1/4 to 1/2 mile length on Vista Way (nearest the I-5 overpass) will confirm this.

The I-5 northbound freeway on-ramp used while heading east on Vista Way is ill-conceived, poorly engineered and completely ridiculous. Drivers are given an incredibly short distance in which to merge to the far right to get to the off-ramp...and the opposite merge lane has cars going very fast and accelerating to get to full speed going east on Highway 78. It's like a high-impact, high-stakes game of bumper cars; you put your safety in the hands of others every time you attempt to maneuver through this maze.

There is a stop light heading west on Vista Way when Highway 78 transitions into Vista Way that backs so far up with cars waiting to get onto southbound I-5, it makes the most patient of people restless. Many drivers intentionally speed past the stoplight, pull a U-Turn and enter the freeway on-ramp heading east on Vista Way to avoid the wait that exists going westbound. Within the past 18 months, I've had a mailbox and sprinkler head taken out in separate instances by cars making wild U-Turns. Some of the residents place plastic trash bins in the front of their driveways full time in an effort to keep the multitudes of drivers from making U-Turns.

Additionally, the speed at which vehicles travel going westbound on Vista Way as they transition from Highway 78 to the residential neighborhood is troubling to anybody paying the least bit of attention. Frankly, based on the frequency in which accidents occur, some of which are serious, I am surprised the City of Oceanside hasn't yet been sued. In my opinion, it is only a matter of time. The safety of people ought to come first.

First and foremost, it is an engineering problem. If there was a separate freeway on-ramp for vehicles transitioning off of Hwy 78 onto I-5, many of the issues would be solved. There would be no need for a stoplight. I believe you will have to look long and hard to find a highway busier than 78 that doesn't have a separate on-ramp/off-ramp to the I-5. In the future, the intersections discussed are only going to get more busy and correspondingly dangerous to residents and nonresidents alike.

I don't pretend to know whether this best fits into the City of Oceanside PEIR that is under current review, or in

combination with something planned and coordinated with the State Department of Transportation. I don't know where the funding for this prioritized improvement would come from in a nearly bankrupt state. What I do know is that we have a substantial problem that has been repeatedly identified and calls for immediate action and improvement. A balanced, sensible person can't look at the traffic flow and vehicle speed on Vista Way and the currently ill-designed intersection/transition areas of Highway 78 and I-5 without coming to one over-riding conclusion; it is a complete and total cluster that places the well-being of many at risk.

Scott Mitchell  
1109 Vista Way  
Oceanside, CA 92054  
(310/650-5855)

## Comment Form

### City of Oceanside General Plan Circulation Element Update

Regarding the five "2030 Circulation Element Alternatives" presented at the February 8<sup>th</sup> meeting, none seem to achieve significant improvement to the level of service at many of the problem intersections in our city because, in each of the options, key improvements were omitted. For example, Alternative C has many needed improvements but omits the Melrose Drive Extension. This improvement is as necessary as the Rancho Del Oro Road/ SR 78 interchange and the SR 76 expansion to 6 lanes. Alternative D offers the acceptable compromise of the four and six hybrid to College Blvd. but omits the Melrose Drive Extensions and the Rancho Del Oro Road/SR 78 interchange. If improvement of traffic flow is the objective these alternatives are incomplete at best.

Further, and not addressed at the meetings, is the question of the eastbound exit from SR 78 at Home Depot on Vista Way. If, as Mayor Wood states, the Rancho Del Oro Road/SR 78 interchange is not a possibility then this off ramp is woefully inadequate for the predicted increase in usage.

As a twenty year resident in the area along College Blvd at Olive I am directly affected by the decisions to be made concerning the improvement of traffic flow along this corridor. I have concerns about noise, pollution, safety of walkers and motorists alike, property values and the disruption that will be caused by process of implementing the suggested improvements. I purchased this property because of its large back yard. Any widening of College Blvd. makes the use of this space further diminished and affects my quality of life.

It has been pointed out again and again that we have an under used corridor at Rancho Del Oro whose residents are vocal about it not being used for its purpose. They, unlike the homeowners along College Blvd., have sound walls and set backs to insulate them from some of the negative effects of traffic increase. They purchased those homes when the roadway was already planned as a major corridor with the SR 78 interchange. By contrast many of the homes along College Blvd. were built before such decisions were in place and, therefore, have already been negatively impacted by the changes to the General Plan without any mitigation. Residents along College pay taxes just as the Rancho Del Oro residents do and deserve the same considerations.

It is, therefore, my opinion that until all of the necessary elements are included in the General Plan Circulation Element Update, such as the Melrose Extension, the SR 78 Interchange, the expansion of SR 76 and the other omitted improvements and until the concerns of the citizens affected by these improvements are addressed, no PEIR should be drafted, proposed or approved.

Submitted by  
Claudia Dunlop  
2542 Bradley Street  
Oceanside, CA 92056

Date 03/04/2010  
Phone 760 940 8757

March 7, 2010

To: Mr. Scott Nightingale, Associate Planner

Subject: Scoping Comments City of Oceanside General Plan Circulation Element Update

-The DEIR should clearly articulate the existing circulation problems and identify a range of alternatives to address the problem.

-The range of alternatives should not be restricted to the 1993 circulation element. Are there opportunities to relieve traffic conditions by improvements not previously identified on the current circulation element.

-Traffic is a land use issue, alternatives should include revisions to the general plan reducing densities to alleviate projected traffic congestion. Mass transit should also be seriously evaluated to relieve traffic problems rather than expanding roads through existing neighborhoods. A reduction in green house gas emissions should be a goal of the circulation element to assist with addressing climate change.

-The City is artificially constraining the range of alternatives by "pre-packaging" road improvements into the alternatives (A thru D) presented at the scoping meeting. The DEIR should analyze each proposed roadway improvement individually, how the improvement affects circulation, and then identify possible alternatives to the individual improvement (ie number of lanes, could improvement in circulation be limited to improvement of intersections or a shorter segment, etc).

-The traffic analysis should clearly articulate existing level of service (LOS) for individual road segments and the predicted LOS upon implementation of a proposed individual roadway improvement. Methodologies on how existing and future LOS was determined should be clearly identified.

-The circulation element should require that future project level environmental analysis address the entire length of roadway to be improved and not piecemeal the project impacts assessments.

-Prime roadways should be re-evaluated in the context of neighboring City's. If neighboring cities have not, or have no plans to implement improvements that connect with Oceanside's roadways within the planning time of the City of Oceanside's circulation improvements, then the revised City's circulation element should not identify the improvement. It makes no sense to expend dollars on improvements if the other cities cannot or have no plans to make their improvements.

-I am adamantly opposed to the north and south Melrose extensions. The south improvement would impact Guajome Park, impact the Jeffries Ranch neighborhood, the Middle School on Spur, and the current intersection of Melrose with SR 76 with increased traffic. There is no real need for the roadway since the connection to SR 76

already exists via North Sante Fe Road. The Melrose extension over the San Luis Rey river would impact the river and facilitate development on the north side of the River resulting in increased traffic.

-A cost benefit analysis should be included as part of any of the proposed roadway improvements.

-Impacts from any proposed roadway improvement should evaluate the impacts to neighborhood cohesion, quality of life, local traffic, recreation, noise, safety, lighting, growth inducing, etc

-The equestrian trails plans needs to be evaluated since much development has occurred and trails are now precluded. Opportunities to connect the Jeffries Ranch equestrian trails to existing and planned City and County trails should be identified and implemented. Trails to the extent feasible should be designated in areas where major roads do not need to be crossed (safey issue) or encountered (diminishes the recreational experience). Provisions for crossing existing roads should also be identified. In the past, Jeffries Ranch trails have not been fully realized and I support the efforts to provide this amenity particularly because the trail system is the only real recreational facility available within Jeffries Ranch.

-I question the City's approach to the scoping meetings. There appeared to be much confusion on the part of the public. Once the City has identified the traffic problems and drafted objectives and goals for the circulation, additional public meetings should be held so that residents have a better sense of what the issues are and can better comment.

Doreen Stadtlander, Oceanside Resident  
1544 Belmont Park Road  
Oceanside, CA

## John Amberson

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**From:** Scott Nightingale  
**Sent:** Tuesday, March 09, 2010 10:43 AM  
**To:** John Amberson  
**Subject:** FW: Expansion of College Blvd

FYI

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

**From:** chawri@cox.net [mailto:chawri@cox.net]  
**Sent:** Sunday, March 07, 2010 10:30 AM  
**To:** Scott Nightingale  
**Subject:** Expansion of College Blvd

Dear Sir: For anyone who lives and or travels College Blvd., especially during morning and afternoon commutes, it is absolutely unfounded, unreasonable, and unacceptable that Del Oro cannot and will not be considered, planned, and instituted. Until those in city government who oppose the plan are replaced, this will not happen. What is best for ALL citizens of Oceanside, who pay their taxes, not to be considered is absolute favoritism and cannot and will not be tolerated when voting time arrives. Charles & Pearl Wright, 2526 Bradley St. Oceanside, CA 92056

# Appendix A

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Attachment 3  
Scoping Meeting Transcripts

Attachment 3  
Scoping Meeting Transcripts  
January 12, 2010

**City of Oceanside - Circulation Scoping Meeting**  
**01/12/10**

**John Amberson:** I'd like to begin by welcoming all of you to the circulation element update public scoping meeting. My name is John Amberson. I'm with the City of Oceanside. I'm a transportation planner and project manager. What I'd like to make clear is make sure everybody's signed in tonight. We also have request to speak forms up there. If you would like to speak, please fill one out and give it to Scott Nightingale(??) (ia). We also have comment cards. Please feel free to write your comments in there. We'd really like your comments to specify the nature of your comment. For example, if you're against a certain roadway please state why you're against it. Like either noise issues or (ia) character or there's some impact to flora and fauna, and things like that. (ia) it would really help us out.

We also have a drop box back here next to Mayor Wood. Just put your comment in there, that would be great. Otherwise, you can take it home, think about your comment, and you've got until January 25<sup>th</sup> to mail it into us. I'd like to acknowledge that we've got Mayor Wood here, back there, we've got Councilmember Sanchez with us tonight. I see a planning commissioner, too, is in here also. And we've also got, in addition to myself, we've got City Traffic Engineer, David DiPierro, we've got our City Planner, Jerry, who is around here somewhere...oh, there he is. And then we've got the consultant team. They're a big help in this area(??) to provide their expertise to the city, and who we have is Don Lucy(??) with IBI Group, transportation planning, we have (ia) with IBI also, transportation planning, and we have Tim with ERG, our environmental expert.

Tonight's agenda, I'd like to go over a little bit about the project background. Tim with ERG who's our environmental consultant will discuss the purpose of the CEQA scoping meeting. For those of you that don't know what CEQA means, it means the California Environmental Quality Act. Tim will also kind of go over the environmental process. (ia) with IBI Group, our transportation planner, will cover traffic and transportation issues and go over the next step. One of the things I wanted to emphasize tonight is this is your night. We want to hear what comments you have about anything transportation. It doesn't have to be about a road, it could you want (ia) to be safe, you want better bus stops, you want some more transit (ia) - anything transportation (ia) traffic (ia), things like that we'd like to hear about. If you have any questions, feel free to let us know what those questions are. I'd be happy to answer those after the public comment process. The focus of tonight is really to get your comments because we're at a critical point in the circulation element update.

We've taken essentially 20 possible alternative scenarios with respect to the future traffic network and coalesced it down to about 5 alternatives. And today we want to bring it down to about two. And how we bring it down to about two is going to be based largely on your comments tonight. In addition to that, I'd like to clarify something that happened with the public notice. We're required by the state to mail out what we call a Notice of Preparation, and there was a typo. We said Thursday, January 12<sup>th</sup> and obviously it's Tuesday. But we are going to have an additional meeting this Thursday for those people that can't make it tonight and want to come Thursday. I will be here as well as the consultants to continue to receive comments for those that can't make it tonight. In addition to Thursday night, we'll be meeting on Monday, February 8<sup>th</sup> at the library community room. And that might be a meeting you might want to come to anyway. We think that between now and then we'll be able to get a little bit of work done based on comments that we receive tonight. There's a good chance that we could have a pretty good feel of what those final two alternatives would be. So you might want to come to the February 8<sup>th</sup> meeting in the library community room to weigh in on that as well. That'll be 6 pm to 8 pm, same time, library community room right over here by the fountain.

Okay, project background. What is a circulation element? Well, there's a number of things. One is it's essentially (ia) or master plan for how existing roads occur(??), how existing roads (ia) facilities, and that's largely based upon the land uses that are zoned in and throughout the city. We have commercial land use areas, we have residential land use areas, we have commercial use areas. All those types of land uses generate a certain amount of traffic. And it's required to have a fairly robust transportation network to support the amount of traffic that those land uses would generate. So the circulation element is very much a part of the land use zones, the function (ia) part of the land (ia) go hand in hand. The circulation element is required by state law. It's (ia) and typically we update circulation elements about (ia) 15 years. We're a little bit behind. We adopted our existing circulation element over 25 years ago (ia) a couple times since (ia) it's due for an update.

Components of the circulation element include, like I described earlier, a massive transportation circulation plan that identifies all of the existing roadways, conditions of those existing roadways, and proposes future roadways. And based on the land use zoning that's planned (ia). It also contains something called level of service policies. Level of service is a grade that we assign to the operational characteristic of a given intersection or roadway segment. It's kind of like a letter grade that you get at school, A through F. A being the best grade you can possibly get, F being the worst grade you can possibly get. So when we do our analyses for intersections and roadway segments we assign a level of service that gives us an indication of the operational capability of what

we're studying(?).

Transportation demand management is another aspect of the circulation element. It essentially involves any kind of (ia) reduction measures that include, but is not limited to, carpooling, vanpooling, (ia), biking to work, for example. We also are working with large employers in the city to produce what we call employer-based reduction measures. If you're a large employer and you have a lot of employees coming to your facility, you know, try to have bicycle ramps or lockers or (ia) or anything that's going to provide for alternative modes of transportation. Or if it's transit rail, incentivize programs to (ia) transit (ia).

The circulation element also looks at existing and future public transit. Where do we plan bus stops? Where do those go in? (ia). Railway systems like the Sprinter line and the Coaster rail are things that are factored in (ia) circulation element. Bicycle and equestrian trails - the city just recently updated its bicycle master plan, which like the circulation element is a blueprint for everything bicycles in the city. Most of the focus is on different bicycle routes that occur through town. These are bicycle routes that are on existing roadways, these are bicycle trails that might exist along the roadway right-of-way(?) or along the San Luis River, and it also establishes future bicycle facilities to be implemented over time. Believe it or not, we actually have equestrian facilities in Oceanside, just near the Jeffries Ranch area. There's an equestrian overlay(?) district out there and we actually have in our master plan an equestrian trail along the San Luis River that goes out to the beach, believe it or not.

Pedestrian facilities, that's another subset of the circulation element and we actually updated that as well. It involves anything transportation from sidewalks to establishing a walkable downtown, to making sure that you can walk safely in your neighborhood, cross streets safely, things like that. And something called intelligent transportation system technologies. That might involve anything from enhanced traffic signal hardware, involving (ia) detection or video detection to something called a traffic management center which is what the city is preparing to implement. And the traffic management center would be a Rimbo(?) facility that has real time communication capabilities to all of the hard-wired signals and such throughout the transportation infrastructure. It also fits hand-in-hand with the emergency operations center. In case there is a catastrophic event we could do some real time instant management that way that would coordinate emergency agencies to the areas along the roadway network that we detect an incident or need some kind of emergency response.

And then lastly, neighborhood traffic calming. That's been, I would say the last several, 10 years, that's been a (ia) component of what we did in transportation in Oceanside.

The city continues to build out, we get more traffic on the residential streets. If you live on a street that provides access to your whole neighborhood you're going to see a lot of traffic on the street and a lot of people tend to drive fast. And so we have a program that's aimed at addressing those kinds of issues in the form of new speed humps, we have education in enforcement programs, we have other measures like traffic circles and additional landscaping to try and reduce (ia), we're trying to slow traffic down to some kind of (ia).

So the circulation element was pretty comprehensive in terms of transportation. I mean, it's just not (ia) it involves everything and we're looking at all of these subsets in the circulation element. As I mentioned earlier, the circulation element, it's been about 25 years since it's been updated. Actually the current element that we have now was really updated in the early '80's. It was amended in 1995 and in 2005 we actually established a pretty robust (ia) traffic (ia) program. And that's currently being updated as we speak. (ia) looking at our current program and seeing what improvements could be made.

In 2005, the city council authorized staff to begin the updating of the circulation element and in 2008, as I mentioned earlier, (ia) massive(??) plan was updated as well. I'd also like to add that what the city did (ia) it received an award for that (ia) as well. In 2009, the series of (ia) model was approved by city council to be used as part of the update. The model is out of the regional metropolitan planning (ia) by SANDAG down in San Diego. And they're responsible for maintaining the regional traffic model, which again is based largely on (ia) throughout the region. What we did was we teamed up with the local cities in North County to really develop (ia) focus model for North County because we're a little bit different up here. We have Carlsbad and Vista and San Marcos and the 78 and Camp Pendleton, and all these interesting neighbors so we developed a very focused (ia) North County and we were authorized by council to use that model in 2009. Again, in 2009 (ia) master plan was updated. And that concludes my (ia). So what I'd like to do is hand it off to Tim with ERG and he's going to go over the environmental process in detail.

**Tim Genevas(??):** Is this on? Good evening. Tim Genevas(??) with ERG Consulting. We are an environmental consulting firm under contract with the City of Oceanside to prepare the CEQA documentation for this project. First of all, thank you very much for coming tonight. We appreciate your time and your input. I just want to take a few minutes to go over the purpose of tonight's meeting and also talk a little bit about the environmental review process in general. We're all here tonight for a couple of state laws, but one is what is referred to as a California Environmental Quality Act. We used CEQA for short - C-E-Q-A. And as part of the state law they require that we hold a public scoping meeting early in the process to solicit your input as to what the

environmental impacts may be associated with the project.

In this case, we're evaluated the circulation element that you'll get a little bit more detail on in a few minutes. So tonight we really just want your input as to what are the potential environmental issues associated with any of the improvements that may be considered as part of the circulation element update. We also look for information related to alternatives and potential measures that might reduce environmental impacts. What we do is take your comments that we receive tonight and/or by January 25<sup>th</sup> and we use that information to begin preparing the environmental documentation that will accompany the circulation element update.

In this case, what we're doing is preparing what is called a program EIR. And that's Environmental Impact Report. Generally speaking, it's about a year-long process. What happens is a project comes forward, the city makes a determination whether the action is actually considered a project under CEQA. And in this case, the circulation element update definitely is. And they also made a determination that an EIR would be needed as part of the approvals for this project or at least consideration, I should say, when it moves forward to the planning commission and city council. The environmental impact report is the most extensive comprehensive environmental review under the California Environmental Quality Act.

We're in the initial stages of the environmental review. The city released what's called a Notice of Preparation in December and they're allowing a 45-day period for people to respond and provide input as to the scope and content of the EIR. As part of the initial scoping we also have a scoping meeting, which is tonight of course. I do want to emphasize before I forget that there are two handouts among others up front. One is a speaker slip and the other one is kind of a comment form. And you do not need to speak if you want your comments to be heard. Written comments are very much appreciated and also they don't have to be on this form. You can put them on a letterhead; anyway you want to do it, just as long as you get them in by January 25<sup>th</sup>.

So what'll happen is we sort of disappear for awhile after the next week or so and we start preparing based on all the public comments different technical studies and we prepare the document. It takes a long time. There's a lot of back and forth between us and the city. We need to make sure we get our facts straight. They review the document several times before it actually, what we say is hit the streets, where you will have an opportunity to review the document. And that's what we call the draft EIR stage. It's a formal document. It'll be available for everybody to review. It's a 45-day review period, so it's got to be available for a minimum of 45 days. What happens is we take input at that time on the draft EIR. You may pick up on things that we're not aware of that we

need to address. We do two things: we respond to any written comments that we received on the draft EIR and we make revisions as necessary and prepare what's called a final EIR. The final EIR is what actually makes it to the decision-making bodies, and in this case it would be the city council for sure at the end of the process in considering the circulation element update.

I'm not going to go through these issues in detail, but this is a list of the environmental issues that we would be addressing in a document at this time. If you have anything else to add or you have more details about a specific issue, please give us your comments so we can address them. One thing I would also like to mention is this is a what we call a program EIR so it's very broad-based and the level of detail won't be as great as you might see on a, for example, maybe a subdivision or something like that. It's so broad-based and city-wide. And also the time horizon with the circulation element is 20 years or so. So we have to do our best to capture the environmental issues at this time. That concludes my presentation so I would like to hand it back off to IBI to go through the actual details on some of the alternatives.

**Terry(??):** Thank you, Tim. My name is Terry Halawa(??) and with IBI Group. And I'm just going to be going through, as Tim had mentioned as well as John, there are a lot of elements within or a lot of components of the circulation element. One of those things (ia) and transportation. So I'm going to go through some of the things that we've been going through. And just to let you know that the transportation analysis that we're doing is important because it's all that's incorporated into the environmental analysis that Tim was discussing earlier. Okay, so just to give you kind of a background, John went into a little bit of detail about this, to start off with where we're kind of at right now and to discuss the model that we're using. We have received, the latest direction we received from city council was to use the most recent and updated model that SANDAG put out, which was series 11, and that's a sub-area(??) model that it was created for North County. This is a model that represents all of the future 2030 roadway network conditions and this is, you know, just to let you know, this was completed in 2009. It was in the spring of 2009 that this model was actually completed. It was done with the collaboration of not just SANDAG, but all of the North County cities putting their input together to create this. So this was when it was completed in '09.

Okay, so once we had the model actually completed then we were able to start looking and seeing what potential model alternatives we wanted to develop. So in looking at all of the model alternatives, the basis of where we started was looking at what is out there today, what's your existing network, and then we looked at what is your adopted 1995 circulation network. So we looked at those two and that's where the basis began for beginning to develop the alternatives. All of the alternatives that we did develop, which I

know a lot of you have the handouts that should be from these boards that are here behind me. Those were all run using that series 11 model and all of them in the end were compared back against the 1995 adopted circulation element. So this circulation element that we are in the process of updating, it's going to be used by the city to compare all future projects that are related to traffic analysis. So this is the plan, it's your plan for the future and includes all of the future roadway networks that's going to be in the plan, but the city will be using that to compare when it comes to future projects.

Okay, so now that we've kind of given you like the background of what our model is and where the basis of where we're coming from with our analysis, I wanted to just give you a little bit of information about what are some of the key components that we're looking at when it comes to the traffic analysis. This map up here is kind of...it's essentially what is your current circulation element, and we're using this as our baseline for our traffic analysis. So this is, again, what is already in your current adopted 1995 circulation element network and we have to use this for comparison purposes when we develop our alternatives. So some of the key components that we're going to be discussing, and as I go through the alternatives we'll talk more about each of these. That is in your current circulation element we have right now the SR-78 and I-5 interchange improvements. Those are included currently. SR-76 is six lanes in your current circulation element plan. Rancho Del Oro road and SR-78 is there. College Boulevard is considered six lanes. The Melrose Drive extension both the northern and southern are included in the current element as well as Pala Road connection. The two minor modifications that we have made to the current baseline, which is your circulation element, is that the Old Ranch Road connection - which you can see highlighted kind of here, the circle, red circle - that connection is not there as well as the Jeffries Ranch Road is not there. So for majority, all of everything that we've listed here is in your current circulation element except for these two minor modifications.

Okay, so now just to talk about the potential alternatives that we'd been reviewing and developing, again, like I said we started off with looking at your existing network that's out there today, then we went and we looked at what's in your 1995 adopted circulation element, and we came up with a broad range of alternatives. We came up with 14 alternatives and that's not including any of the alternatives that we looked at when we were trying to determine what would be the appropriate baseline. So we looked at a wide range. How we came up with these 14 was basically looking at what are potential and future projects, had a lot of brainstorming and discussions with city staff(??) and then we received input at previous community meetings that we've had, we took that input and we used those to develop the 14 potential that we looked at initially.

Now the variations that we're going to talk about here today, a lot of the variations within

those 14 are really focused around these potential network pieces. So it's either College Boulevard, whether it should be four lanes or six lanes, and then we also have looked at an alternative where it should be kind of a hybrid meaning(??) that in some portions it'll remain four lanes, in some portions it will become six. We also looked at Melrose Drive extension options, whether the northern extension should be there or the southern extension and visa versa. We also looked at Rancho Del Oro Road and SR-76 interchange - whether it should be there or should not. And then there's also a Mission Avenue component where it should be a one-way couplet which is considered in one of the alternatives.

So we took all of these 14 and basically what we did is we looked at them, we looked at all the various ranges, but we had to filter it down to a few that we could bring forward here to talk to you about today. And so we focused it down to five. And how we were able to kind of come to that five is we saw where some of them once we developed the 14 were very similar, some of them based on some direction from the city that we knew wouldn't be necessary to take into further analysis. We were able to eliminate some throughout the process. So today I'm going to talk to you more about the five that we focused on, that we feel still represent a broad representation of what the 14 were, but just in a more focused level.

Okay, so to start with the first alternative, this one just kind of the...the difference between this alternative A and baseline is, again, I said everything that we're looking at is compared back to baseline. So alternative A, the main difference that you'll find here compared to the slide where we talked about the baseline is that the Rancho Del Oro Road and SR-78 interchange is not included within the scenario. So this is just one of the five that we looked at, but it does still include the other improvements that you saw which are currently in your existing circulation element, which is 78 and I-5 interchange improvements, SR-76 being six lanes as well as College Boulevard being six lanes, Melrose Drive extensions, both of them being in, and then the Pala Road connection being in.

Okay, and then the second alternative we looked at, alternative B, the difference between this one and your baseline is that the Melrose Drive extension are not in. So this is including both northern and southern. For those who may not know, the northern extension is from SR-76 to the North River Road; the southern one is from Spur Avenue down to North Santa Fe. So in this particular one, again, the difference between this and baseline is that there is no Melrose Drive extension. This one does include, as the other one had, different elements or key components that you found in baseline scenario...or your baseline which is the 78/I-5 interchange improvements, 76 still being six lanes, it includes the Rancho Del Oro Road and SR-78 interchange as well as it includes College

being six lanes fully and Pala Road connection being included.

Alternative C, which is our third alternative, the difference between this one and baseline is that we developed a hybrid for College Boulevard being the four and six lanes. And then the difference you'll also find is that Melrose Drive, the northern extension between North River Road and SR-76 is not included. When we developed this alternative, we did this with looking at and taking a consideration that projects that are ongoing right now and the different studies that are currently being done for College Boulevard and Melrose Drive. So if any of you have been involved in that, that's why you know that there's a College Boulevard hybrid version. So with this one it's between Avienda de la Plata and Olive Drive would be the six lanes, but then it would continue to remain four lanes between Olive and Waring Road. So that's the hybrid version of College Boulevard. And again, like I said, Melrose Drive, the northern extension is not there. The things that do remain as compared to baseline is SR-78 and I-5 interchange improvements, 76 remaining at six lanes, the Rancho Del Oro Road interchange with 78 is included in this one as well as the Pala Road connection.

Okay, and then our fourth alternative is alternative D. And as you should be seeing as we're going along, there are more and more pieces of the network being removed as we're going throughout all of the five alternatives. We have with this one differences between this alternative and baseline, there is no Rancho Del Oro Road and SR-78 interchange, so that's been removed as you can see highlighted. All of the highlights on each of the maps indicate where a change from baseline has occurred. The College Boulevard hybrid, the four and six lanes that I was discussing earlier, will remain four lanes between Olive and Waring, but then it would be six lanes between Avienda de la Plata and Olive Drive, it would be six lanes. With this one there is no extension of Melrose Drive on the northern end between North River Road or 76 or the southern extension between Spur Avenue and North Santa Fe. This one does still include SR-76...SR-78, excuse me and the I-5 interchange improvements. SR-76 is still going to be six lanes and the Pala Road connection is still there.

Now with this one is our fifth alternative, you'll see that a lot of different pieces that we've been talking about and the ones that we presented at the beginning have been removed in this alternative. So with this one, the difference between it and baseline is that there is no interchange at the Rancho Del Oro Road/78, College Boulevard is still that four and six lanes hybrid version, and we have, again, there's no Melrose Drive extension for the northern or southern portion. The Pala Road connection which is new, you haven't seen in any of these alternatives up until now, has not...has been removed, the extension that would take it down as we saw it, and then the Mission Avenue improvements to make it a one-way couplet wouldn't be considered in this particular

alternative. We do still keep the SR-78 and I-5 interchange improvements and we still keep SR-76 as six lanes.

So whether you're considering in your writing your comments and you're looking at all of these different five alternatives, we want you to make sure that you take, you know, take into consideration each of them and give us your comments and your feedback as to what you think as to your comments and opinions on which one you prefer or don't prefer as it relates to the environmental impact analysis study. If you think that it has an impact as far as on noise or air or you think that you know, adding a roadway provides an environmental issue in your neighborhood, we'd appreciate it if you would jot those down onto your comment form and either drop them off in the back or give them as a speaker form and leave them with us or mail them in as the directions say you can do.

Okay, so mostly I've been talking obviously traffic and transportation and that is a major component of the circulation element update. But we do also have, as John had mentioned earlier, several other elements and chapters that will be within the update and that we are updating in the process as well as we are updating the traffic and transportation section of the circulation element. And these different ones, I won't go through them in too much detail since John has spoken about them earlier, but we also do want your opinion on these particular ones. And if you have any comments that you'd like to leave us on your comment sheets, please feel free to do so. But again, as we said, different chapters and sections within the circulation element we will have level of service policies. These, again, establish the level of service standards for your roadways and intersections in the city. You have a transportation demand management section and you know, this is to basically try and establish some effective PDM(??) programs that the city can utilize. These would be sometime along the lines of what you've seen with carpools and vanpool programs. We have public transit and railway systems. You know, we're going to not only just identify what are the systems that are there and update your circulation element to be more current with what's out there today with the Sprinter, but also just to make sure that we're including any policies and goals to make sure that your transit is efficient and that it works for you as the resident in the city.

We're going to be having a neighborhood traffic comment(??) program. Again, this is a program that was established in 2005. It's currently being updated so all of the goals and direction that we received out of that is currently being updated, will be summarized and put into a chapter and reflected in the circulation element update. Okay, so we also have a bicycle and equestrian facility that John had spoken about earlier. And this will identify all existing and future bicycle and equestrian trails and you know, we're also trying to establish you know, multi-mode transportation here in the City of Oceanside and so we're going to be trying to promote policies that promote bicycling as a form of transportation.

If any of you were involved, there was a bicycle master plan, which was updated and approved in December of 2008. That plan is going to be put...summarized and considered into this and will be a chapter on its own. So many of you might have been involved in that process and to the work and the effort (ia) and so that will be reflected in the circulation element.

Also there was a...there is a pedestrian chapter that will be in the circulation element and there was a pedestrian master plan that was just completed within this last year, in November of 2009. Some of you and many of you I recognize some of you did participate in that planning process, and that will be, again, put forward and summarized and included in the circulation element. And then last, but not least, we have intelligent transportation system technology. You know, John spoke about this where we're going to be identifying and incorporating different ICS(??) technologies that the city could utilize. You see these sometimes in other cities where you have the changeable message signs. Some of your neighboring cities will be doing things such as transit signal priority. So we'll be looking into those different technologies and what will work for the City of Oceanside.

Okay, so now I want to just give you kind of a next step of where we're going to go after today's meeting just to give you a brief overview of where we're headed. We are going to take all of your public comments from this meeting today, and your comments do help us kind of focus our environmental analysis and that's why we want to make sure that we get all of your comments in writing in addition to those who are doing speaking tonight. All of your public comments do become part of the program EIR process. As John said, we are having additional public meetings, one being held this Thursday on the 14<sup>th</sup> and then another one on February 8<sup>th</sup>, which is a Monday. We are expecting that the traffic study for the circulation element would be complete this spring of 2010 and then we're expecting that the draft environmental impact report would be complete this late summer of 2010. After the EIR draft is complete and it will be put out for public review, we'll have a presentation to the Transportation Commission and Planning Commission, and then finally your city council will select a new circulation element network for you. So with that, I will turn it back over to John for the public comments.

**John:** A couple of points of clarification I wanted to make. One is the five alternatives that are...one is we've got five alternatives out there and it may be a combination of roads connected/not connected that may be, you know, doesn't (ia) what you had in mind. This isn't etched in stone. We could always tweak these alternatives (ia). We really want to know what you think when it comes to these alternatives. (ia) transportation in the city so I just wanted to make that clear to everybody because they're not etched in stone. The second thing, we're not going to...you know, once we approve the circulation element

we're not going to go out tomorrow and just start Melrose Drive or any of the roads that are planned but not currently (ia). So these are long-range plans. It's a living document and we could have a future extension identified in the circulation element and we may not build it until 20 years from now, if at all. Or we could amend the document again in 15, 10 years, whatever it takes. So it's a living document and I just want people to understand (ia).

The other thing, too, is I wanted to make clear that we extended the comment period beyond the 25<sup>th</sup>. I stated earlier that you had to get your comments in by the 25<sup>th</sup>. But because we're having the meeting on February 8<sup>th</sup> (ia) important meeting as well, we wanted to extend the comment period until February 8<sup>th</sup>. So if you want, you know, wait until after, you know, you attend the meeting on February 8<sup>th</sup> to provide comments, feel free to do so. Or you can provide comments now and provide them again on February 8<sup>th</sup>. If your comments change, that's fine. You got friends that can't make it tonight, let them know.

Also, when we come up here and speak, if we have 10 people that are going to say the same thing, it might be good for one person to represent those 10 people. We've got your written comments and that's really what is important here is your written comments tonight. We will be documenting what you're saying tonight, but you know, (ia) time and really redundancy let's try not to repeat the same thing over and over again. And finally, if there are any request to speak forms that are still out there, just go ahead and raise your hand and we'll come and pick them up for you. Otherwise, what we'd like to do is (ia). Sure (ia).

**Voice:** (ia).

**John:** We've got a tape recorder. Okay.

**Voice:** (ia).

**John:** Yes, we're recording right now as we speak. Okay, so you don't have to form a line or you can form a line if you want, but just come up here at your leisure. Feel free to speak into the microphone and we'll be recording your comments with the tape recorder. So whoever wants to come up first. Oh, I'm sorry, we're going to call you up. I'm sorry. We're going to call you up.

**Voice:** Terry Lutz(??)? (ia) I'm sorry (ia). Keith Cook? (ia). Susie Coker(??)?

**Susie Coker:** I'm Susie Coker. I live at 2126 Sorrento Drive in Oceanside. And I

would like to point out a huge problem with this model baseline that maybe the IBI Group did not know. Rancho Del Oro interchange with full access to Marron Road has been voted off the books by the city council. So that interchange will not go south. It is not a regional project. Caltrans does not support the project. SANDAG does not support the project. And the residents of Rancho Del Oro have turned in over 1,000 signatures - it's more like 1,500 - asking that you not destroy our entire residential community. It's truck restricted all the way from 76 to 78. It's the shortest distance between 76 and 78. If you put an interchange in at 78, everyone will be using that road and it will virtually become freeway. We have high schools, you have senior citizens, people walking their dogs, there are stop signs on there and we're very much trying to preserve our neighborhood. I would also like to say that I do not support the expansion of College Boulevard to six lanes. Their neighborhood should neither be sacrificed any more than our neighborhood should be sacrificed because the city didn't plan properly.

They put an industrial park in after all of these neighborhoods and residents were completed and they didn't plan properly and now they want to sacrifice one neighborhood or another or put one neighborhood against another neighborhood because they need an industrial park, which basically is 80% empty. There is a huge problem with the documentation they sent out to...in the bill...in the phone bill that we received and it addressed people as agencies. The wrong dates were on everything. The front of the paper said it was mailed out December 1<sup>st</sup>, but the map on the back said it wasn't created until December 10<sup>th</sup>. And I'm wondering how many people threw that away because they didn't think that they were an agency and are not here. I think one scoping meeting is highly inappropriate and I think we need a lot more discussion about this. I've been talking about Rancho Del Oro interchange for 12 years personally. Our neighborhood is tired of being attacked and fighting and being pitted against other neighborhoods that need to be preserved and respected as much as ours does. Thank you.

**Voice:** Wayne Dolik(??).

**Wayne Dolik(??):** Hi fellow residents, how are you today? I'm a little worried about this notice. I believe this notice may be illegal the way it was written and I'd like to give my copy of it because it says Thursday, January the 12<sup>th</sup>. Well, we all know that January the 12<sup>th</sup> is not Thursday. Yeah, we're here for this meeting. This notice is constructurally defective. So I'd like to give this to the city attorney and let him put it in the file. The other thing I'd like to say is I'd like to oppose College Boulevard, the College Boulevard widening. We have about 100 of us that oppose this throughout the neighborhood. And I want you to understand something. When this study was done, it's flawed because the new roads that Oceanside put in - and they did a very good job because everybody's using the new roads now. The traffic, if you come up to where I

live up at College and Old Grove, there's a left hand turn lane. It's filled to capacity at 12:30 in the afternoon and everybody's using Old Grove now. They're going by the post office, they're using all the new roads. And when this study was done, it's flawed.

I just came back from a trip to Greenwood Village, Colorado. I gotta tell you about it. You want to do something constructive for this city? You make a no tolerance speed limit. The police pull you over if you're over the speed limit. What would happen? People would slow down. And responsible cities that build high rise buildings and everything else, they don't want people to drive fast; they want them to slow down. So what I'm arguing, and this is, you know, our police department is second to none; they're a great police department. If we passed a resolution and said we're going to have zero tolerance to speeders in this city from now on, Oceanside would be a better town. I just came back from Greenwood Village and that's exactly what the police department does there. That's the tech center in Denver. It's just south of Denver. It's a gorgeous town and that's the way they run it. And you have people where they would actually reduce road sizes, not increase them. If you add two more lanes you're just going to have people driving faster. So the grid, the grid that we have is excellent. They have put a very good grid in between College and El Camino Real. So that's pretty much my position is I'm opposed to widening College. And then after you widen College up to Old Grove, what about Rancho Del Oro one? What about Rancho Del Oro two? And three? Are you going to widen it all the way to Mission? These are neighborhoods that are nice neighborhoods in this community. Do you really want to muck them up with a six-lane road? It doesn't make a lot of sense to me. Thank you very much for your time.

**Voice:** Tim Lee?

**Tim Lee:** Good evening, my name is Tim Lee. I'm following onto the previous sentiment. One of the other big issues in Oceanside is we have no noise ordinance. At 4 o'clock in the morning if any of these people on these committees lived in our neighborhoods, you would hear people drag racing down College, Rancho Del Oro, all these neighborhood streets, people are drag racing down with modified mufflers waking up people in this room here today at 4 o'clock in the morning. By widening these roads, by increasing the amount of access to these roads, all it's going to do is increase the noise and the desire for people to move out of these neighborhoods.

Frankly, I want to leave Oceanside. It disgusts me that the decisions seem to be all based around the businesses - which we need - but let's face it, the people driving through Oceanside, through College, through Rancho Del Oro, let's get them on El Camino where our businesses are. That's where we need the people to be driving. Not through neighborhoods that don't have any shops on them. El Camino, if you got rid of the

Starbucks and the dental clinic, you could make a right turn right there onto Vista Way and move a whole bunch of those people waiting there on the corner onto Vista Way, which is what they want to do. The remainder of them to go north on El Camino, which is what they want to do. But all those shops and businesses on El Camino that look barely in business, if all that traffic, instead of going up College and potentially going up Rancho Del Oro is on El Camino, those businesses are going to thrive. Thank you.

**Voice:** Jimmy Knot?

**Jimmy Knot:** Jimmy Knot, 127 Sherry Lane. I'm going to go back to some of the core elements for you know, this study. And I'm going to basically you know, where I'm a senior advocate. And this study seems to ignore some of the needs of our seniors. Some of the seniors are ambulatory and they need to walk, they need to get pleasures(?). And the study seems to have ignored how far our seniors can walk. They think everybody's young and can walk places. Not every one of them can. This does basically ignore them and their needs. They need benches, they need places where if they walk they can take and use their carts, you know, the electric carts. There's not enough space for their carts today, not enough safety for them. Also, if they use chairs or canes or walkers or things like that, they need that type of assistance. It's all these things have not been really planned for. And a lot of us in this room - I hate to say it - are going to be old soon. Think about it. Another thing is North County Transit, it's cut within the last 25 years about 75% of its routes, believe it or not. 75%. Think about that. And now they're turning it over to a private company. I don't think they're going to expand. Also with the other non-government organizations that have taken and provided public transportation, that's going.

A lot of the plans which are, you know, your people have come up with, the plans are based upon a love of public transportation. That's gone. These plans really have a lot of things you need to go back to. The traffic speeds really need to be standardized in the city. The potential of a charter city and a council power swinging back and forth, we don't know what's going to take place. You know, corruption, we don't know. There's a lot of things that need to be considered. You got global climate change, things gonna happen down here on the beach with the rising potential of the tides, 20, 50 years. 5.9 feet of rise. You may laugh at it, but it potentially could take place. Your children maybe suffer from it. Think about it. There's a lot of things that may take place. These are things that these folks have to take and think about (ia) in this report. Thank you.

**Voice:** Pat Wallace?

**Pat Wallace:** Pat Wallace. (ia). I would really like to see a reverse of emphasis. Take

it off the roads and put it on public transportation. It solve so many of the problems that people are talking about. We don't have to destroy neighborhoods. You don't have to have big, ugly, noisy, polluting buses. We can get smart buses that you know, would be pleasurable in neighborhoods. And if we really could - I mean, I know this is a dream, but it's (ia) all the same - which is if we could have a public bus system that really did mean that people wouldn't have to wait for more than let's say 10 minutes for a bus, they wouldn't have to walk more than a block or two to get to the bus close to their house, they wouldn't have to transfer more than once before they would get to where it is they want to go, people would use it! We're dying to use something like that. I think a lot of us are. If it were feasible. But it's not. I also think it would solve many of the problems of what the gentleman preceding me talked about, the elderly people. You know, really they could get around.

And I do think that having some possibility for electric kind of carts and things like that is a really excellent idea, to have something like that (ia). I also would like to mention since I happen to love riding a bicycle, am I going to get myself one of these (ia) curb? Here you have the parked cars and here we have about two feet of bicycle lane and here you have the traffic. No way! I'm not. I am not going to ride in one of those things. And so I think we could put a great emphasis on bicycle. I think you've done that, but I think we could make it much more effective. My last comment is that I think we could also improve the traffic circulation by checking...I think you'd need a study or something, of the lighting system. Because there are times when there's something wrong with the way the lights are organized on many intersections. Because I mean, if the lines are way long this way and way long this way, there's something wrong. That's all I have to say.

**Voice:** Next speaker is Nadine Scott.

**Nadine Scott:** This is weird talking to the audience. I feel like somebody's behind me. Okay, (ia). My name is Nadine Scott and I have several procedure issues to address. I don't think this is handled well at all. The notice was defective. It was reissued without more time to comment and I'm formally asking that comment be extended to 45 days after I was given notice as I'm on the notification list. I would like that to be extended to February 29<sup>th</sup>, which would be 45 days from January 11<sup>th</sup>. I was on the original distribution list. I did not receive any documentation. I find that just to be unbelievable. Who knows what anybody else received on that list. Secondly, the fact that everyone here is required to put something in writing is irregular. It's not citizen-friendly. It's insulting. And I'm asking that all the public comments on the tape be included in the record. I've never heard of such a thing as a scoping meeting. It's outrageous!

Third, the biggest concern I have is your arbitrary grouping of the 14 roadway segments

and the addition of (ia) have never been publicly vetted. Each of the roadway segments should be removed. This 5 or 27 or 36 grid is pointless, it's arbitrary, it's inappropriate, it's inappropriately grouped in arbitrarily grouped roadway segments. There should be 14 no alternatives and no groupings. That's outrageous! Somehow staff is determining what we want grouped. And this is a citizen process, not a staff or an engineering process. I notice there's no discussion of cumulative(??) impact. That's mandatory. There was no discussion of the MHCT(?). That is mandatory. Very little discussion of alternative transportation. No discussion or contact information whatsoever for the consultants nor their qualifications. We've never heard of you until tonight.

The fact that our materials are basically illegible if you have 20/20 eyesight is again insulting. I don't understand why you would waste the paper; hopefully it's recycled paper. I'd also like a determination on how long this program out of EIR would be good for. I'd like to see that in the document. I'd like to see a discussion of urbanization and emphasized calming, not bumps instead of more traffic. Slow us down, don't speed us up. We don't want that. We live here. You need to carefully examine the regional roadway impacts and also the fiscal impacts that these projects would have on long-term jobs and increased revenues to the city. We need land use integration and its effects analyzed on established land development, which includes our neighborhoods and our businesses. And I could go on and on, but you'll be getting all my formal comments in writing. Again, thank you.

**Voice:** Next speaker is John McDonald.

**John McDonald:** Thank you. Okay, let me see if I can do this quickly. John McDonald, 506 (ia) Drive (ia). I am the president and CEO of a corporation in town. I'm not-for-profit Partners for Innovative Community. I'm not speaking for them tonight. I'm speaking as an individual citizen. There were a number of speakers recently at the end of this part that probably pick up what I'm most concerned about. This thing behind me looks like an auto-oriented, get the people through the city system. It is not about walkable community, it is not about the citizens being treated at all! The comment from the consultants is we're going to deal with it. You'll notice the last page had those list of things? That's the stuff that should be up front! You start by designing the city the way you want it to be a walkable community, then you say how do you make the walkable community happen by using the circulation plan. This is working the other way around. And it's deeply flawed for that reason. There's no solution to it.

Secondly, there are major projects going in this town. The pier amphitheater design project, it's huge. The whole HE district that I and my group are deeply involved with. The park, the huge park. They haven't even brought the subject up. We should be

worried about how we're going to get our citizens to and from those, hopefully a reasonable amount of visitors as well, but they're not even mentioned. And yet they're core. They're not going to work unless the circulation plan just like it's always entered on walkable community, is also oriented around the very things that we're spending all this time and effort trying to build and to make this a better city. And that is not included in this (ia). PCH and I-5 is a core question. The transit station is a core question. Public transportation, somebody mentioned it. If you wanted to make this to be a community we want to be, the circulation plan would incorporate all of those elements into it. And lastly, there's a...bicycling, by the way, our bicycle plan - which I love to see a bicycle designation - is already entered around young bicyclers. You try and ride along the river on a bicycle. This is...if you want a bicycle community, it needs to be...we need to have a trolley kind of thing for people who can't walk, we need to have real bicycle, slow bicycling stuff. None of that is being discussed. And just adopting the bicycle plan would be useless.

Integrating public transportation. Where's the discussion about how we would tell the transit district, "Re-think your public transportation system so that it is part of the circulation plan"? No discussion of that. The end result of this is there's supposed to be an EIR involved in this. There's no EIR because the fundamental issues of saving our environment and making a good environment for us to live in are not even on the table. So unless that fundamental thing is shifted and changed around, we get nowhere. And I suggest, lastly, that we re-think, encourage people to think into a diff...to a different city and let's use this circulation plan to design the city we want and to protect the people and let's not pit one citizen group against another. That is totally unnecessary.

**Voice:** Next speaker is Shelly Hayes-Tern.

**Voice:** (Ia).

**Voice:** Karone(?), sorry.

**(People talking in the background).**

**Shelly Hayes-Karone(?):** Good evening. My name is Shelly Hayes-Karone. I reside at the historic Marron Adobe District. We've been fighting for 12 years against the Rancho Del Oro interchange. And we've had a lot of improvements in 12 years. We've got an ecological reserve of 134 acres and hopefully the other 161 acres will be purchased by the public so we have the whole valley saved. So that's a good thing. Now to address this notification, in inquiring with the staff, I spoke to a Mr. Greenbauer and he told me that it was a consultant oversight that the wording and how it was addressed in

the water bill and that there had been no formal review by Mr. Hittleman(??) for this notification. And there's confusion and I feel that it's nice that everybody came out tonight, but I really think this needs to be done in a correct manner. I don't know who's going to show up on Thursday and as the former speakers have said, there's a lot at stake here in the city to make this city the best it can possibly be. And the circulation element seems the key to making that happen.

So I don't think that start...we've started out with this meeting here on the wrong foot and I think we need to go back, start it over. It's very important. In looking at the documents I had to get copies of what had been sent to the agencies and I'm sure everyone in this room doesn't have a copy of that. So let's see what else. Oh yes, and the extension of course to Marron Road from the RDO interchange. Several years ago that was removed and since the wildlife agency has purchased the 134 acres, I don't think that that road segment will go through. So we're not putting a bridge over the reserve. So I want to ask for correction on that by the consultants. And also, I didn't see anything in the documentation and the CEQA review discussing...I see that you've discussed paleontology, but not historic property. So I'm bringing that up, too. And I'll be making comments in writing. Lots of them. Thank you.

**Voice:** The next speaker is Margaret Mallick(??).

**Margaret Mallick(??):** My name is Margaret Mallick. I live at 1611 Hackamore Road in Oceanside, California. And I sat on the scoping meeting when we had it not quite 25 years ago. It was not run like this. We had numerous meetings in what is now the Melba Bishop Center with people from all different communities coming out and giving their input. It was not...staff was given direction. We weren't given direction by staff. Staff was given direction. Somebody just picked...first of all, I agree with Nadine. If the people...we have to put this now all in writing. This is all a new thing to me. I've been to scoping meetings. Now we have to put everything in writing? Does that mean less people will put stuff out there if you've gotta put it in writing because they won't be bothered? That's what we're trying to discourage people from communicating?

And you've gotta go past the 8<sup>th</sup> because what if somebody comes on the 8<sup>th</sup> and wants to go home and write something up? There's no way they can get it there! Because who the hell thought this thing was right? I mean, soon as I saw it I said Thursday the 12<sup>th</sup>? We have this hall for Parks & Rec. I called Parks & Rec and they said, "No, Thursday's the 14<sup>th</sup>" and I went down there. I also called Planning Commission trying to get some paperwork on this ahead of time. There's nothing to be had. I don't understand how you have a meeting and you have nothing ahead of time. Totally, excuse me, asinine! And I want to discuss Melrose to Santa Fe. That fence has been replaced from the kids racing

down there at least 20 times since that road has been put up. And I don't think we should pay for a road so Vista can move their people from there to Temecula or Riverside. If and when 76 is all fixed, yes. But we were told that SANDAG was gonna help us. SANDAG isn't gonna help us.

We've already taken one million, seventy thousand out of our coffers to put into that Melrose. And nobody says on here...you say Santa Fe...what is it? Melrose to North River Road. Why don't you say what it is? A bridge! These people have to know. Do they want a bridge there? Or are we gonna decide everything so people can't hear things? And I just...the more I read this the angrier I get. And I would like an opening on Jeffries Ranch Road. I live there. We would like a right in and a right out. But that I've gotta go home and write this to you I find insulting, like Nadine said! We've had scoping meetings go all over town. We have people at the planning department explaining scoping meetings to us. We've been going to scoping meetings longer than they've been alive. And besides, I'm going to take my bicycle to Walmart? Can the paramedics come? How many paramedics have we got? I won't make it a block. But I'm going to take my - no offense, Janice, I know you love your trails - but c'mon! The fat lady ain't going on the trail with the bicycle, okay? So anyway, I just think you ought to be realistic. I come from a town from New York where everybody was...none of us had cars. And we got around fine, but it was set up that way ahead of time. Not after.

**Voice:** Next speaker is Rick Pedaraza(?).

**Rick Pedraza(?):** My name is Rick Pedraza. I want to thank the council, staff, consultants, and especially my fellow citizens. I live in the southeast area of Oceanside. There are many hundreds of homes there. And I've come to address the circulation element. Specifically, a large number of us are concerned that the city fully cooperate with its neighbor Carlsbad, SANDAG, and the county to extend Cannon Drive towards the coast. A very large number of us go hundreds of miles a year out of our way to reach the coast because of a small stretch of road that's missing there. We need this and sometimes it's not only what you do, but what you fail to do that creates pollution and unnecessary environmental impact. So the status quo is negative and since this is an EIR under CEQA, we will be submitting written comments in support of what we believe is a logical position including evidence of large support by a quiet majority that's generally very hard-working and is not actively involved in politics. But this issue, it's time to bring it to the core and a large number of us in my neighborhood are concerned about it. Thank you very much.

**Voice:** Next speaker is Jacqueline Berry.

**Jacqueline Berry:** (ia) my name is Jacqueline Egan Berry. I live at 3252 San Helena Drive, Oceanside, California 92056. I'm calling...I'm calling? I'm speaking today because again after 12 years, Susie Coker is right, I bought in when my property was worth something. Now I'll tell you, I can't get anything if we get a green waste behind my home and we get a freeway. The 78 and the 76 should not be connected by Rancho Del Oro. We had a promise that they weren't going to touch our community. Now they are. Not only are they going to touch it, they're going to destroy it. They're going to rip it up. And I won't be able to sell. My concern is my kids.

We know that if you live within two miles from the freeway where diesel fumes are emitted, you're more likely to develop brain cancer, okay. My kids mean the world to me, I'm sure as every parent believes. But my kids have asthma. Not only do we have to deal with the Sprinter coming through and beeping their horns at all hours waking us, but soon, God forbid, we're going to have a freeway to work out. I'm hoping we will use El Camino Real, we will look at what we have and we'll say why would we destroy something so beautiful? On December 2<sup>nd</sup> we were all here and my son spoke also. We failed getting rid of Kern. We did our best, we put up a good fight. But the biggest problem here is we're not being heard. We're not being heard. We don't want a freeway, we don't want a green waste. Leave our community alone! They were talking about, on the 2<sup>nd</sup> they were talking about how they were so concerned with Fire Mountain and how it was such a beautiful place. Well, so is ours! Ours is just as beautiful and ours should be preserved just like theirs. Thank you.

**Voice:** Next speaker is Terry Lutz.

**Terry Lutz:** I'm Terry Lutz. I live at 3213 San Thomas Drive off of Rancho Del Oro Road. And some of you may not like what you hear me saying. I'm protesting the removal of the traffic signal at Cameo. That was a condition of approval for a project under CEQA and I don't understand why the condition to be eliminated that way. I'm a civil engineer, I'm a traffic engineer. I've been practicing for 30 years and that signal is warranted under Caltrans and the manual (ia) traffic control devices. And don't get me wrong, I understand why people feel that stop signs stop or slow down traffic on our road. They feel like it will inhibit traffic development on our road. It's not going to. We still have speeding cars out there with or without stop signs. I walk out there, I jog out there. I almost got blown off the road by a bus a couple weeks ago.

And as far as inhibited traffic, we have 15,000 cars a day out there, it's going to keep growing as long as there's development in the area. Including the El Corazon area. So I'm just saying from a matter-of-fact standpoint, that signal was a freebie. It was free to the city. I realize the city had to pay a little bit. I don't know how much, but those

signals cost \$200,000 dollars a piece. I design them, I implement them, I work for another city. A capital project will pay for a signal for...in a few, two years it will be \$2 or \$300,000 dollars. We lost the opportunity. That's not right. And also, like I said, it's a mitigation requirement for a project. I don't know how you can remove a mitigation project. There must be some overriding considerations to be found. And maybe that's going to be found; I don't know. I just want to let you know and the city know that I don't think it was right that that traffic signal was removed. Thank you.

**Voice:** Next speaker is Keith Cook. No. George McNeil.

**George McNeil:** Thank you. George McNeil. 2153 Anda Lucia Way in Oceanside. I don't want to repeat a lot of the things, good things that have been said by people already. I just want to mention a couple of things. One, I don't like any of the alternatives so why should I have to choose one? The only one to me that comes close is alternative E and I don't like the widening of College. So the points being made before about this being staff-driven or consultant-driven seem to be very, very true. The alternatives should be developed by the community not by staff and not by the consultants. The second thing that bothered me was something that John said was that he pointed out that when something is put on the circulation element there's no guarantee that it's going to be built. My question is why put it on? There is absolutely no reason to put something on the circulation element unless it can be built in the next 15 years. And the reason why there's no reason for putting it on is every developer who's coming in with a project has to use that circulation element that's flawed to do their traffic studies. It makes no sense. Garbage in, garbage out. I think that we should insist that all of the elements in the circulation element be buildable within the next 15 years and we should insure that SANDAG is going to pay for it because we don't have the money to pay for it. And if SANDAG can't pay for it, it shouldn't be on there. Thank you very much.

**Voice:** Next speaker is Cal Coker.

**Cal Coker:** Hi, my name is Cal Coker. I live at 2126 Sorrento Drive in Oceanside. A couple points. First off, I'd like to give a hand to George. That was brilliant. Nice work, George. Secondly, a couple things. On the interchange, Rancho Del Oro is within one mile of both College and El Camino. That is defined as being too close for an off-ramp (ia) dangerous weaving. Okay, I'll talk louder. Rancho Del Oro is too close to College and El Camino. You're going to have weaving, you're going to have back-ups on 78 and that's going to cause back-ups on RDO. So there's some input on that one. Number two, we have El Camino. Why is it not connected to 76? That is the largest through-way we have available, we should be able to use that.

Number three, we've heard the excuse that we need to be looking at these alternatives because we have to plan. Well, we need to realize that part of the reason we're having to do this planning now is because we screwed it up 20, 25 years ago. We had a circulation element and then we avoided it when we put in large neighborhoods and then whoops, all of a sudden buildings show up in Ocean Ranch and now they want us to fix it. You guys did it, you fix it! Look somewhere else. RDO is not your neighborhood, it's ours. We bought into it and we expect to be able to keep it like it is. You want to be able to get traffic somewhere else, well, tell folks to go back to Carlsbad where they want to be. If you can't do that then find an alternative with the roadways that exist. And that then kind of takes us to why we get so many people showing up at these things.

It's a lack of trust and respect on the effort of this group. Everybody, I mean, if you watch TV, bad things happen so you...it's done by "them". Well, "them" is staff. Okay, and whoever they are, whoever's coming up with these things that have to happen, staff's the one that's doing it because they're not listening to the elected officials that we put into place. And we get things like a street light that shows up out of nowhere. You may not like it, but we were promised it wouldn't be there. The next thing you know, boom, it shows up. No respect. No trust. This is why you have problems. Start treating the citizens like they matter and maybe you'll get us involved in the process like George Buell(?). He met with a group of us, he asked us to get involved in the process. We'd try and get him here, how we supposed to know how to get here? Which day? You know, you guys need to start treating us like we matter. I know we only vote in a few of you, the rest of you get hired, but if you would treat us like we know something, like we should be involved, maybe we'll take it seriously. And one final comment on the deal with the street light, I can see why you didn't want it in there, but the reality is we were promised and the names on the email that there would be no street light and it wouldn't occur without input from the group that got the original promise. Back to trust and respect is very little. Thank you.

**Voice:** I would just like to note that George Buell(?) is in the audience sitting in the back of the room. The next speaker is Jim Vandeli(?).

**Jim Vandeli(?):** What you just witnessed is a prime example of the way the staff thinks about you(?). You've got problems, get out of here; we've got plans. I moved to Oceanside in my house 20 years ago. The address is 2130 Anda Lucia Way in Oceanside. I thought my house would go up in value like crazy. Here it is, beautiful Oceanside right near the beach, widest sand strip in the North County. And yet, Oceanside was the only coastal community that lost property values during this last recession. Horrible! Chula Vista was number two. Oceanside, Chula Vista. You know, my wife and I first looked at it and said this is most stupid thing in the world, why would

they have the 78 freeway come to a stop light where you run into the 5 freeway? I've never heard of something so stupid in my whole life! And that was 20 years ago. And I said, "Honey, don't worry about it. This is too stupid to stay this way! They're going to have to change it." But they haven't changed it.

What they've done is come into our neighborhood, and Rancho Del Oro, which I bought as a quiet, residential area - that's all I wanted, quiet, residential, go for a walk, look how nice it is. You've got nice trees, you've got nice sidewalks, it's quiet. But no! The city continuously wants to rape my street. They want to turn it into something that it isn't, that it never was. I was promised when I bought my house that that was a residential street and you couldn't even (ia) trucks on it. Couldn't even (ia) big truck. Now all of a sudden we get free stuff and we're supposed to go, "Wow! Free light! Are we lucky!" You know, but that's not this. It's the first thing. All of a sudden you're on the element 1995. How did that get on the element? How did this circulation element get done in 1995? I was there. I don't remember that there was an off-ramp. I remember a huge debate in 1992 that we didn't want it and there was hundreds of people that came to the scoping meeting. Of course, this staff wasn't there. So they knew that the Rancho Del Oro people are a feisty bunch of folks and they don't want to be screwed around with. But, and we had the agreement with the city, yes, don't...we're not going to do nothing there until we talk to you people because we know you people can catch fire real easy. But no, what did they do? They came in and bam! there goes your free light and thank you very much, you're so lucky to get this \$200 grand, like I won the lottery! That's not it at all.

What happened was they're trying to change slowly so you stupid people won't realize that this is going on. Oh, guess what? Another gift, another light! Look what they're doing! They're giving us another lane, they're so great! You know, we have to wake up and stop being such sheep because the city obviously does not care about us. They've treated us with disrespect. We've told them what we want. They keep on saying, "Well, you don't know it this way because this doesn't stink as bad. Smell this!" But it still smells like you know what. And it's the way that it's always been and I don't want to be here and I'll have to leave Oceanside because Oceanside isn't going to fix itself! It's going to destroy itself!

**Voice:** Next speaker is Karen Green.

**Karen Green:** Good evening. I'm Karen Green from 237 (ia) Court, that's the east side of Oceanside. I have a concern about circulation in the City of Oceanside. I think anybody who drives the streets does. I live in east Oceanside and there it could be particularly bad particularly in emergencies when we had the flooding and other

situations. It can be very bridge as emptying on No road. The plan acknowledges necessary at the time or since Oceanside, and there's already Bonsall.

I'm concerned with the project Sleeping Indian. It is a sensitive neighborhood. This would be that already suffers from project Oceanside. I recommend project previously undeveloped. project sized appropriately. And project bridge over to Sleeping Indian

**Voice:** Next speaker is [unclear]

**Harris Shurmeyer:** I don't think this was a very poor project that you're proposing for project comments other than "I don't know"? To emphasize again project bridge across and you put project Sleeping Indian Road is not project when all the groves were project you'd better fix that road project It's just...the whole thing project back to the showers and so

**Voice:** Next speaker is [unclear]

**Dennis Martnick(??):** I project Commission, also the High project to go bicycle riding, I'll be project trying to accomplish as far project improving pedestrian path project got to agree with a lot of project is that we're going. What project presentation, it appears to

can go by faster and go through intersections faster. And that's not what it should be. There's also a (ia) in your baseline. A baseline should be where you started, not where you might end up. And right now we have a circulation element and that should be the baseline. If you want to change it, then make the alternatives the changes. Otherwise you have a bias towards development that we don't even know if we need. The environmental impact report, I'm amazed that it doesn't consider negative impacts to the neighborhood. That's a faulty environmental impact report! You've gotta consider what is going to happen to neighborhoods. And an environmental impact report that doesn't is lacking. In evaluating these projects, I hope you're not going to just base it on LOS - level of service. Because that's out of the '50's. That's a concept where we want to make cars go faster. And that's not what you want to do. You want to improve the quality of life in our community and that's what the goal should be. So you should work towards that. I don't care if a car...I don't mind sitting at an intersection or going a little bit slower, okay, so long as I've got a nice community to do that through. And I don't want to accommodate people who want to run through our area at the fastest speed and have a negative impact on us as a result.

In terms of neighborhood impacts, I live at 1537 Sleeping Indian and that's in Oceanside and that's in the agricultural area. If you build that bridge across San Luis Rey River, you will destroy the agriculture greenbelt that the city has. It'll go. Agriculture thrives in that area because of our unique microclimate, okay, we've got good soil and we don't have a lot of traffic. We're under quarantine right now with our avocados and our other fruit because bugs have been brought in. If you're going to run Melrose straight through along Sleeping Indian, you are going to have a lot of bugs. Okay, it will just make the area (ia). You've got something unique in that area, you've got an agricultural greenbelt and it should be maintained. Again, going back to the concept, please on your next meeting state what the goal of the circulation element is supposed to be. Okay, it shouldn't be to increase traffic. And please let us know that you are considering cost of these supposed improvements. Because some improvements are not improvements. They're going to make the quality of life much worse for all of us.

**Voice:** I have one last request to speak and that's Keith Cook. (ia).

**John Amberson:** Well, what do I say after all that? Thank you very much for coming tonight. We'll be here if you have any questions. Other than that, thank you very much, again, for everything.

(End).

Attachment 3  
Scoping Meeting Transcripts  
January 14, 2010

**City of Oceanside - Circulation Scoping Meeting**  
**01/14/10**

**John Amberson:** Good evening everybody. Welcome to the circulation element update public scoping meeting. Just a couple of logistical things I wanted to mention. If you haven't signed in, please sign in. That helps us document who's been in attendance at the meeting. And if you wish to speak, please fill out a request to speak form. You don't have to write your comments down, you could just simply speak your comments into the microphone when we call you up and your comments will be documented. We have a transcriber that will transcribe everything that's being recorded in the meeting.

A couple of other things. We had a meeting Tuesday night, some of you may have heard. And we had a lot of really good comments and new foresight in how we need to approach what we're doing here with the circulation element update. And I just want you to know that we hear you, we hear what you're saying, and that's the whole object of these meetings is to make sure that we understand what the community needs are and we produce a document that's going to be reflective of the community needs.

What I'd like to do first of all is sort of explain why we need to update the circulation element. The circulation element really is a bit antiquated. It's been about 20 years plus since we've done a reasonable update and it really hasn't kept pace with the land use zoning that has occurred over the years. When we think of land uses we think of commercial, we think of residential - there's different types. And each of these different types of land uses generates different amounts of traffic on an average daily basis. And so when we look at the amount of traffic that's generated when we're trying to model and forecast and plan for future transportation issues that relates to land uses (ia) generation, we want to make sure we have an infrastructure that's healthy, that's sustainable, that could provide accessibility while at the same time maintaining the character of the neighborhoods and the identity of the city.

The current goals and policies that are in the circulation element update is...in the current circulation element rather, is a little bit outdated. When it was really updated in the '80's and in the '90's, the policies were consistent with the traffic flow and the traffic behaviors at the time, the operational characteristics at the time. Today, there's a little bit more out-of-the-box thinking when it comes to accessing operational performance measures and things like that. So we're sort of moving away from the traditional policies and looking at more out-of-the-box sorts of ways to measure transportation and establish policies in the city.

You know, operational standards for inefficient(?) roadways changed. Right now in our current circulation element we have a policy for roadway segments that require what we call a level of service fee(?) on an average daily basis. When we talk about level of service and all that, we have grades that we assign to indicate a measure of performance of a given intersection or roadway segment. It's kind of like the grades you get in school with A being the best and F being the worst. And (ia) the roadway segments (ia) is a little bit (ia). It was appropriate at the time, but today we're looking at being more flexible in our standards and perhaps even considering a lower level of service (ia).

Circulation elements typically need to be updated every 10 years, and it's been about 20 years plus since we've really done a solid update with our circulation element. And it goes hand-in-hand with any updates that occurred in the land use zoning. And we've had some changes in the land use zoning that's occurred over the last 20 years and (ia) that have been approved by the planning commission for the council. And so the circulation element really hasn't kept pace with that.

Project background. I think this is probably one of the most critical parts, getting some public understanding of really where we're at and what we're doing here. Like I mentioned earlier, the circulation element was amended in 1995. In 2005, the city council authorized staff to begin the update. So we've actually been working on this since 2005. We also in 2005 established a neighborhood traffic calming program. Neighborhood speeding has become a really big concern in recent years and the city has actually developed a program to give neighborhoods a voice on how to slow traffic down on their street. Some of us may have seen some speed humps around town, we've done some (ia), some landscaping - all these passive measures to really try and change the way the driver perceives the road in terms of their speed and (ia) street.

In 2006 we had four community meetings, three in August and one in October. And at these community meetings we were asking for input. Now this was kind of the beginning of the circulation element update because we had an (ia) circulation, we had a transportation plan, and we wanted the community, we invited the community to come in and sort of weigh in on what they think needs to be changed, what are the issues that need to be addressed as part of the update. And so we got a lot of comments. There were some comments on, you know, what local streets and highways need to be removed or improved. Some of us are familiar with the RDO interchange. That's sort of been on the radar as far as (ia) circulation element, sections of Melrose between North Santa Fe and the 76 and between 76 and North River Road. Residents have asked us to remove those. We also had a lot of good input on bicycle facilities and pedestrian facilities. We have a lot of bicyclists in the town. And since then we've actually done a class I bike trail improvement along the San Luis Rey River. Equestrian trails on Jeffries Ranch Road.

Some of us are from Jeffries Ranch. We have an equestrian overlay district out there. And believe it or not, we do have an equestrian trail that runs mostly along the San Luis Rey River all the way to the beach.

Bus and rail transit services. People want more bus stops and want better accessibility to transit facilities. The Sprinter line was getting ready to be constructed at that time. So we had a lot of good input concerning bus and rail. And again, neighborhood speeding, it's always on everybody's radar. In the last 10 years, 15 years or so, neighborhood traffic calming has been a real solid program for the city and continuing in improvement.

Regional plans. One of the things that have come up is the concept of smart growth development. Developing (ia) along what we call transit overload(??) district or transit corridors, it seems to make sense to produce some residential and some commercial along the transit corridor so that they have that mode(??) opportunity by transit rail if they need (ia) they live in the area.

Based on the four community needs that we had in 2005, we developed numerous transportation network alternatives. These transportation network alternatives pertain to the (ia) network to the city by 2030. We have some roads that, you know, kind of dead-end. Like for example, in Jeffries Ranch we have Melrose Drive. It's a big wide street, but it's only (ia) for two lanes. There's a reason for that because in the plan it's supposed to become six lanes in the future. Now that can change as part of this update.

In 2007 we had to go back to council with a revised (ia) to account for the SANDAG transportation model. It's a reasonable(??) model that staff uses to forecast future traffic. Again, it's based on the land uses that are zoned in the city and because the circulation element hasn't kept pace with the land use zoning amendments over the years, the series by the North County (ia) model was our opportunity to really get into the model and update those land uses that are (ia) in the model so that the model is actually generating the proper amount of trips that are supposed to be generated by year 2030 based on the zoning that's current.

In 2008 staff commissioned KTNA(??) and IBI Group to update the city's bicycle master plan. We had a series of community meetings. We had some outreach. We got a lot of good input and we produced a new bicycle master plan that takes into consideration some gaps in the class I bike trail, for example. We also had implemented new programs along the beach. We have these light (ia) on Pacific Street that are called sharos(??). It just tells motorists that you're supposed to share the street with bicyclists. So we're trying to become more aware of the need(??) for bicyclists that ride on Pacific Street, for example, and to alert motorists to share the road with the bicyclists.

In 2009, the series 11 subarea model was completed. It took about a year and a half to do all that work. And it was a collaborative effort. We met with the City of Carlsbad, City of San Marcos, City of Vista, Escondido to work together as a collaborative group in North County to look at some of their (ia) so we can have a real focused model for North County. (Ia) special group (ia). So the focused model was really something that was a collaborative effort.

In 2009 we updated the pedestrian master plan. We looked at you know, creating more walkability in the downtown area. We identified locations in the city where sidewalks are missing. And the master plan has filled in those gaps and it's really updated where the city needs to go in terms of creating more sidewalks and making a more of a pedestrian-oriented walkability type of community. And these are all parts of the circulation element.

So this leads to the CEQA scoping meeting. Now CEQA means California Environmental Quality Act and these are guidelines that come from the state we usually(??) have to follow when we update the circulation element. What is a circulation element? It consists, again, of existing and future roadways that are existing and that are planned. If we think about our roadways today we know that Melrose, there's certain extensions that are planned that not necessarily will be built. I was talking to Shelly earlier about Marron Road being assumed as connected in the baseline. The reality is that it probably will never be connected. It's basically the blueprint of how we build roads in the future based again on the traffic that's forecasted to be generated by year 2030.

The circulation element, again, correlates to land use (ia) is required by state law. Again, every 10 years (ia) update (ia) Oceanside. Parts of the circulation element include, again, the master transportation plan, what the future roadway network's going to look like, level of service qualities, something called transportation demand management which I'll speak to more of in a second here, public transit railway systems, bicycle and equestrian facilities, pedestrian facilities, something called intelligent transportation systems which I'll explain, and neighborhood traffic calming. Okay, so level of service qualities. Like I said, level of service qualities are measure of performance of intersections and roadway segments assigned a grade A through F - A being the best, B being...F being the worst. Now there's something that's come up recently out of (ia) that says...that looks at reforming level of service policies so there's less focused on (ia) circulation element and more focused on reforming performances of circulation roadway system. So it's kind of an out-of-the-box sort of thinking for level of service. In other words, you can have congestion as long as you maintain the character of the community.

Transportation demand management identifies opportunities for other modes of

transportation. Usually these are employer-based. The city needs to establish a comprehensive TDM program that tells large employment centers like Ocean Ranch and El Corazon to provide for bicycle facilities, locker facilities so people can ride their bike to work. Incentive programs to ride transit, rail, carpooling. (ia) carpool parking stalls that are right next to the front door that gives incentives to the employees to park...to carpool because they can park close to the front door. Anything that's going to reduce the amount of vehicles that are coming to the employment center. This is kind of a tricky thing because it does have impact economically to these employers because they have to foot the bill to a certain extent to have a dedicated staff person to monitor the program and enforce it, and the city needs to continue to monitor the program to make sure that employers are following through with their TDM's.

Public and transit railway systems, you know, we got the Sprinter line, that's just been constructed. You know, in the future we may encounter more delay at the (ia) crossings. We may need to work a little bit harder in the future to try and mitigate some of the delay that's encountered in the Sprinter rail headways increase, for example. Neighborhood traffic calming, again, that's another important aspect of the circulation element. In fact, we have currently a consultant that's been commissioned to update our current program. And we're working with residents out of De la Colina(??) to do a pilot study out there and do some traffic calming out there. And it really gives the community more say in what measures (ia) on their street.

Again, bicycle and equestrian facilities, like I mentioned earlier we did update the bicycle master plan and we also updated the pedestrian master plan. In intelligent transportation systems, it's essentially looking at the transportation infrastructure. Where can we employ technologies along the existing(??) roads and what intersections are a good candidate for that. Right now we have standard traffic signals with a controller and they're hard-wired and they're time-based in a program, but new technologies are coming out that give the city the ability to use microwaves, radiowaves, video detection technology to better manage these conditions in real time from a remote (ia). We're looking at establishing what we call a traffic management center here at City Hall that will give us the ability to look on a video monitor in real time and say okay we've got congestion on El Camino Real at 78 and punch in some algorithms and see if we can't get some more green time on El Camino and clear that congestion (ia). It also goes hand-in-hand with emergency operation center. If there's a traffic emergency or (ia) something like that, it (ia) well with the police and fire agencies and can notify them where the incidents are in real time and work with them to get to (ia) and things like that.

The purpose of the CEQA scoping meeting is to really hear what you guys have to say. We've been working on this for a few years now. We've coalesced some of the

transportation network alternatives, we've been updating our policies, and so we want to stay on course and we're asking you tonight to really comment on what we're doing here. Tuesday we got a lot of good comments. You know, we got the message that you know, we need to move away from more of an autocentric sort of view, what we do with the future of transportation network, and maybe look at some out-of-the-box ways to try and preserve the character of the neighborhoods. So that's why your input is real critical so that we can keep on track here and make sure that when we release the document it's going to be reflective of the community meetings.

The environmental process involves a number of things. I'm not going to read all these off, but there's certain things that will need to be constant when we change a plan. We've got to be cognizant of any impacts that we create with respect to (ia) and noise. You know, traffic and transportation, greenhouse emissions - all kinds of things come into play. And we've got to either be able to mitigate those impacts or come up with another way of addressing them. So what I'd like to do now is hand it off to Torie(??) with IBI Group. She's a transportation planner and a consultant that's helping the city work on their (ia).

**(Some background talking).**

**John Amberson:** They can just speak their comments. We will transcribe. We're got a tape recording (ia) right now so you don't have to write your comments down; you can just speak in the microphone and we'll transcribe them.

**Voice:** (Ia).

**John:** Yes. We are looking at Rancho Del Oro and other critical arterials that have a neighborhood adjacent to it and trying to establish programs and policies that preserve the neighborhood character. We got the message loud and clear that RDO is not a freeway. There are communities out there, there's schools (ia) walk on the side of the street and so we want to take a close look at that and make sure that be addressed in the circulation element update and if we can, establish a policy that would preserve that character (ia).

**Torie Fallowa(??):** Thank you, John. Again, my name is Torie Fallowa(??) and I'm with IBI Group. And as John went through and discussed many of the different components of the circulation element, I'm going to talk more today about the transportation and traffic section of the circulation element. And just so you know, all of the analysis and the importance in why we're discussing this specifically is because all of the traffic analysis does go into...it's incorporated into the environmental analysis, which

we're seeking your input on today.

Okay, so just to give you a little bit of a history of where we are right now with the traffic analysis and the model that we're using, we are currently using - at the latest direction of city council - the 2000...I'm sorry, the series 11 subarea model for North County. And this was completed in 2009. It was done with the collaboration of all of the North County cities with SANDAG to put this together. And this essentially represents the future 2030 network conditions in North County. The other thing that we've been working on, and just to kind of bring you where we are today, is looking at the potential model alternatives. And so we've looked at several of them and just kind of the basis of where we came with putting together all of the alternatives is essentially we looked at first existing, what's out there today, what, you know, you currently have built, and then we looked at what is your adopted 1995 circulation element. So those were kind of the essential, you know, elements that we looked at in the beginning before developing any of your alternatives.

All of the alternatives that we did develop, which I know many of you were looking at them on the boards in the back before the meeting began, were run using the series 11 model. And just so you know, all of the alternatives are going to be compared and have been compared back against the 1995 adopted circulation element because that is what we have right now currently as a circulation element. So we need to...anything and all of the alternatives that we're going to be discussing today have to be compared back against that. So essentially your circulation element, once it's updated, this is what the city, you know, is going to use. It's your, you know, it's the future plan, it contains all of the future roadway networks that we're going to be talking about. And this will be used by the city to compare all future projects that have a traffic analysis component.

Okay, so just to talk about what is the baseline. Baseline essentially is your current circulation element that is adopted right now, it was adopted in 1995. There are just a few minor modifications that we did make for that, which you will see highlighted. One of them is the circle which is actually Old Ranch Road. That connection is not there which is currently shown in your circulation element. That's the one minor modification. The other one is the Jeffries Ranch Road connection to 76, so that one is not there. So those are the only two minor modifications that we made, but otherwise this baseline that we're using is your current adopted circulation element. The other components, just to go over some of the ones that we will be discussing today that is in your current circulation element is your SR-76 and I-5 interchange improvements. That is included today in your circulation element. 76 being six lanes is included. Rancho Del Oro Road interchange is included as well as College Boulevard is shown as six lanes in the circulation element. The Melrose Drive extensions, both the northern and southern, are included in your circulation element as well as the Pala Road connection. So this is again

just what your circulation element baseline is and this is where we're using to compare against all of our alternatives.

Okay, so we've established what model we're using and the baseline that we're using to compare the alternatives. We developed 14 alternatives total. That's not counting anything that we looked at for the baseline. Again, we did start with the existing, looking at existing, and then turning and looking at what's your adopted circulation element. But we also, when developing the alternatives, took into consideration what are some of the other projects that are potential projects coming to the City of Oceanside. We had discussions in the meetings with city staff as well as the input that we received from previous community meetings that John had spoke about. Those input and that input was all put together when we developed all 14 of those alternatives.

The variations, most of the variations that as you look at the board and you should have handouts that were in the back, are kind of surrounding these key potential network key pieces. One of it being College Boulevard, you'll see that it's either going to be four lanes or six lanes, and then some of the alternatives have it as a hybrid. We also have the Melrose Drive extension option, whether the northern or southern pieces should be in. And then we have Rancho Del Oro Road and the SR-78 interchange, whether that should be in or should be out. And then there's also one alternative that has Mission Avenue as a one-way couplet.

So we looked at all of these 14 alternatives and then we kind of filtered out...we looked at some of them, some of them were similar, we had new information that had come onboard based on some studies that have been going on in the process after running the alternatives, and so we were able to narrow it down and focus on 5 of them that we felt still represented a broad range of alternatives to present to you.

So starting with the first alternative that we looked at - and I'm going to step through all five. And again, as John had said earlier, you know, we want to receive your input on all of these whether or not you find that anything, you know, you don't want. All of your comments help us in guiding our environmental analysis. If you could let us know if you think that something shouldn't be there because it's environmental impact versus noise or air or esthetics. We want to hear your comments on these alternatives.

So again, alternative A, the basic difference that you're going to find between this alternative and the baseline, which is your current circulation element, is that we have removed the Rancho Del Oro Road interchange. So that's essentially what was removed. The other component that we discussed earlier, the SR-78 and I-5 interchange improvements are still included in this alternative. 76 being six lanes is still included in

this alternative as well as College Boulevard being six lanes is still included in this alternative. Melrose Drive extensions both northern and southern, and then Pala Road connection being included.

The second alternative, alternative B, that we looked at, the distinction between this one and baseline is that Melrose Drive extension, the northern and southern are not included. These are highlighted on the map. The northern extension is from the North River Road to 76, the southern extension is from Spur Avenue to North Santa Fe Aveune. So those two extensions are not included in this alternative, but we still do keep, as you saw in baseline, the 78/I-5 interchange improvement, 76 still being six lanes, the Rancho Del Oro Road and 78 interchange is still included, and then we keep College Boulevard as six lanes and the Pala Road connection is still included in this alternative.

So our third alternative, which is alternative C, this one was developed after we looked at some of the studies that are currently ongoing - College Boulevard and the Melrose study. So with this alternative we ended up taking College Boulevard and creating a hybrid for it where it's a four lane and a six lane combination. And essentially those six lanes, the widening to six lanes but only between Avienda de la Plata and Olive Drive, but it would remain four lanes from Olive Drive down to Waring, as it is right now. So that's the hybrid version that we created for College Boulevard. And again, that came out of the College Boulevard study. And then we have Melrose Drive. The northern extension is not included in this scenario so that is from North River Road to SR-76. So those are the two distinctions you'll see between baseline and this alternative. And we, again, as I said before, we're keeping the SR-78/I-5 interchange improvements are included in this alternative. 76 is still going to be six lanes. Rancho Del Oro Road and 78, the interchange is still included in this alternative and the Pala Road connection is still included.

Alternative D, which is our fourth alternative out of the five that we're looking at and discussing here today, the distinction between this one and baseline we have removed the Rancho Del Oro Road interchange so that one is not in this alternative and it was shown in baseline. College Boulevard hybrid, that one between Avienda de la Plata and Olive Drive being six lanes, but remaining four lanes from Olive Drive all the way down to Waring as it is currently. That's the hybrid version so that's a change from baseline. Then the Melrose Drive extensions not being included, that's both the northern extension and the southern extension are not included this alternative. We still do keep the 78/I-5 interchange improvements as well as 76 is still going to be six lanes in this alternative and the Pala Road connection is still included.

So our final alternative that we're presenting today is alternative E. And as you've kind

of seen probably as we're progressively going through the alternatives, we continue to take out pieces of the network or pieces of the network that we're discussing. So with this one we took out the Rancho Del Oro Road interchange, the College Boulevard is not six lanes the whole way through, it's that hybrid version that I was referring to in the previous alternative...two alternatives. The Melrose Drive extensions, both the northern and southern extension are not included. Again, the northern one is from North River Road to SR-76 and the southern one is from Spur Avenue down to North Santa Fe. Pala Road connection in this alternative is removed. That's the connection from Pala Road to Fousat. So that's not included in this alternative. And then the Mission Avenue improvements to make it a one-way couplet wouldn't be considered in this particular alternative. We do keep in the SR-78/I-5 interchange improvements as well as we're keeping SR-76 as a six lane roadway in this particular alternative.

So these are the five alternatives that we are presenting today. We want to receive your input and your comments on these. We expect, you know, again, all of the analysis that we do on these goes into the environmental impact analysis report, so we want to receive your input before we make any decisions. So just to give you an overview of briefly of where we're going, you know, as we continue in the process, some of the...obviously we're going to take all of your comments from this CEQA scoping meeting, and again, that'll help us to focus our environmental analysis. We'll include all of your public comments as part of the program EIR process. So everyone's comments will be included in that. And then we are going to be having an additional public meeting that's going to be in the community room here at the City Hall on February 8<sup>th</sup>. And that is a Monday.

We are expecting that the traffic study for the circulation element will be complete in the spring of 2010. And then we're expecting to the draft program EIR out in late summer of 2010. And again, that draft EIR will be out for a public review as well. And so then after that we'll take a...we'll have a presentation to Transportation Commission and Planning Commission and finally your city council will select the new circulation element network. So with that, I will turn it back over to John for public comments.

**John:** As Torie(??) explained we've got all these combinations of alternatives and coalesced down to 5. We've identified, I think in alternative E, where virtually every planned roadway and interchange that's on the existing circulation element is just removed because that's what we're hearing from people. So we hope that you can weigh in on that for us tonight and give us a little direction on these alternatives so we can make sure that we proceed according to the community meetings. Also, there was an issue with the notice that was mailed out awhile ago called Notice of Preparation. There were some errors in it. So we're going to reissue that notice and extend the comment period. And that will go beyond February 8<sup>th</sup>, probably 'til the end of February, maybe even early

March. The new Notice of Preparation again will be mailed out probably next week. So we apologize for that and that's why we're having additional meetings. And again, I want to emphasize that the circulation element not only looks at what roads we build in the future, but it looks at everything transportation in the city. Everything from neighborhood traffic calming to establishing policies, policies to preserve the character of neighborhoods, policies to make sure that people can walk and bike safely in the community, that people have safe access to transit and rail and other opportunities for riding other modes of transportation. Everything transportation in the city. So anything you have to say tonight about that would be really helpful for us. Okay? So I think we'll begin with...Scott will be calling off the names of people that want to come up and speak.

**Scott:** Okay, the next public speaker is David J. Clark. Come up to the podium. You have three minutes to speak. Oh, this one here. Yeah.

**David J. Clark:** Alright, thank you. Good evening everyone. My name is David J. Clark. I live at 2355 Rancho Del Oro Road between Oceanside Boulevard and Vista Way. Thank you very much for the opportunity to have these meetings, and city staff for working on updating the circulation element. I think it's a long time coming. I'm an environmental engineer by trade and I studied a lot of traffic engineering before that, so when I see a circulation element and traffic things happening in Oceanside, it sort of peaks my interest. Submitted some comments for the record, but just wanted to add a few things to that.

My number one concern really when developing a circulation element and any other traffic things in the city is that number one it is backed by some sort of study as well as public input. I think sometimes the studies can be overlooked a little bit, so I would emphasize that having good backing for whatever you're doing is also included whenever you do it. Also, as I live between Rancho Del Oro Road and Vista Way, I would support probably not an interchange at Rancho Del Oro and the 78 unless it was backed by some sort of study showing that it would not impact the freeway. I haven't seen anything that really convinces me that such an interchange would help traffic flow or anything of that nature. So I'd just encourage, I'd continue dialogue with the citizens of Oceanside, and I appreciate again the opportunity to speak on this issue. Thank you.

**Scott:** The next public speaker is Jacqueline Egan Berry.

**Jacqueline Keegan Berry:** *(Difficult to hear)*. My name is Jacqueline Egan Berry. I'm an Oceanside resident. And I've seen all the proposals. And E's the only one that makes really a little bit of sense. But for me, I think something's being overlooked and it just seems really strange because no one else has thought of it. El Camino Real. I don't

understand why (ia) used to be (ia) why didn't anyone say El Camino Real? You (ia), you know? But why (ia) why rape a community? And kids don't need a freeway (ia). They'll tell you that. They'll tell you that. They feel really strongly about and they'll (ia) but I'm just very concerned that you haven't looked at everything and you're just going to give it a short period of time to make a decision that my kids are going to have to live it. They're going to be (ia) in 7, 8 years. Can't believe that's true. And I just need a better way and every idea has to be looked at and (ia). And that's why you know, people are leaving(??) here. So we need more people fighting, getting more people here, and looking at every option. That's all I'm asking. Thank you.

**Scott:** Next speaker is Ben Berry.

(People talking in the background).

**Ben Berry:** My name is Benjamin Berry. I'm speaking...my name is Benjamin Berry. My name is Benjamin Berry...I know, but (ia). My name is Benjamin Berry. Well, please...(someone talking in background). My name is Benjamin Berry and I don't...I don't want a freeway, I don't want a freeway on RDO. Thank you.

(Voices in the background).

**Scott:** Next speaker is Doreen...I'm sorry?

**Voice:** (ia).

**Scott:** Yes.

**Voice:** (ia).

**Doreen:** Hi. I just popped in, but I have a concern about why we're using the 1995 circulation element as a baseline to compare all the alternatives. It seems to me we should be looking at the existing conditions, identifying where the problems are today. Lots of things have changed from the general plan since 1995 so I'm not clear why that's being used as our baseline. Again, I would recommend that we look at existing conditions, what are our traffic issues, and then identify alternatives from there. I'm also, you know, coming in here and we have these tables and I'm trying to provide productive comments, but this isn't a lot to provide even kind of stapled comments on. It would really be helpful at maybe the next public meeting that we actually have exhibits of those segments that we're looking at so that we can have a better sense of that instead of just a table. I'm concerned about a lot of the interchanges. We've been on the circulation

element, the Melrose extension, for instance. The 1995 circulation element called out that that was a controversial roadway at the time and yet we're including that in the baseline. So I'm just trying to formulate some of my ideas and I will provide some written comments, but this is just some initial thoughts on just hearing the quick presentation this evening.

**Scott:** I'm not sure if this is the same person. Keegan Berry?

**Voice:** (ia).

**Keegan Berry:** Hello, my name is Keegan Berry. I'm here to talk about the freeway. This morning I saw a grandma going the wrong way on the road. It's already starting to happen. As soon as that freeway's there, boom, you don't have any control over it. There's going to be grandmas going what, 50...no, less than that. Well, the freeway, I want...okay, imagine you were kids and you had a freeway right by your house. You liked it and thought it was nice and you were playing soccer and big trucks came in and blew up all stinky gas and you couldn't see the ball. That wouldn't be very much fun. Thank you.

**Scott:** Next speaker is Margaret Mallick.

**Margaret Mallick:** My name is Margaret Mallick. I live at 1611 Hackamore Road. I won't repeat what I did the other night (ia) everybody. But I just wanted to say I wanted to...I had two things that were clarified prior to me coming up here. One is that they are going to extend the date; that was one of my questions. I was going to try and grab you before. The other one was that they are using the SANDAG as the reason this is being done, and I wanted to know who gave them the direction, the consultants the direction? Were they told to include the neighborhood? Or were they just including the neighborhood because they are being forced to include the neighborhood? We were totally left out and that was one of the gripes I had the other night. Because I sat, when we redid this back in the '80's, I worked on that and it was totally community-driven.

I want to know who made the decision on how this was to be driven. Is it to just push traffic through Oceanside? Is it for development? Or is it for giving us the best quality of life we can have? And I think it should be for us because we're the ones paying your salaries! No offense, I hate to be a real stinkpot, but we are your bosses. Not your council - although they make a lot - because we can throw them in and out. But you work for us and you have to do what's best for us. Not what's best for some developer down the road that wants to open his flower fields up or somebody that's going from Vista to Temecula or to Riverside - I don't care about those people. If they have to stand

at a light, I really don't give a darn. This is my neighborhood. I don't want my neighborhood changed. There's a lot of people, I'm not the only one living here that really likes their neighborhood. I didn't when I first came here, but I really like the Jeffries Ranch area.

We have a very special area and we really like our neighborhood. And believe it or not, we all like our neighbors, even the ones we don't agree with. Right, Shelby? See, we never agree! But anyway, but no, I just want you to look at where you're coming from. And I don't know whether you picked the agency that was the cheapest bid. Well, who gave them the direction is my...other than this thing from SANDAG, which really doesn't give a darn about us out here. SANDAG doesn't care. All they want is some more money in their coffers so they can run around doing all this stuff. And people the other night wanted bus service within one block of their house. I'm from New York City. Get real, nobody gets a block...a bus within a block of your house. Not to dump on the people that we heard the other night that wanted a lot of rapid transportation, but I talked to Councilman Fellers. There is no way. We had to walk 6 to 12 blocks to a bus stop in New York City. Buses don't hit every block. And like I told Dennis Martinique(?), I'm not getting out on the bike trails to go grocery shopping, even though he offered me a bicycle. Thank you.

**Scott:** Next speaker is Mike Mellano.

**Mike Mellano:** My name is Mike Mellano. I live at 462 Wilshire. I happen to be the flower grower that you commented about. So relative to alternative E, I don't see how you can eliminate all those pieces in the circulation element and continue to have the traffic moving through the city at a reasonable speed. And I'm here mainly to comment on the Melrose bridge over the river. I don't see how you can have enough capacity to move the traffic over to the freeway without building it. Now if you can show me a way to get the traffic through our area, which is the South Morro Hills area, without building a bridge, that would be fine. But North River Road is over...it's over-crowded already so we either build a bridge or you make North River Road much, much larger than what it is. And I don't know what it is, but my problem with alternative E is if you eliminate all of these pieces in the transportation circulation element, how are you going to get the traffic to move through Oceanside? And that's my concern.

**Scott:** Next speaker is Mike Bullock.

**Mike Bullock:** Yeah, good evening. I'm Mike Bullock. I live at 1800 Bayberry Drive. These two right there. First this one, and then that one. First this one, then that one, yeah. I'm a retired systems...satellite systems engineer. I worked for 36 years at

Lockheed Martin in Sunningdale. Came down here to be with the granddaughters about three years ago. And what I'm doing right now is pretty much what I do full-time. I don't do it very well, but I do it because I think it's important, that we understand where we are and where we're headed, what the future is. It's almost like the future is here now and people are not really aware of all of it. I think people probably heard of AB32 and the state law that is going to require us to reduce greenhouse gas. And maybe even SB375, which is focused on private cars and light-duty trucks. And it's the same kind of standard. It's...we got to get to 1990 levels of greenhouse gas by 2020, just 10 years ago. And that's about a 20% decrease. We have to drop 80% below that by 2050. So things have to change very much. And SANDAG has to comply with SB375 with strategies which reduce driving. And I don't think people understand. I think people think well, we'll just go electric and we'll have cleaner fuels and so on and so forth.

This is the basis for SB375. The red line is how we're going to drive, business as usual, and that's because population increase and what is always happening. That's Caltrans data and Caltrans knows what they're talking about. And that's exactly how driving is going to go. If you look at the yellow line, that's AB32 values and that's what our greenhouse gas has to do dropping down there. And the green line is the carbon dioxide per mile, and that's going to get better and better. We're going to have more electric cars. I think by 2020 there will be 10% of our cars on the road will be electric. That's very ambitious. Very ambitious. But that's...that is assumed. And there is a law about that. And that's what that green line shows. We're going to have less carbon in our fuel and that's what the purple line shows. We're going to go down 10% and then we're going to stay there in 2020. The blue line, it's the unfortunate result. The blue line is the carbon dioxide. The blue line should be down on that gold line. So we're not hitting it at all.

Now here's...and so they say it's a three-legged stool, it's a cleaner fuel, cleaner cars and less driving. So you can make calculations off of this and that's what I've done. And here we have how much less we're going to have to drive in the State of California. By 2020, the reduction will be minus 8%, which means we'll drive more than we do now, with respect to summer of 2009. That's how I described it right now. But you can see it's 8...it's 16% less than business as usual. And you can see that even compared to what we're driving right now, by 2030 - and that's the horizon here of this study, I believe, has said - we're going to have to drive 11% less than now. So I want to ask the question: why would we expand I-5 and why would we expand I-5 and state route 78, that interchange when in actuality we're going to have to drive 11% less than we do right now? And by the way, it's 43% less than business as usual.

So how are we going to do that? We're going to have to do it with pricing - it's the only

thing that works - pricing of parking, pricing of driving. And I don't think the state's going to do anything. Okay, three minutes isn't very long. But one more comment is that you should not be talking about improvements. That's a bad word. That's not a neutral word. You used it over and over again. You should talk about enlargement. Improvement means that it's better. And you should learn to use neutral language at all times. Thank you.

**Scott:** Next speaker is Barry (ia).

**Barry:** I drive in Oceanside an awful lot and I certainly face the traffic congestion on a lot of these major issues, and I would certainly totally support the baseline approach in simplicity. It's more the better. And College and Oceanside Boulevard is a horrible bottleneck. Certainly at a minimum from north of that down to Olive, anything that will help the traffic go through. Extending that to three lanes would certainly be a huge improvement. And you know, we certainly have residents along College whereas there are no houses whatsoever facing Rancho Del Oro and it's absolutely ridiculous to have a four-lane divided highway with stop signs on it that's supported by the tax payers of all the city in Oceanside. And so I certainly believe the Rancho Del Oro interchange needs to be completed and it will relieve a lot of the pressure off of College and certainly the environment's not improvement by cars being stuck at signals for three cycles, which is what it currently takes to get from Thunder Drive past Oceanside Boulevard every single night commuting through.

And so the city needs to do something that keeps cars moving. And movement helps the environment. And I would certainly, also for the same reason, I just drove tonight from Temecula down through North River Road and you saw a huge amount of people stuck, turning left on College to get on 76, that if the Melrose extension went through to North River Road would relieve that intersection, which is also extremely congested every single commuting night. So we have to live in the real world. And the real world is we have far more cars right now than the streets are designed to handle and no one's going to be turning in their cars. And so we need to have a traffic circulation that meets the real world and the real traffic (ia) and traffic is one thing that every citizen's affected by every day that the city can improve the livelihood of the residents here by having a decent circulation plan. Thank you.

**Scott:** Next speaker is Augie Augusto.

**Augie Augusto:** Hi, I'm Augie Augusto. I live on Rancho Del Oro Road. I actually live in a condo complex and our water bill goes to a management company. Therefore, nobody in our complex or the five complexes surrounding us received any notice

whatsoever. One of the neighbors actually saw it in the paper. I did not see it in the North County Times, and so I feel anybody who lives in a condo complex was not adequately notified. I am wondering to whom or what addresses are you going to send the next notices so that everybody receives adequate notice. That would be fair. And I don't have any comments because I haven't seen the information, so I haven't been able to form an opinion. But I would like to be included in the mailing list next time. Thank you very much.

**Scott:** And this is the last speaker. Susie Croker.

**Susie Croker:** Hi, I'm Susie Croker. I think a lack of notification for this meeting is really unacceptable. It is so far past inadequate that it falls under irresponsible and possibly illegal, and it gives every indication that you have no intention of listening to the Oceanside residents nor do you even want our input. I would like to know the total number of citizen residents versus the number of water bills that went out. And I say water bills because the notice of preparation inside the bill was addressed to "agencies" and has so much inaccurate and misinformation that I wonder how can this consulting firm be qualified to come up with any reasonable options. I'm requesting that our staff and council start off with this process, correcting the misinformation.

And since many condo and townhomes don't pay their water bill, they need to find a way to notify everyone. These are major impacts to our quality of life in the city we chose to make our home. The envelopes, if they're going to put them in the water bill, should say there's an important notification on the inside. We want a voice concerning our neighborhoods. We want to be involved and that requires proper notification. I am distressed with the plan to turn College Boulevard into six lanes. And I protest turning Rancho Del Oro into a freeway. And don't think it won't be a freeway. It's the shortest distance between 78 and 76. El Camino is a commercial roadway. It is not connected to 76, which is the most absurd thing I have ever seen. And no trucks are even allowed on Rancho Del Oro so why would you plan an interchange there? Our plan for Rancho Del Oro that we pay for, all the median, all the landscaping, all the care for that road, we take care of and it says there's only supposed to be four lanes. But Caltrans and SANDAG said if an interchange goes in there has to be six lanes. So our plan for our neighborhood does not match the master plan for this city or the circulation element.

That's not our fault. We weren't told about it when we moved in our roadway would become a transportation corridor, a freeway. Rancho Del Oro will be nothing but a freeway. Noise, air quality, crime will increase, pedestrian safety will drop, property values will drop. Will corrections be made to these documents before any further work is done? Marron Road does not go south of Highway 78. Four lanes were voted in for the

residents of Rancho Del Oro. Stop signs were promised the residents of Rancho Del Oro. We were promised we would get to keep our truck restriction. And Caltrans is not driving the interchange project as it says in this documentation; it is an Oceanside city project. The interchange is too close to El Camino and College. It's less than one mile in each direction, which Caltrans and SANDAG says is an unsafe situation. There's traffic weaving patterns that would take place. E is my choice, but consider if you would (ia) 76 to El Camino Real. And make 76 a real freeway with no traffic lights. I appreciate your time and I thank the staff.

**Scott:** We've actually got one more here. Jack?

**Jack Anderson:** My name is Jack Anderson. I'm a resident of Oceanside. I'm a retired traffic engineer. I've been in traffic and transportation since college days, working part-time for the highway department so I'm oriented to freeways and that sort of thing. One thing I wanted to correct (ia) freeway, you can't make Rancho Del Oro into a freeway. It's an arterial of some sort, but it's not a freeway. You might even call it an expressway if it had traffic signals at every place of entrance, every street. But a freeway is something different. There's no access, there's no stops, there's no side access (ia), no friction from the side, that sort of thing. So please don't use the word "freeway". It's an exaggeration.

I don't know how they can get around using SANDAG data. That's the basis of their work no matter what you do. Regarding transit, (ia) that transit is a social issue and needs public funding all the way, you know, not just like North County tries to work on the bottom line, if they can't make money (ia). That's not the issue. It's a social issue and transit needs more funding than it's got. I didn't get a chance to look at all the alternatives, but I'm sure they're going to end up with (ia) Rancho Del Oro, I don't know. You can't eliminate one or the other using SANDAG's data. The other gentleman was speaking about the future, less traffic. I don't believe that. Not in my lifetime. Of course my lifetime's not going to be too many more years, but even in yours. There's going to be cars and there's going to be more people unless you cut off the water or do something like that. I've had enough(??) to say, I guess. The interchange (ia). Caltrans has said as you quoted they don't want it. That doesn't mean it can't happen. We have interchange spacings on 78 and other locations that are way under the one mile spacing. They were prefer not to have it, but if we could show that it's really needed, they would have to (ia). That's all. Thank you.

**Scott:** Next speaker is Shelly Hayes.

**Shelly:** My name is Shelly Hayes (ia) and I reside at the Marron Adobe, city of

Carlsbad, right across from Rancho Del Oro as the crow flies. A lot has happened since they started this project 12 years ago and that was the acquisition of open space. 134 acres was purchased with Wildlife Agency money and now has become part of the State Ecological Reserve upland(??) from the first ecological reserve California, now it's the Buena Vista Lagoon. Also, the (ia) waterfall has historic designation. It's a sacred site now that it's occurred in the last 12 years. We're talking about the interchange and Mr. Anderson correcting Mrs. Coker. I think that uncalled for actually. You're a traffic engineer, Mr. Anderson, and you know how things work.

Everybody here cares about their neighborhood and they care about the quality of life. They care about cultural resources, historic resources, and living in a community that they can be proud of and come home to. And I think having an interchange at Rancho Del Oro where it has been proposed is inappropriate for many reasons and we'll continue to fight that. I think that the people that live on College Boulevard have legitimate reasons why they don't want to have their particular neighborhoods that they live in disturbed also. I think there...if we all put our collective mind together we can come up with plans that address the issues of the neighborhoods and move the traffic. And I do agree that there should be an interchange at 76 and El Camino Real. Since the focus of SANDAG is highway 76 going through to Riverside, it makes more sense. So thank you.

**John Amberson:** Okay, one thing that I wanted to mention tonight is we are going to make some more information available to the public about what we're doing with the circulation element update. We plan on having this information available on the city's website. Also, I'd like to make myself available. If you want to email me or give me a call, I'll be happy to meet and talk to you at any time about any questions and concerns you have about what we're doing with the circulation element. I appreciate all the comments that we got from everybody tonight and it's what we're here for. We want to make sure we come up with a plan that's going to be reflective of the needs of the community. So again, I want to thank you very much. If you have any questions, come up and see me after(??) tonight. Thank you. That's it.

(End).

Attachment 3  
Scoping Meeting Transcripts  
February 8, 2010

**City of Oceanside - Circulation Scoping Meeting**  
**02/08/10**

**John Amberson:** If you would like to speak tonight, this is the podium that you'll speaking from. You don't necessarily have to speak; you can write your comments on the provided comment form then provide your comments in the drop box back there. But if you do wish to speak, please fill out a request to speak form and give it to Darla up here and she'll call your name when your time comes.

Good evening. I'm John Amberson. I'm the city's project manager for the circulation element update. This our third public scoping meeting for the programmatic EIR. There's a couple of comments that we got from the last meetings that raised some important issues that I wanted to clarify tonight. There seemed to be some confusion about where we're at in the process of the update. We haven't done any detailed traffic analysis, none of the future network alternatives are etched in stone. We've been working on some of the other components for circulation that I'll describe in detail tonight, but one thing I want everybody to understand is that the reason why we're having these meetings is so that we can understand what the community needs are as far as future roadways and anything transportation related.

And when we get into the detail of nuts and bolts and stop(??) looking at the detailed traffic analogies and whittling down the alternatives to three final alternatives, it's going to be based on the input that we receive from everybody tonight as well as the previous nights. There was a little bit of a mix-up with the noticing. We had...initially had a notice of preparation emailed...I'm sorry, mailed out to everybody through the water bills and we mailed it out to the agencies, which is required by state law. The date said Thursday, January 12<sup>th</sup> and January 12<sup>th</sup> was a Tuesday. So we had the meeting on Tuesday as well as on the 14<sup>th</sup>, a Thursday. And then we also reissued the notice to all the agencies and extended the comment period up to March 15<sup>th</sup>. So we have until March 15<sup>th</sup> to get any written comments in. But I want to tell you, you know, personally if you got a comment after March 15<sup>th</sup>, don't hesitate to drop it off. Give me a call, send me an email. If you want to meet with me at the city, go over some things, I'd be happy to sit down with you and explain kind of what we're doing. So this is a very transparent process. We're not trying to hide anything here.

The other important thing I want everybody to understand is that the EIR, again, hasn't started. We haven't done any analysis. So the draft EIR will be available sometime in the next summer for everybody to look at. You'll see all the traffic analysis, all the appendices(??), all the reports and technical stuff that you can look at and pick through in

more detail. Tonight we're not at that level. No decisions have been made. That's why we're here tonight, to have you help us make these decisions before we start rolling up our sleeves and getting into this EIR process.

There's a couple of things back on the desk. We've provided some handouts in response to some of the comments we got at the previous meeting. It was understood that when it comes to looking at the future roadways that the city is proposing, that there wasn't really any criteria or any basis for you to make a comparison between the alternatives. So we provided stapled graphics with a map of each alternative, just like this. Then on the back of each map - these are double-sided - they're the same alternative, but with the levels of service shown on the network. Level of service is the operational measure of the roadways in terms of, you know, is it failing, is it operating well. So the color that you see on the back of the alternatives, these graphics orange and red means (ia) E and F, which is pretty bad. So you can kind of see the change in level of service between each of the alternatives. And we'll speak to this more specifically here in the presentation.

The other thing that's back here on the counter is a copy of the notice of preparation that was reissued as of January 25<sup>th</sup>, just for everybody's information. We thought we'd provide that as well. So we're going to be covering a lot of things tonight. With me I have our...this is the consultant team. I've got Torie Fallowa(??) with IBI Group. Next to her is Dennis Wall with IBI Group, both transportation planners. And we have our environmental specialist, Patrick O'Neal with ERG. And Torie and Patrick will be speaking a little bit to some of the (ia) from the presentation (ia).

Some of the things I want to cover is...real briefly is what is the circulation element. I want to go over some of the basic components that are included with it. It's not just the future roadways. It's essentially everything that involves transportation. It establishes goals and policies and objectives for the city to strive for in the future. That means everything from bicycle facilities to bus stops to neighborhood traffic calming. So it's a lot of things that we're looking at on the circulation element beyond the future roadway networks. We're going to talk about why we update the circulation element. We're going to (ia) the project background because we've been doing this since 2005, believe it or not, and so speak to that a little bit. Specifically, excuse me, we're going to go ahead and explain the CEQA process, the environmental process and we're going to talk about the mass transportation plan network. That's something that we're going to be covering in detail as well.

The circulation element, again, it sort of takes a look at existing roadways, it identifies future roadways that are needed based on how traffic is projected to move in the city. That means if we have a city and it's (ia) into different land use zones, you got

commercial, you got residential, you got industrial - each of these different types of land uses generates a certain level of traffic. And so the city's not built out yet. We're getting there, and we need to figure out a way to provide access to all these different parts of the city. And so that's part of what we do with the circulation element. We look at the land uses, we look at how access is going to be provided to these zonings in the city at acceptable levels. Like I said, it correlates to the land use element in the general plan. And again, there's a lot of issues on the table that I've been hearing from people in the three weeks. And we're going to try our best to address all these issues in the circulation element update. But I want it to be understood that the circulation element update can't by itself address all these issues. It's only one little component of the general plan. The general plan consists of a number of different elements that work in concert with one another. And that's why we felt it was important enough to let the public know that the land use zoning (ia) to what we're doing with respect to future traffic projections.

The update is required by state law as part of the government process. And we have several of the components of the circulation element, like I mentioned earlier, level of service, something called (ia) and I'll speak to all these (ia) in a little bit. Public transit and railways, neighborhood traffic calming like speed humps and traffic signals - anything to make it safe in the neighborhoods and slow traffic down. Bicycle and equestrian trails, pedestrian facilities, and something called intelligent transportation system technologies which takes advantage of any emergent technologies out there that might help us better manage and operate our traffic network as well as selecting(?) and assimilating(?) important information to motorists. And of course the massive transportation circulation plan (ia).

So I'm going to speak to the complaints of circulation element. And one of the first things I'm going to touch on again is this handout that we have here (ia) maps. And we've got essentially six maps. The first one on the first page is called the baseline. This is the network that is currently in our circulation element for the year 2030. This is a future network. This is a network that was put in place over 30 years ago by staff and city at the time based on the zoning, the land use zoning that was projected to occur at that time. It was a vision back in '81, 30 years ago. I think the thinking was a little bit different when it comes to getting traffic moving through our city, where land uses need to be developed, how they were developed, what types of land uses were developed, and I don't think there was enough foresight 30 years ago with the planners back then to say okay, we need to figure out a way to reduce traffic. They weren't thinking that. Back then they were thinking, you know, this build roads big and wide so we can get traffic from point A to point B as quick as possible, not to mention efficient level as possible. And it usually meant at the expense of neighborhood safety and (ia) traffic and things like that.

So today we're trying to put what we're doing with the circulation element network in that context. Now behind the baseline map, on the very back of this map, you have a baseline map with colors on it - red and orange. And that shows you what the current projected failing levels of service will be for that network if we do nothing to...you know, if we build everything out like we say we're going to build out and we do nothing, that is the result level of service. Now we have five more alternatives in this handout. Alternatives A through E. And on the front you have the alternative proposed network, you've got some key network assumptions that assume(??) certain roads are out, some roads are in. And then behind that you've got a color level of service map. It shows you the change in operating conditions based on that alternative. So we're hoping that this gives you all some information to base your opinions about certain network changes or assumptions that are being implied(??) for consideration. This is strictly preliminary. We pushed this out real quick because we really weren't doing too much detailed analysis. We're still trying to scope out what the needs of the community are before we proceed at that level, but in response to some of the comments that we received. We went ahead and pushed out the preliminary level of service results tied with the alternatives so you can kind of have some basis for comparison when you're looking at the information we're asking you to look at.

Is it too late to delete roads from the baseline network, which is (ia) handout? No, it's not. There are other things that the city's looking at. A couple of examples. We've got the Oceanside Boulevard to Pacific(??) plan that's currently underway. It's (ia) along the Sprinter corridor along Oceanside Boulevard. That's a major thoroughfare and access to the freeway. That requires some forward thinking in terms of how we're going to develop land uses. And something that's kind of percolating(??) (ia) the next few years called "mixed use" that is the...it's based on the philosophy that you combine a number of different uses - commercial, residential, class A office, and maybe even some recreation. So if you live in that area you're going to have close accessibility to transit services either by walking or biking or you can just walk down the street to work or (ia) or whatever it is that you're doing. It reduces the need for vehicles trips. Now they weren't thinking about this stuff 30 years ago. But we're thinking about it today.

The concern I have in my little pea brain here is we really haven't done much of that in Oceanside. Some of you grew up here (ia). We're not (ia) like San Francisco or Manhattan, Chicago where you know, (ia). So to a certain extent we need the car. The car is required. We've inherited this baseline network from our forefathers and we've got to try and make this fit with the way we're thinking about things today. It's going to be tricky. There are no guarantees. But that's something that we're looking at. We're looking at other creative ways to reduce vehicle miles traveled. We have obligations at a regional level with SANDAG in terms of funding, level of service complaints, air quality

targets that we're trying to push forward that reduce the amount of greenhouse gas emissions in the atmosphere.

So there's a lot of things on the table that we need to consider at the (ia) level beyond just what's shown on this base map. So I want everybody to understand that we're striving to develop an alternative that's going to be suitable for our community, it's going to produce less neighborhood impacts and preserve the character of these neighborhoods at the highest (ia) possible, but at the same time we have an obligation to move traffic to a certain extent through our city. We have an obligation to the regional organization SANDAG in terms of maintaining(??) certain levels of compliance in various aspects of transportation so that we qualify for funding improvements and regional funding programs.

The other component is something called level of service. I mentioned that earlier. You've got it on your maps there. Think of it as a grade that you might get like we did in grade school. You get an A or you get an F and everything in between. So A's the best, F is the worst. And that's kind of how we assign a measurement to the operational characteristics of a roadway or an intersection. Now there's certain aspects of our existing policy that need to be changed. It's based on a policy that was suitable 30 years ago. It's not suitable today. For example, we have a roadway segment, a piece of road that has 22 intersections where it required under the current circulation element to maintain a minimum level of service of C. That's really good for today's standards.

We think we need to be a little more flexible in that and we're thinking about looking at it at a minimum requirement level of service D, but with some caveats. We require pretty basic analysis to develop your roadway segment level of service and we think we need to be a little bit more realistic (ia) detailed (ia) in the peak hour. And this takes some consideration of the operations of the adjacent intersections and (ia). So that's a real measure of how traffic is flowing. The current policy right now says you know, you do this analysis, it's on a daily basis, it might show a level of service A on a daily basis, but the intersections on the other side are showing a level of service E(??). That doesn't make sense. There's no correlation there. That's not realistic.

So from that perspective we think we need to look at level of service. There's something else that we think might give us more flexibility in terms of you know, if we did leave certain roads or not develop(??) certain things, how the level of service impacts result if we don't (ia) certain roads. There's something that's come out of the state under the California Environment Quality Act guidelines. It's calling for some level of level of service reform where it leads away from potential measure of capacity and looks at more of the performance of the roadway, that takes into consideration how many people are

riding transit or walking to work or biking to work or telecommuting. Right now we don't have that. With the traffic(?) we might assume 2% transit ridership, but is that realistic? It's risky.

So these are some of the things that we looked at. Downtown I think is prime for some level of service reform. We have a vibrant downtown that's going to be built out with some resorts. There's going to be more traffic, there's going to be more tourists, and that's good for the city. But there's going to be more congestion. There's going to be some difficulty finding parking. But I think for the most part when any of us encounter a vibrant downtown when driving in it, it's kind of an accepted phenomena that you're going encounter some congestion. It's good for business because cars are driving slower past their signs on their buildings. Maybe more people will be parking east of Coast Highway and filtering through the downtown area. That's all a good thing, it's good for the economy. So we think downtown might be a good candidate for level of service reform. But we're looking at it (ia). There's a lot of (ia) to look into the level of service. It will give us more flexibility in decisions that we make for future roadways(?).

There's another thing called transportation demand management and it's a fancy word for reducing the (ia) primarily associated with work trips(?). Transportation demand management are largely employer-based reduction programs. They usually require an employer of say 50, for example, 50 or more employees to...that employer to provide some kind of program for incentivize transit ridership. So if you decide to ride transit once or twice a week, that employer will provide a transit pass to those employees that want to ride transit. From that to bicycle locker facilities for people that want to bike to work and shower at work. People that want to carpool might have a parking space that's closer to the front door. Maybe some incentives to give to their employees to telecommute. Anything that's going to reduce the (ia). Now the trick with transportation demand management is it's difficult to quantify, particularly when a new development comes online, they're going...do through their entitlement(?) and they're doing their traffic studies and their traffic studies, you know, show a level of service (ia) whatever, you know, project conditions. How do you account for the reduction in trips based on (ia) transportation demand management? I don't know. (ia).

SANDAG is looking at establishing a program for this. There is some assumptions that you can make, but we really want to embrace the concept of transportation demand management and that's going to require the city to establish an ordinance or some kind of management agency that's going to have a dedicated staff person that's going to interface with the business community over time and they show their incompliance(?) because you know, we have new businesses that come online, they've got conditions of approval. And part of their conditions of approval will be the requirement to implement the

transportation demand management program. Existing businesses would have to come up to a certain level of compliance with (ia) transportation demand management when they do their business license renewal. That's a sticky process. It becomes an economic impact in the minds of some business owners. So there's a fine line to walk there. It's a real tricky thing that we're trying to get our arms around and really understand. Because we really...we want to find ways that give us more flexibility on the level of service stuff. I mean, if we have a failing level of service, is it really failing? Or is it actually in reality we could do something better? And that's something we want to understand.

Public transit and railway systems, North County Transit District is currently updating their transit plan right now. I think some of us have read the articles in the paper about reducing the bus sizes to more of a shuttle, smaller shuttle bus types. The city, believe it or not, is responsible for maintaining all the bus stops in Oceanside and NCTD has no requirement to maintain those bus stops themselves. We do it at our expense. We want to make sure that if we do any development, like on Oceanside Boulevard, that we tie into those transit services so we establish new services to serve those in the community. Of course we've got the Sprinter and the Coaster and all that (ia). I mean, the Sprinter is pretty exciting (ia) through Oceanside and it's going to get more ridership hopefully over time. We (ia) double (ia) both directions (ia) in the future.

Neighborhood traffic calming is another important program. It's been a program in the city since at least 2005 and beyond that even. And it's become a requirement because the city's grown. We've got more traffic on our existing roads. We've got more congestion on our existing roads. And that leads to cut-through traffic. And we have congestion, you know, I think people try to take the path of least resistance and cut through a neighborhood street if they can. And the problem with that is we got people that live there, kids playing in the street. So the city has an obligation to deal with that. And we developed a program that effectively evaluates and determines if there's a real safety issue out there. Just keep in mind we have emergency agencies that we need to take into consideration. We have maintenance and other issues or maybe even creating a hazzard for motorists on the streets. So we've gotta weigh all these variables and be careful on how we implement these traffic calming measures.

Bicycle and equestrian facilities, the city does have a city-wide bicycle master plan and we sort of plugged into the regional bicycle routes throughout San Diego County. We do have the San Luis River trail. We also have bike routes that are basically along major arterials (ia). We've just done something new out here on Pacific Street where we've actually installed Share the Roads. It's a white stencil that has an arrow on it with a bicyclist that's (ia) motorist to share the road if bicyclists are on Pacific Street. So we're trying to, you know, approach these (ia) out-of-the-box kinds of (ia) that, you know, best

suited for the community today, not yesterday.

Pedestrian facilities, downtown is a good example of where we're going with pedestrian facilities. As we develop downtown we want to make sure that it's walkable, that you can get from the pier to Fremont or any other place downtown safely and effectively. We also have existing sidewalk (ia) around town. Some of it's really old, especially in south Oceanside or downtown Oceanside (ia) 14 inches high. So we put curb ramps on all those curb returns to make it safe for people in wheelchairs. There's also spots throughout the city that are missing sidewalks. So we've gotta make sure we understand where those locations are and what the extent of the improvements that might be required for those specific locations to make it safe for people to walk. Bus stops are another improvement, too. How people get to the bus station or the bus stop and do they have a bench to sit on, that kind of stuff.

Intelligent transportation system technologies, we all know there's all kinds of emergent technologies out there. Some of the things that we think we can take advantage of is like El Camino Real, it's a six lane prime(??) material(??). It's built out; it's not going to get any bigger than that. We're not, you know, it's going to be asked to carry more traffic so how do we make an existing road that's already as big as it's going to get operate more efficiently? We do have traffic signals that are timed and coordinated along El Camino Real, but they're using the time-based coordination kind of program with the old magnetic route(??) detectors that are in the street in the asphalt that can sense (ia) you know, how many cars are there and how much (ia). But (ia) technology is going to be looking at video detection, radiowave detection, more real-time (ia) capabilities, real-time (ia) capabilities, it's going to enhance how peak hour congestion might flow through a congested El Camino Real.

Another thing that we're looking at is establishing what we call a traffic management center, which is a remote link to streets like El Camino Real that have these capabilities that allow staff in real-time from a remote location to adjust the phasing of the signals in real-time while observing it in real-time through video detection. In conjunction with that, we have other capabilities at the TNC(??) level that are going to fit nicely with the city's emergency operation center capabilities that's going to give us the ability to do some real-time incident management. If there's an accident on El Camino Real, we could you know, be aware of that in real-time, get that information out to our emergency agencies. If there's a bypass or detour, we can send that information through the internet or to people that are driving that have that capability. We also would have the ability to send that information through changeable message signs that you see on the side of the freeway. We can post a new message up there. So the capabilities of intelligent transportation system technologies (ia) really looking as far as we can to try and (ia) to

plan ahead and try and get that kind of stuff (ia) so we can (ia).

Why update the circulation element? Well, like I said (ia) land use zoning we had a whole host of land use zoning amendments that have occurred over the last 20 years that the circulation element has not kept pace with. As part of this update we've really rolled up our sleeves and looked at the regional model that's managed by SANDAG and looked at every little analysis zone in our model and changed the land uses to reflect the zoning needs that have occurred in the last 20 years so that we're generating (ia) that are consistent with the current zoning. And that's key because we've got some mixed use stuff happening downtown, we've got things happening along (ia). El Corazon is no longer a commercial zone; it's open space with a park and civic uses. So that's changed. It's actually a benefit (ia) and that's the kind of land use planning the city needs to consider when we think about the future in terms of traffic and future roadways and things like that. We've gotta play it smart as far as land use is concerned so that we can try and reduce the amount of (ia).

The circulation element identifies goals and policies with an objective base so we try to establish our vision, a vision that hopefully you all tonight will help us paint. And we strive for those goals. Now 10 years from now those goals and policies might be different depending on the needs of the community at the time. So it's a constant work in process. It's a living document. And so whatever goals and policies we establish with this update might change 10 years from now, but it's going to seek the needs of the city, and that's kind of how we get to where we want to go in the future.

I mentioned earlier about level of service. You know, we're looking at tweaking our operational standards for intersections and roadways to be more consistent with the needs of today, not the needs of yesterday. The circulation element, as I said, should be updated about every 10 years. It's been...well, '95...in 1995 it was amended, but it really wasn't really updated (ia). And the goal of this update (ia) EIR is to minimize as much as we can the amount of environmental impacts that we're creating that includes air quality, the includes (ia) community impacts, that includes roadway (ia) everything. And so to a certain extent we have an obligation to identify what those impacts are to provide mitigation (ia) to offset those impacts. I'm not so sure that we'll be able to do that for everything depending on what comes up to the top, but that's really our goal here with the EIR.

A little bit of the project background, like I said in 1981(??) was really the last (ia) update in the circulation element. Again, it was amended in 1995. 2005 is really when we started this process. That was when city council authorized staff to go ahead and begin work on the circulation element update. In 2005, around that time we adopted a traffic

calming program that's currently being revised. We have a consultant that's been commissioned right now to update the traffic calming program and we've actually identified a neighborhood to use as that pilot study in our focus group to try and test out the process that we're developing. It's going to give neighbor groups more say in what we do out on the streets.

In 2006, as part of the initial phase of the circulation element update, we had four scoping meetings, familiar to this, but different locations around town, pretty informal. We were asking people to look at this baseline network that you all have in front of you and tell us you know, what are your opinions about this (ia) removed or added, what do you think about transit or (ia). So we got a whole bunch of comments from people at that time. And those comments actually gave us the ability to look at...start looking at some of the components. One of them is the future network. We actually, from this concept we received...all four of those (ia) actually developed 19 possible future roadway network alternatives. And we look at that from sort of a 35,000 feet elevation view of the model level looking at the changes and the distribution of future traffic throughout each of those combinations of alternatives.

We've whittled that down significantly for everybody (ia) we've got 5 alternatives that we're actually considering. These 5 alternatives which you have in front of you seem to be the most logical from a technical perspective. And like I said, these 5 alternatives are not etched in stone. The purpose of this meeting is to get direction and to get some input from people so we know if there's any refinements that need to take place. But what it's looking like right now is that we have the baseline alternative (ia) do nothing which is currently in(??) the circulation element. And then we have what I think is going to be a build nothing alternative where we live with our existing network but continue to build out the city based on that existing network understanding that there are some other ways that we can reduce vehicle trips through some kind of mixed land use or traffic demand management programs or maybe some more flexibility in level of service.

Again, these aren't very proven, but we do have an obligation to a certain extent to follow the (ia) as far as compliance. Okay, so we developed a (ia) based on the public input, we had meetings at the (ia) community center, Ivy Ranch Elementary School, and (ia) in October. In 2007 we were asked to go back to council to get authorization to use the SANDAG series 11 with the county subarea model. It's the model that we've, a traffic model that...the traffic model that we used to analyze our future roadway networks. It was a little bit dated and council gave us the green light to go ahead and work with other North County cities (ia) to fine-tune the subarea model of North County. It was a good move because now we've come up with projections(??) that were based on the land use zoning that's occurred (ia) over the last 20 years, it's based on an updated network that

wasn't really very accurate. And so we really got down to nuts and bolts in the model and was able to refine it to a level that we think we have a pretty good picture of what things might look like in the future.

The bicycle master plan was also updated in 2008(?). We commissioned IBI Group with KTNA(?) to develop the bicycle master plan. They worked closely with the bicycle committee. We had several community meetings to get some input from bicyclists around town. We've actually won an award for that bicycle master plan and it's a completed component now in the circulation element. We've identified future bicycle facility projects, we prioritized those projects, and we've sort of got a blueprint for how they want to pursue grant funding or implementation of the projects (ia) based on this update.

In 2009, again, we got authorization from council in 2007 to start the model. In 2009 we actually finished it. It took that long. It was a collaborative effort with Carlsbad, Vista, San Marcos, Escondido, and Poway (ia) with the County of San Diego. So you know, it's a little tricky, you know, working with your neighbors to make sure that you plan out (ia) issues that people have. And (ia) we think we did a good job with that. In 2009 the pedestrian master plan was updated. And again, that identifies projects or (ia) sidewalks around town or identifies hazard areas where people are walking that we can improve and make safer for people.

And here we are today, 2010, and we have a program (ia). And that's basically it for my session. So the remainder of the meeting I'm going to hand it over to Patrick. He's going to walk us through the environmental process (ia) state law requirement to make sure that everybody understands that we're not just looking at traffic, we're looking at air quality, noise, and biological hazards and things like that. And then after Patrick, Torie(?) will walk us through the alternatives.

**Patrick O'Neil:** Good evening everybody. My name's Patrick O'Neil. I'm with ERG Consulting. We're under contract with IBI Group through the City of Oceanside to prepare the environmental impact report for the element update. And the purpose of the meeting tonight is to go through the CEQA scoping process. And it's a process that's mandated under CEQA law. (ia). Okay, the purpose of the meeting is to solicit your comments. Comments can come in the form of verbal comments or written comments. I do encourage you to provide your comments in writing. We want to hear your comments on the scoping content and the environmental analysis, and that can seem a little broad and so we'd like to define that for you a little bit more. That could include identifying (ia), different environmental issue areas like biology, cultural resources, air quality, greenhouse gas emissions and a whole host of others to look at. We think we're

capturing all of those, but we'd like to hear your comments on any other issues and specifically issues that are of concern to you and of importance to the community.

Generally in the environmental process, we go through looking at how we can avoid impacts, reduce the impacts or then mitigating the impacts if we have no other choice. And at this point we don't know what the specific footprint of any of the improvements that fall under circulation element will entail. But if you have specific knowledge of certain areas, if you know there's vernal pools for instance near any of the alternatives that are being looked at, we'd like to know that type of detail. Specific detail of the community can help us with is always important. And any ways that you feel that impacts can be mitigated. If you know of certain areas where there are cultural resources that we should avoid maybe an indirect footprint of the project in the future, we'd like to know where those are, and any features that could help us mitigate those impacts.

The overall environmental process is the city selected or the city identified that they needed to update the circulation element. John's gone through many of the reasons why the city has come to this point where they need to update the element. The element will be updated and the environmental impacts analyzed at a program level, and we want to talk a little bit about the difference between a project level EIR and a program level EIR. Typically if you have housing developments, for example, where you know you have a discreet footprint for where that housing development is going to occur, that project would be analyzed at the project level. You know, very specific components of that project and they can be analyzed at a very fine detail. For the circulation element update, we don't know things at that fine of a detail. We're looking at certain roadway improvements, bicycle improvements, pedestrian improvements, but we don't know the finite detail of those. So we're going to be looking at things from a program level, more of a flying at 35,000 feet versus hovering 100 feet over a particular project site. The covers (ia) there.

In the first box that you see is essentially where we are in the CEQA process. The city has sent out two NOTs - John touched on that earlier. There was one sent out on December 10<sup>th</sup>, another one on January 21<sup>st</sup> and here we are at the second scoping meeting...or the third scoping meeting. The next course in the process will be to actually get into preparation of the draft EIR. We're going through some of the early steps now, getting into the technical analysis on the traffic engineering side of things, and once that's completed we'll be able to actually get into...be able to get into preparing the document. And then following that preparation of the document, then it will be sent out for public review, a notice of completion is issued. And that's the point in time where the public has an opportunity to review the draft EIR - 45 day review period - submit any comments that you have and then the next step in the process is where the city, with our help, will

go through those comments, respond to those comments, and then prepare a mitigation monitoring report and findings. And then with that final EIR, it comes back here to the city council and the city council will have an opportunity to certify the EIR or not certify the EIR. Ultimately, the EIR is a document to notify the decision-makers of potential environmental impacts and (ia) decision to whether to certify the document (ia).

Earlier I mentioned the different environmental issue areas that we're going to be looking at in the EIR. And here's a list of the issues and if you all think there are other environmental issues that we should touch on, that's what we want...we'd like to hear from you in the comments, either tonight verbally or as part of your written comments provided. For instance, I gave you an example with biological resources. I mentioned the vernal pools earlier, that's kind of a good example because vernal pools are probably the most difficult environmental or biological resource to mitigate for if you have to impact that. (ia) resources are also a prime area issue in terms of when you go to build your project, you need to know where those resources are. First you want to avoid them. If you can't avoid them, reduce the impact, and then thirdly, mitigate for those impacts. But those issues are very hard to deal with in terms of mitigation. And then traffic(??) of course, a core component of this program, EIR, and the circulation element update. So here I'll hand it over to Torie(??) who will go through some more details.

**Voice:** (Ia).

**Patrick:** Yes.

**Voice:** (ia).

**Patrick:** An EIR is under the California Environmental Quality Act and EIS is under the National Environmental Policy Act. A federal level versus a state level.

**Voice:** (ia).

**Patrick:** No. The EIR is being prepared under the California Environmental Quality Act. At this point in time we don't have any federal requirements.

**Voice:** (ia).

**Patrick:** I'm not quite following that. Could you elaborate a little bit?

**Voice:** (ia).

**Patrick:** John, do we want to wait for a public comment period?

**Torie(??):** Okay, my name is Torie Fallowa(??) and I'm with IBI Group. And so I'm just going to go through as you know, Patrick talked about the environmental process, you all have in front of you all of the different handouts that include all of the (ia) and roadways and alternatives that we're looking at. So again, this is another component of the circulation element update and we're going to be having environmental analysis on this as well so we want to receive your comments.

So just to start, as John had said earlier, we had to begin by looking at the traffic model for the region. And this was completed in 2009, which is the series 11, the latest model that was updated for North County. This was done through the collaboration of all the North County cities that John mentioned earlier. And this model basically is a representation of the future 2030 network condition for the region, or at least for the North County region. So once we had our model established, then we were able to start going ahead and looking at some different alternatives and we were developing some of those. So basically as you see in the handout, all of the alternatives that were developed were based off of the variation of what you see, what's currently existing and out there today, and what's shown in your adopted 1995 circulation element network. So it just kind of (ia) variation of what you have out there today, building up to, what's in your circulation element network.

So once we developed all the alternatives, we had that model already completed so we ran all of the alternatives using that series 11 model. And then in the end when we look at all of them, they're all going to be compared back, all the potential alternatives are compared back against the adopted 1995 circulation element. We have to compare it back to something that's currently adopted (ia) so that's what we're comparing all alternatives that we're looking at against. So we made all the alternatives looking at the variations and they're compared back looking at that adopted circulation element network.

So once the circulation element is completed update and complete, this is going to be used by the city to compare all future projects that have a traffic component to it. So that's why the importance of us going through the alternatives with you, getting your input on them, and making sure that it's representative of what you want to have in your adopted circulation element. Okay, so just some of the key network pieces of the...key pieces of the network that you'll see within your handout that we're going to kind of step through. Some of the network pieces that you're shown within all the alternatives, one of them is Melrose Drive. It's both that northern and southern extension. The northern one being from SR-76 up to North River Road, and the southern one being from Spur Avenue to North Santa Fe. You'll either see that it's either in the alternative or it's out of the

alternative or one or the other is included.

Also, College Boulevard between Old Grove Road and Waring Road, it's either being considered a six or four lanes. And then we also have some hybrid scenarios with that as well. SR-76 being either six or four lanes was considered when we developed our alternative. And then we have Rancho Del Oro Road at the 78 interchange. Whether that's going to be included or not included is shown in the alternatives. There's also, which is not really shown in the actual handouts, but we just wanted to let you know there is some special considerations being reviewed for Rancho Del Oro Road between Oceanside Boulevard and Vista Way that we'll be looking at when we look at our alternatives.

We need to discuss them furthermore with the city right now, but we know that there's some direction from some of the public input and based on (ia) ...or I'm sorry, unsignalized(??) intersections along that corridor. So we're going to be looking at those independently throughout the traffic study. The other thing that we're looking at as a key network piece is the I-5/SR-78 interchange. Those are those changes that are being proposed by CALTRANS. That's considered within all of the alternatives as well as there's a Pala Road extension, which connects Pala Road from where it is now to Fousat. That's either in or out of the alternatives. And then we also have Coast Highway either being two lanes or four lanes. And this is something that's come out of the Coast Highway Vision Plan. We also have another piece, which is Mission Avenue being a one-way couplet. This will be between Clementine...I'm sorry, Clementine and Cleveland? Cleveland Street. And it would either be a one-way couplet between that area or it would remain as it is right now with four lanes.

Okay, so before I discuss all of the alternatives that you have in front of you, I just wanted to quickly go over the baseline, which is, again, just to let you know your adopted current circulation element network just (ia) from two minor modifications, but I just wanted to let you know the key pieces so that as you start looking through the alternatives you can compare it back against what's currently adopted for you right now in your current circulation element.

So in the baseline, which is the current circulation element, you have the SR-78/I-5 interchange improvement. Those are those CALTRANS proposed changes. That's included in baseline. 76 being a six lane roadway is included in the baseline scenario. The Rancho Del Oro Road interchange at 78 is included in your current circulation element and College Boulevard is considered six lanes between Old Grove and Waring. And then Melrose Drive extensions, both the northern and southern, are both included in the baseline as well as the Pala Road connection to Fousat. And then the two minor

things that I mentioned was that Old Ranch Road, which is not connected, that's not going to be..we're not going to include that in our baseline, and then Jeffries Ranch Road's connection to 76 is not going to be included in baseline. But other than that, all of the other things are shown in your current circulation element and that's kind of where we're starting with our analysis.

So just to begin with the first alternative, alternative A, this is just kind of...as you'll see as we step through, we take out different pieces of the network as we're going along. The first piece that we decided to take out going through all of the alternatives was the Rancho Del Oro Road at 78 interchange. This is really the only difference that you'll find between this and baseline is that the 78 and Rancho Del Oro Road interchange is not included at all in this particular alternative. The interchange improvements at 78 and I-5 are still included, 76 being six lanes is still there, College Boulevard all the way from Old Grove down to Waring being six lanes is still there, the Melrose Drive both northern and southern extensions are included in this alternative, and then the Pala Road connection is included in this alternative.

So then alternative B, this one you see that every...with every one it's kind of highlighted as it's highlighted on your handout. The Melrose Drive extensions, both the northern and southern, the northern being from 76 to North River Road, and the southern being from Spur Avenue to North Santa Fe - that has been removed on this particular alternative. You will see that the Rancho Del Oro Road/78 interchange is included in this alternative as well as 76 being six lanes, the SR-78 and I-5 interchange improvements by CALTRANS are included in this alternative, College Boulevard is six lanes - this is from Old Grove Road to Waring - and then the Pala Road connection is included in this alternative. And as John has mentioned earlier, if you flip to the back side of all of your handouts, you'll see the front kind of is pretty much a mimic of what we have up here on the PowerPoint, and the back side shows you the level of service so you can make comparisons and see what the impacts are to the segment level for each alternative.

So then as you see, we're taking off a couple of different pieces of the network. For alternative C we have actually have a College Boulevard hybrid. This is a four and six lane hybrid and this is between Avienda de la Plata and Olive Drive. This would be where it would be six lanes. It will remain four lanes in the other portions so all the way from Olive down to Waring and that smaller portion between Old Grove and Avienda de la Plata would still be four lanes. So it would only be six lanes just from Avienda de la Plata to Olive Drive. So that's a change from baseline. And then also the northern extension, which is that piece from SR-76 to North River Road - that piece has been removed from this particular alternative. And then we have the Mission Avenue that I talked about earlier, that one-way couplet between Clementine and Cleveland, that would

be included in this particular alternative. We do keep the 78/I-5 interchange improvements in this alternative, six lanes is for SR-76, and then the Rancho Del Oro Road/78 interchange is included in this one, and then the Pala Road connection to Foussat is in alternative C.

So alternative D, our second to last alternative that we're talking about here today, we've taken out an additional piece of the network which is the Rancho Del Oro Road interchange. We took that back out for this alternative. And then we also, we have that College Boulevard four and six lane hybrid, which again, that the six lanes would only be between Avienda de la Plata and Olive Drive. And then we also have the Melrose Drive, not only just the northern extension that's been removed, but that southern extension between Spur Avenue and North Santa Fe, that one has been removed in this particular alternative. We're keeping in the 78 and I-5 interchange improvements by CALTRANS as well as the 76 would be six lanes in this alternative. And then that Pala Road connection all the way down to Foussat would be included in this alternative.

Okay, and so then alternative E, this is kind of the one where we take out a lot of different pieces that we talked about in the beginning. And this one takes out also, again, that Rancho Del Oro Road interchange at SR-78 has been removed in this alternative. We also have the same thing where College Boulevard is going to be the hybrid of four and six lanes, the six lanes just being between a smaller portion Avienda de la Plata down to Olive Drive, and then we take out both of the northern and southern extension of Melrose Drive. We're also taking out (ia), which wasn't shown in any of the other ones. The Pala Road connection, which that's the connection down to Foussat - that wouldn't be included in this particular alternative. And then we have one additional one that you haven't seen in the other alternatives, which is Coast Highway being two lanes. And this is, again, coming out of the Coast Highway Vision Plan. So this will be two lanes pretty much the entire extent of Coast Highway. So these are the changes that you'll see for this alternative as compared to baseline. And the things that you do see that were in baseline, again, 76 is going to be six lanes, and then SR-78 and I-5 interchange improvements by CALTRANS are going to remain in this particular alternative.

So these are the five alternatives that we've developed so far. Again, as John said, these are not etched in stone. We're here to receive your comments and your input on this today. We can modify these, you know, as we get the comments from you, but these are the five that we presented to you as a starting point for...to receive comments from you on. Okay, so I just wanted to give you kind of where we're going after this. I know that John and Patrick touched on it a little bit. But we're going to take all of your comments, and we've already been taking the ones that you've given to us, you know, from the last two that we had on January 12<sup>th</sup> and January 14<sup>th</sup>. We've been taking and looking over

those comments. And those are going to help us to focus our environmental analysis, those will help us to focus, to narrow down, and pick our preferred alternatives out of these five that we've put before you - whether it's one of these five or it's a variation of them. All of your public comments do go as part of the program EIR process that Patrick was talking about. And then we have to, once we've narrowed it down and we've picked our preferred alternative, then we have to complete the actual traffic impact study, which hasn't been done. As John said, we've just done a very preliminary segment analysis to help better guide you when looking at the alternatives, but no detailed analysis has been done thus far.

After that's complete then we can go forward and put together and complete the draft program EIR that will go out for a public review where you'll have an opportunity to review and make comments and we'll look at your comments and make those revisions and address those as well. As Patrick said earlier, city council once it gets through all of that and goes through the process that he was talking about to the final program EIR, city council will consider verification of the program EIR. And then we will also be doing another presentation to both the Transportation Commission and the Planning Commission to let them know the status of where it's at, what were the decisions made, and giving them an update of where we're going. Finally, it will all come down to the city council adopting the updated circulation element. And then that's what will be your published document in the end. So with that, I'm going to turn it back over to John for the public comment period.

**John Amberson:** Okay, so we've got written comments, we've got people that want to speak. If you want to speak, please make sure you fill out a request to speak form and Darla will call your name (ia).

**Voice:** (ia).

**John:** Okay. Sure. You want to ask the question?

**Voice:** (ia).

**John:** Okay.

**Voice:** (ia).

**John:** Well, that potentially is your question. That's...

**Voice:** (Ia).

**John:** ...well, that is the question and it's pretty simple. You know, tell us what you think. We're not asking you to decide or you know, decide on an alternative, but if you're against the Melrose extension between North River Road and SR-76, we want to know that. And we're going to take this information and hopefully use that to guide us in how we formulate the final three alternatives that will be required to analyze the (ia). So it's pretty simple. Just tell us what your opinions are. You don't have to select an alternative tonight. Those alternatives can be tweaked (ia).

**Voice:** (ia).

**John:** That's part of the vision of having bike lanes installed, yes, with maybe some diagonal parking, some intersection (ia) to make it safer for pedestrians to walk across the intersections. Those first two increase parking (ia) and make Coast Highway a little bit more walkable and create more of a, I guess a hometown feeling (ia). But, you know, there could be some indications with that and that needs to be studied (ia).

**Voice:** (ia).

**John:** Well, that's a...

**Voice:** (ia).

**John:** Well, when we have these part of the scoping meetings, the people that come up are the people that show up. And we've got to, you know, by law, take their comments and abide by it. But there are other things that we're doing to try and reach out to many people. First of all, we need to understand that we do have a draft environmental impact report that will be out for public review in the summertime. That will be available for 45 days for people to look at. Between now and then we've been working on getting project information on the city's website. And that's something I didn't mention earlier and I'm glad you mentioned it, you kind of reminded me. We do have on the city's website on the front page there should be a project link for the circulation element update. And we will be providing more analysis and other information that you can use to review and weigh in on it when the time comes because we're just scoping things out right now. We just want to kind of get a feel of what direction we need to go in terms of alternatives. But the real meat and potatoes, the nuts and bolts of everything when it comes to (ia) you're going to have the information to make those comments, it's going to be in the draft EIR. We're not even close. But we will have information on the website (ia).

**Voice:** (ia).

**John:** Well, I think...

**Voice:** (ia).

**John:** And I think that's how we need to think about it tonight at this point in time. We can't think of it as okay, if we select alternative D that's what we're going to end up with. No, we want to hear what your opinion is about a particular road or a particular group of roads and then we're going to take those comments and look at what we have as far as kind of a base alternative, the five alternatives that we're looking at and say okay, this is where we need to make adjustments based on the public comments.

**Voice:** (ia).

**John:** Alternative E. And we're required to whittle it down to three.

**Voice:** (ia).

**John:** Yes, because we got...that's what's currently out there.

**Voice:** (ia).

**John:** Well, yeah. I mean, every alternative you'll see roads that are existing today, but there are roads that are planned that are in the baseline that are in the current circulation element that need to be reconsidered. For example, in the baseline on the first page there we have Melrose that extends from North Santa Fe to North River Road. Well, that's not built yet. This is our opportunity to change it if we want to.

**Voice:** (ia).

**John:** No, that's the...the level of service of the baseline is what we're currently showing to be the level of service if we do nothing.

**Voice:** (ia).

**John:** Yes.

**Voice:** (ia).

**John:** Well, they are preliminary and at the request of the people we did provide it because people said they didn't have any basis for their comments. So we wanted to try

and provide some picture for people to kind of look and see what the differences are. Now that can change because that's all preliminary. And also in a draft EIR we're going to be looking at more (ia) intersections, we're going to identify exactly what the impacts are and how to mitigate those impacts if it's even feasible, we'll determine if it's infeasible and (ia) or we just live with the impact (ia). This is just a very macro view of things right now. We really were(??) planning on providing (ia) we were asked to provide it so we (ia).

**Voice:** (ia).

**John:** Yes, ma'am. Yes, yes. And as time progresses, we'll get more detailed, more final information out there for public consumption. Yes, ma'am?

**Voice:** (ia).

**John:** Right.

**Voice:** (ia).

**John:** I'm up for that if everybody else is.

**Voice:** (ia).

**John:** We got one more question in the back row.

**Voice:** (ia).

**John:** Okay. So yeah, what I'd like to do because we're (ia) of time, I'd like to get anybody that wishes to speak at the microphone to do so. Now you don't have to. If you provide written comments, that's just the same as speaking. So if we can get through all the people that want to speak up here, we'll get through that, and then at the end of the meeting if there's any questions I can answer them. And those of you that want to leave, you can leave, but we got to get all the comments down(??).

**Voice:** (ia).

**John:** Well, I don't things to get too contentious. I have a feeling people might start doing some rebuttals and things like that. We just want comments that are germane to what we're doing today (ia). If you're against Melrose....

**Voice:** (ia).

**John:** Yes, and they can still send them. We have until March 15<sup>th</sup>. Now like I said earlier, you can see me, I can sit down with you at the city even after March 15<sup>th</sup> if you have a question or you want to provide a comment based on something you've seen on the project website afterwards, you know, we're open. We're not trying to cut anybody off here. So okay, we got this one guy here.

**Voice:** (Ia).

**John:** Well, the circulation element required College Boulevard from Waring to Old Grove Road to be six lanes. And we're saying we can't do that because we got homes that front College so we're going to do what we call a hybrid. It's just a loose term that we use. We're going to keep it four lanes south of Olive and make it six lanes between Olive and Avenida de la Plata, get(??) it commercial zoned (ia) congestion is....

**Voice:** (Ia).

**John:** No. No. In fact, we're doing the opposite where the homes are on College. We're actually putting in some traffic calming devices like bulbing out the curbs and trying to reduce the visual core(??)....

**Voice:** (ia).

**John:** No. No, nothing like that. Okay, so we're going to start calling up speakers.

**Darla:** We'll now hear from those requesting to speak. Can you please come up to the podium and you'll have three minutes. Jacqueline Berry.

**Jacqueline Berry:** (ia). Yes. Hi, my name is Jacqueline Egan Berry and I think it's very important that everybody has a right to speak tonight. I didn't know we had to talk about Oceanside Boulevard, too. This is scary to me because the noise. No one really has even talked about the noise. The noise of the Sprinter alone goes all through the night. I don't know if there's an ordinance that says it should stop, but it doesn't stop. And now they're talking about...it was John...John was talking about making an extension or some other version of (ia) on Oceanside Boulevard. I can't handle any more! Okay, this is...there's two levels here. It's the Oceanside Boulevard and Rancho Del Oro. I'm right in the middle of both. So this scares the heck out of me. I have two little boys. I don't want a freeway in my backyard on Rancho Del Oro and I don't want anybody to upgrade anything anymore on Oceanside Boulevard! There has got to be another way.

And you know, El Camino Real, you say that it can't go any further, make another lane each way - I think you can. I've driven it three times recently and I think easily another lane in each direction would solve our problems. El Camino Real, it doesn't have schools, it doesn't have elementaries, it doesn't have senior centers. We are...Rancho Del Oro is a bedroom community with stop signs and it was so quaint when I bought. Now we're not going to be able to get any money for our house. We hardly have any ability to deal with this Sprinter. Great plan for everybody else, but not for people who live in Oceanside. It's not a good plan, Oceanside fixing it anymore. It's not fixed for me. And Rancho Del Oro, please leave it alone. We want E. If you have to have a plan that doesn't involve El Camino Real, please E. Now I'm going to my (ia). Thank you.

**Voice:** Hello, my name is (ia). I'm here to talk the freeway. In 2004 you promised us that you wouldn't put a freeway in and now it's like we're almost out of land and bang! you have all these plans to make it a freeway. I thought the senior center and the VA(??) hospital was enough, but now a freeway? I can't handle that. Just a couple days ago I saw a grandma going the wrong way on the street. See, it's starting (ia).

**Darla:** Kim Fontez. Is there a Kim Fontez? Joan Brubaker?

**Joan Brubaker:** All this is so repetitive of the project to build the school out there. Protest after protest that were actually legitimate. We're not recognized. A lot of this is probably a public show. I wish it were different. As far as the Melrose extension up to Santa Fe from Spur, this will eliminate a lot of agricultural environmental issues that you couldn't even shake a stick at and yet they feel it has to be done. Much of this is coming about because people wish to have campaign contributions from builders. If they build it up they get more money for the campaign. And I have a strong feeling between that and paying the people who are doing the studies is one of the biggest detriments to this type of effort. I would like to see Oceanside stay more of the bedroom community, but yet we know we need transportation and industry. I would suggest that you alter as few things as possible. Keep it a nice community like we have in many places. As far as the RDO exchange, that is completely out of the question in anyone's normal mind. First of all, the person is going to be living under a flyover and I don't know about you, but I don't think I'd want to do that. Then you have the historical value of that that is long before any of us were here. I think it would be an utter destroying of private landmark. Thank you.

**Darla:** Jerry McLead?

**Jerry McCloud:** Good evening. My name is Jerry McCloud, not McLead. That's okay. I get this all the time. I am against...first of all, this will be short; my voice is

going. We are trying to...we're suffering right now, mistakes made in the past on traffic circulation. For whatever reason, some of our people want to increase things. And it will help the builders, Joan was right. The Melrose extension from Santa Fe to Spur is meant supposedly to help the traffic flow in Oceanside. It will not happen. Think about East Vista Way in Vista. There is a lot of traffic on there. It's got more lights than Melrose does. When that opens up that traffic's going to come down into our neighborhood and it's going to effect the quality of the air. There was one thing up there. If it would really help it would be one thing, but there's been no proof that this is going to help. What's gonna happen, it's gonna increase traffic flow, it's gonna come down there, people will try it that are taking College now. They're going to go back to College because we are going to get a lot of traffic there. There's just no reason to do that. My wife and I moved here 13 years ago. It was our 29<sup>th</sup> move. We've lived all over the country. We love this area. Why not just keep it the best as we can do and make it a quality place for all of us to live. We are the residents here and as far as making Coast Highway two lanes, this is the first I've heard of this one. I don't know how that's going to help attract tourists to our area. I guess I'm missing something somewhere. Thank you.

**Darla:** It was requested that I do a series of people so for the next three it will be John Daly, Jim Downs, and Howard LaGrange. So first it will be John Daly.

**John Daly:** There's a certain irony about this meeting tonight because almost 40 years ago the very first city council meeting I ever went to was a neighborhood stopping a road from being built as a collector street. It's interesting, I'm looking at a gentleman right in front of me who was at that same meeting. And at the time, the neighborhood was trying to protect themselves from something that they thought would be a difficulty for their neighborhood. I would suggest now that a collector street would have been a much better solution than having all the houses that front on this street and make it difficult to drive on and unsafe for the families and children that would ever live in those homes. And I think the decision was easily seen as the wrong decision almost 40 years later. Jim may not agree, but I totally think it's an erroneous decision. I think it's a difficult place for us to be tonight because all we're doing is making comments on the portions of things that we like or don't like on this plan.

I was very fortunate to be able to work with city staff on both the pedestrian portion of this element and also the traffic calming portion of it. And I spent a great deal of time in the groups that dealt with the Coast Highway Vision Plan, which includes some of Mission Avenue. And I've been a business person downtown for 30 years and unlike the previous speaker, there is a reason for less lanes sometimes in the downtown area. That was our original highway 101 through that area originally and we wanted to move as many cars as we could and we basically have the same footprint as was back...completed

back in the 1950's. And in 1953 they had to eliminate that as a highway and build an expressway out on what is Interstate 5 now as an alternative to that because there was too much traffic. We still see some 35 to 40,000 cars a day during the summertime sometimes. It is too many cars. I do support the section of Highway 101...excuse me, Coast Highway to be two lanes again.

And getting to Mission Avenue, Mission Avenue is really not a road that you want to shop on, you barely want to stop on, you don't want to open your door when you park along the side of the streets there. The idea of making it a one-way couplet and making it work circulation-wise, working with the engineers to make sure we actually don't hurt the traffic downtown is also attractive to people downtown also. And I support that, too, and that's that reason I'm here, about those two items. So, and I wish the city council and all our decision-makers a great deal of luck because the circulation element is about tomorrow, it's not about today. As you've looked at plans that have been in the circulation element for over 30 years that have never been fulfilled, it's going to be that way in the future. It's a difficult thing to do to plan for the future while you're trying to live in your neighborhood today. So I wish them good luck.

**Darla:** Jim Downs.

**Jim Downs:** Good evening. I've lived in Oceanside for 70 years. I remember when most of these streets either didn't exist or were dirt roads. And I've seen a lot of changes take place in this community and I intend to stay here until I die here. But this is no longer a small town. This is a large town. I think that these plans to restrict streets is definitely wrong. We need to build out streets to control the traffic. I'll tell you one story and that was Downs Street, which the Protect Fire Mountain Committee wanted to make it...wanted to cul-de-sac it. If you drive on Downs Street today you will find hundreds and hundreds of vehicles driving there. Why? Because they don't have to go on El Camino Real or I-5. It's a short-cut through Fire Mountain. The people who live on the street don't like it. I live near there. I don't really like that traffic either, but it's essential.

The professionals, the engineers, the planners, they are making the best decisions based on empirical data. If we have, for example, the interchange at 78 and Rancho Del Oro, if we could submit that issue to a referendum of all the people of Oceanside, they would vote in favor of it overwhelmingly. But what we have, what we have is neighborhood politics and the people are well-intentioned, but they go out and they fight to stop or to cul-de-sac a street here or a street there. They did it to Cassidy Street, which was a great error, they did it on Skylark Drive, which originally was intended to go all the way through to El Camino Real. And so now we have congestion on El Camino Real and Oceanside Boulevard and it's going to get worse. Oceanside is going to continue to grow

and we need to have the professionals design a circulation plan that distributes the traffic all over town as opposed to dumping it on certain streets like El Camino Real or Oceanside Boulevard. Thank you very much.

**Darla:** Howard LaGrange.

**Howard LaGrange:** Howard LaGrange. I'm a business owner in the City of Oceanside. Actually raised...born and raised here in Oceanside. Only 65 years, not the 70, but close to it. I'm also commissioner for the (ia) for the City of Oceanside. I also co-chair the Oceanside Bicycle Committee. So I've got a lot of issues here that I can think about when we look at a circulation plan. As a business owner, I have a really hard time getting trucks into my facility, 55 foot long trucks, how to direct them into an area that's over by Rancho Del Oro by North Avenue. If Melrose was there it would help me a lot. Coming up Olive is very difficult. There's no way to get in hardly from Oceanside Boulevard unless you're going entirely on Oceanside Boulevard. So I'm concerned about you know, the fact (ia) stretch traffic into the industrial park areas. The commission's worked really hard on Rancho Del Oro. That area we have to think about infrastructure. These are the companies, these are the businesses that pay our way to(?) the city. Not the homeowners.

These businesses are the ones that contribute most so we have the fire services and police services. We need to think about that. So it is definitely balanced. The other side is on the Bicycle Committee, the commission heard about a couple weeks ago from CALTRANS that we're going to be expanding I-5 from 8 lanes up to 12, maybe 13, 14 lanes. Right today I-5 separates our community from the east side to the west side and anyone who's tried to get across, if you have a car you have a standing chance. If you're on foot or on a bike, it's very difficult. I suggest sometime you try to get across Mission Avenue from east to west. I'm an experience cyclist and it's very, very difficult. Anyone that lives on Vista Way side, we've completely cut that group off from the Camino Town & Country area. There's no way to get across (ia). So I urge you know, the Transportation Commission and also John Amberson and the group, when I-5 starts talking about that construction, let's consider that, what the effect of the community would be. Thank you very much.

**Darla:** The next series will be Steven Ezzo, Mary Clark, and Chuck McDonald. First Steven Ezzo.

**Steven Ezzo:** Good evening. My name is Steve Ezzo and I reside at 3453 Casseos(?) Drive in Oceanside and I've been a 20-year resident. And in all due respect to the last three speakers, I would trade the traffic on down for what they want to do to Rancho Del Oro anytime. I drive through Fire Mountain all the time. It's a lovely neighborhood. I

should have moved there. I was a truck driver in New York City. Drove a Canada Dry soda truck and a truck for White (ia) Beverages for three years. And driving a truck is no fun, I'll tell you. It's noisy, it's loud. In fact, when you go to school to learn to drive a truck they tell you the first thing the brakes are not the only way to stop a vehicle. You have to downshift, you have to upshift, there is not one 50-yard flat surface on Rancho Del Oro. It's a constant uphill or downhill. The trucks will make noise going uphill, the trucks will make noise coming downhill. Pollution. Diesel trucks put out more pollution than anything. Most of the trucks on the road are diesel trucks. Secondly, any trucks that are one ton or heavier are smog exempt. You're going to have a lot of noise, a lot of pollution for all the people that live along Rancho Del Oro. And again, everybody's going to have a problem with the upgrades, but I'll trade, you know, the traffic on down anytime for what they want to do to Rancho Del Oro. If you put the interchange in they're going to make it six lanes. Okay. We all bought that particular neighborhood for the reason that it is so beautiful and we want you to keep it that way. Thank you.

**Darla:** Mary Clark.

**Mary Clark:** Good evening. I live at Mission Point, which is a development just out of Highway 76. And I do understand the desire to add lanes to Highway 76. However, more lanes means more traffic on Highway 76. As it is now, we get a lot of loud noise from Highway 76 and increased traffic will mean more increased noise. I think the noise is primarily due to motorcyclists with illegally loud tail pipes. Also, cars with illegally loud tail pipes could be part of the problem. Therefore, I would request that the city take measures to attenuate the noise from Highway 76. I would request that vehicles with illegally loud tail pipes be given warnings or citations to require the drivers to bring their vehicles into conformance with the law. And secondly, I believe that the interchange at Rancho Del Oro Road and Highway 78 should be removed from the plan. Rancho Del Oro Road goes through many residential neighborhoods, particularly between 78 and Oceanside Boulevard. And the interchange there would result in more through traffic on Rancho Del Oro Road. This is not desirable and would be destructive to the residential areas along Rancho Del Oro Road. Thank you.

**Darla:** Chuck McDonald.

**Chuck McDonald:** Good evening. My name is Chuck McDonald. I live in the Fire Mountain area. I've been there about 7 years. We have a lot of traffic that goes through there, too, but it's nothing like what you are talking about happening in your neighborhoods. Before that I lived in the Tri-City area near College. And so I've kind of seen what's going on with the traffic on College Boulevard and I've seen what's going on with the traffic on El Camino. I live near both of these major arteries. And over the

years I watched the development of the Del Oro roadway thinking that maybe finally some of the traffic that's on College and El Camino Real will start to (ia) and we won't have this terrible traffic that we do have on those two major arteries right now. I know that the interchange, the way that it was proposed as a design, is obviously something that I don't think anybody would want. But I think there's room for compromise there. We have to think of the environment and we have to protect it. We have to think of our cultural heritage and protect things like the adobe. So why can't we compromise by having an on and off ramp on just the north side of 78 serving that boulevard that's just sitting there waiting to be used and protect the other side? I understand that people don't want the traffic on (ia) but that's a beautifully designed roadway that's designed to service a beautifully industrial area that needs to have traffic going in and out of it.

You're got El Corazon, you've got ball parks that are built there, people are going to need to get to those facilities. It seems to be more like it's just a waste of a resource. Now if I lived in the neighborhood, I'd say, "I don't want the pollution, I don't want the extra traffic", and I understand that. But in this case, I think you need to be thinking beyond the neighborhood (ia) good for the entire city. And I think that argument is real. I think if we compromise (ia) and make it an interchange similar to what's over by Home Depot and work with the (ia) to try to mitigate the traffic concerns that you have. I don't think you're going to see as much traffic as you think you're going to get if that interchange goes through. Obviously, I don't live there and I understand, but you also have to be thinking about the people that live along College Boulevard and El Camino Real. They deserve to be heard, too. Thank you.

**Darla:** The next series will be Gary Lawrence, Margaret Mallick, and Dave Boss. First, Gary Lawrence.

**Gary Lawrence:** It's nice to know we're elevated to special consideration finally, although I think we're even better than that. First of all, I'm opposed to anything that happens to any neighborhood. It doesn't make it better; we're(??) all bad. We all know that any change to Rancho Del Oro is going to make it worse. It's a bedroom community. We like to walk on there, walk our dogs, ride our bikes, we like to leave our windows open so we can get cool breezes in the summertime and not listen to traffic or smell pollution. I think everybody agrees with that; we don't to change something that we moved to this area for. Rancho Del Oro is an uphill, downhill, like we've heard. There's 7 stops on it right now. I don't know how you're going to push traffic faster than 45 miles an hour. The speed limit on Vista Way from Rancho Del Oro to College Boulevard is 40 miles an hour; it's less than what we've got right now.

I don't understand why we're giving into the wish list of changing all of Oceanside

around to transporting people through it. It's people in Oceanside should have roads to service Oceanside. People that go through it, get on the freeway, go around us, slow it down, stop trying to sell that industrial park through Rancho Del Oro. Every time somebody goes and says, "I want to put something in there and I want to jam a lot of people, 40,000 people a day right through those roads", okay, I'll buy, I can put a big plant in there and then hire 20,000 people can work here. They can't. We know that they can't. It goes through communities. If you destroy community, it's gone forever. If you start destroying communities, you're going to get each one, one after another, they'll all be gone. People won't want to live in Oceanside anymore. It's not a big city. That's why we moved here. Let's keep it that way. Smart growth. Let's grow together, let's help all of each other out and let's make it a nice place to live.

**Darla:** Margaret Mallick.

**Margaret Mallick:** Hi, my name is Margaret Mallick. I just have a few comments to make, let's hope I can get them in in time. One comment is we had four other scoping meetings where every time I come to Council, we have several council people that sit here and say, "Nobody came but the same 10 people", which is a lie. And we did write on that. We wrote we did not want Rancho Del Oro, we wrote we did not want Melrose. I brought out 20, 30 people to come. I said if you've got a comment, I will pick you up and drive you. You guys still put it all in there. The other thing I'm a little annoyed about is this article that came out in the paper. I have three neighbors that were going to come tonight and speak. They said, "Oh, well they're going to pull the bridge off and they're going to pull Rancho Del Oro off." I think that was very misleading to have that put in the paper because you have not said you're not going to do it! The newspaper said it and that was very misleading to the public. I had at least 4 to 5 neighbors that were going to be here tonight to speak against those. And no offense, Rancho Del Oro, that's the most insane thing in the world. The bridge, so a bunch of guys can sell their property and make a lot more money, I really don't give a darn. I really don't care.

I live in Jeffries Ranch. The reason Melrose is gonna go through is so that they can build that development and get a traffic report that's gonna (ia) on the corner of Oceanside Boulevard and Melrose. They're going to put in hundreds and hundreds and hundreds of homes, but if we don't widen this Melrose from Vista because they're so damn good to us, I mean, let's not even discuss Carlsbad - they don't do nothing for us! We always bend for everybody else. I live back there in Jeffries Ranch. I lived back there when there was just a couple of hundred people back there. I'm telling you those people come down there to go to Temecula or to Fallbrook or to Riverside. And frankly, I don't give a darn if they've got to wait in traffic. And you keep saying we won't have as many car trips a day. The only way we're not going to have as many car trips a day is if we go

back to having a cow in our backyard growing our own vegetables and having eggs, having chickens. I mean, it's not going to happen. People are on the road! And I came from New York. You want to talk about traffic? You guys don't have a clue. You haven't unless you've sat on the Van Wyck Expressway going for 10 miles for two hours, you don't have a clue! And these people that are coming from Vista to Riverside can wait as far as I'm concerned. I like it the way it is and I don't think we, the taxpayer, should pay money so that people in Vista and people in Riverside can cut through our town. And I am really fed up with it and I'm fed up with the things I see going on with the tax dollar here in Oceanside. I really, really am! Thank you.

**Darla:** Dave Boss.

**Dave Boss:** I am Dave Boss, resident in Oceanside. And something that was mentioned earlier that kind of caught my attention. The quote was, "In this town a car is required". And I would certainly agree that we've had that idea for the last few decades, but if we keep having that idea things will not change. And we have some competing interests here. We have greenhouse gases; we really haven't talked about that. Oil is eventually going to go back up to I think \$10 dollars a gallon. We have (ia) impact to talk about. Everybody wants a nice livable community. There's a way that we can meet all those needs and that is by not building more roads and making those existing roads have less cars. That is (ia) by people walking, skateboarders, skaters. We just had a teenager killed in Vista a couple weeks ago.

We did not design our roadways for non-vehicles. If we put our attention on that we can do it. And the new bike trail is great, but we don't need extensive bike trails. We need things like share the roads that was mentioned earlier on Pacific. That was an excellent way to add facility to the bikes and others. The Coast Highway, I really support that. Encinitas is doing something very similar down there. So we're not the only ones looking at narrowing the road, putting in roundabouts. And I would say alternative (ia) is what we should be looking at (ia) at all. And also we need to look at connecting our transit so people can ride their bikes, walk to transit. And also our shopping centers are about the worst place to try to walk (ia) and that is (ia) try to walk from one end to shopping at the other, you almost get run over, there's no sidewalks. We should require any new building to be pedestrian friendly. Thank you.

**Darla:** The next series will be John McDonald, Sharon Newberry, and Catherine Castronoro. John McDonald.

**John McDonald:** Thank you. Representing Partners for Innovative Community today, even though I'm a resident also in the city. This one's a little difficult for me. You know

the views, I think, of our group, which is try and focus on the downtown and the communities and neighborhoods around the city rather than pushing people out to the extremes and building new roads all over the place. But I think we have a much more serious problem. We were discussing the professionals and their views and their...what I'm worried about are the assumptions and the goals of what the professionals are basing the decisions on. If one starts with the premise that we're trying to get, like the prior speaker said, very close to our views, if we're really trying to figure how to get people to the shopping centers, how to get people...keep in the area and do (ia), how to do these various things, you've gotta slow the traffic down, you've gotta now...and that's the reason why PCH narrowing is crucial. I'm not sure what the method is; I want to see the studies. But the idea is you don't want what's going on now. They run up that street, they don't...our businesses along PCH are starving.

We've got all the cars in the world, but it doesn't work because nobody gets out. What you need is park and walk and bike. And that whole goal, if you start with that goal, then you have...you don't put ribs in the street and neighborhoods, you build streets back like we used to when your kids can walk in the streets safely. You do that in the area that we're proposing for the Arch Technology and Environment District. You put a parking area somewhere near it for some of the cars, you get the people out of the car and you get them walking. I think we could cut this argument down significantly among business people and among the neighbors and among people like ourselves that want to do the new approach in innovation if we simply started with the premise let's bring people here who want to stay here and live here and work here and play here and learn here, and let's do everything possible to make their life good. That would completely redefine the circulation plan. And it absolutely not what it is today.

And please look at the stuff for what we're doing down in the area along PCH and some of the others. And I would caution on the Mission Avenue. I've seen studies, too many of them, that indicate that one-way streets don't work. I agree with John Daly that we need to move circulation in that area, but I'd rather have the downtown set up in some way people get out of their cars, stay and walk. That is what we need, not one-way streets. I think. I'd like the professionals to come up with the studies. Show us whether one-way streets keep people in a city or simply run them in and run them out. And we must stop that and we must stop that in neighborhoods and we must stop that in areas like we're proposing for the Arch Technology and Environment District. We have the same problem the neighbors have. We gotta get people to come here and stay here.

**Darla:** Sharon Newberry.

**Sharon Newberry:** Hi, my name is Sharon Newberry. I can really empathize with a

lot of what you all's concerns are. I live on Vista Way, over there where literally Interstate or I mean, Highway 78 comes right into our neighborhood. So I can understand your concerns about a possible freeway coming through your neighborhood. The city has tried to remedy Vista Way's situation. We in South Oceanside feel that it has not been remedied. And until it has been remedied, then these neighbors would be able to see your actual works, okay. The thing of it is, is Highway 78 and Vista Way is very high in accidents. Now the excuse has always been, "Well, we don't have the jurisdiction on the other side of the light because that's San Diego." And that your jurisdiction is on the west side of that light, which puts us in a catch 22 over there. We have an enormous amount of traffic at certain hours. Why Vista Way itself has not been addressed on this?

You talk about environmental impacts, I have soot constantly. I cannot keep my windows open because of the soot from the exhaust that comes off of these vehicles. We have huge what do you call it?...transport vehicles bringing in goods to either the...the west, southwest portion of Oceanside businesses or even into Carlsbad. The majority of our traffic on Vista Way is cutting through on Vista Way to Carlsbad instead of Carlsbad, I mean, you can do all this and that on the freeway system, okay, but because they can just come straight through on Vista Way, hit the one light down there on Coast Highway, take a left turn and they're right where they want to be in Vista Way. Why would they do anything else and go to the highway, cut light, light, light, light, light to get all the way down into where they're trying to travel.

My point is, is take the study of Vista Way before you look at other neighborhoods and start cutting freeways through. Because it has not been solved. We have narrow driveways over there that you won't let us really widen them out, we have red curbs so it's not like you have a lot of street parking - I wouldn't recommend it anyway because of the traffic that comes through there - but look at the impact of accidents, look at the environmental impact. As I said, we can't even keep our windows open because of the soot from the what do you call it?...the exhaust. Sit there on high traffic and see what you get in the morning and in the evening. Oh, if there's an accident, sit there and see how long that street is backed up. Okay? Thank you.

**Darla:** Catherine Cast....

**Catherine Castronovo:** (ia).

**Darla:** ...okay.

**Catherine:** Castronovo.

**Darla:** Castronova. Thank you.

**Catherine:** Hi, I'm Cat Castronovo. And I'm kind of thinking this is a little ironic because we're trying to collect ideas about environment so to blaze you know, roads through something when you're supposed to be environmentally sound and the future of the environment is minimize the carbon footprint. Well, that means stay local, grow local, hire local. Right now, you know, a lot of industry is not encouraged to hire local. And I am one of the products of commuting. Now I'm even doing a super commute, which I'm not real happy about, but what happens with that is you get a certain mindset about look ahead, drive faster. And what we really want to do is condition a different mindset. We want to allow the possibility to slow down, bring things to our community like businesses, nice neighborhoods. But as a product, like at one point they started putting up the lights at Rancho Del Oro and I myself who is normally very cautious in neighborhoods started seeing the poles, immediately I'm kicking in, I'm driving faster, I'm almost missing the stop sign. I like to walk my dogs up and down that road and I would see other cars doing the same thing.

And it suddenly popped into me it's a psychological mindset; it means you drive faster. But it also means where I live there will be no good path for me to walk my dogs without running into a lot of cars. You know, we only have small areas and so right now I have a nice stretch, I can avoid the freeway up to a point, which is very nice. What I found out also is that as I've done my super commuting, every time they add an on-ramp the freeway actually slows down. There are so many cars trying to merge in and merge out you have more likelihood of accidents plus the neighborhood streets slow down. And if you want to be also a product of this apparently business that brings in the business way, well just look at L.A. We can be L.A. The homes and neighborhoods when you come off there are not inviting. Most of us don't want to move there. So anyhow, I see my yellow light going on and I just think we need to change the mindset, so we have to start allowing not to have freeways coming in. Keep people off the little roads. Even College to me, it's stressful to walk on with my dogs. And I should be able to walk home from College. So my recommendation is just we need to recondition the mindset and we have to allow for possibility. Thank you.

**Darla:** The next series will be Cal Coker, Shelly Hayes-Caron, Susie Coker, and Daniella Marshall. Cal Coker.

**Cal Coker:** Hello. My name is Cal Coker. I live at 2126 Rancho Drive in Rancho Del Oro. It's unfortunate that times when we have this podium up here that it seems like it sometimes it has to be used to some sort of a community battleground or a place where

we get up and have a public rebuttal. And the reality is what this process is supposed to be doing is to try and get the public involved so that we can try and help the city. Now personally I'm an engineer. I'm all for progress. I'm not a (ia) engineer so in some ways I probably put some of you guys out of work, people that have gone through difficult times. So I'm into progress. And I'm also into community development. We need to build the city, we need to build the infrastructure. This is really the problem we've got, you know, after the fact we're talking about building out. We're not building out, we're building in; we're imploding. And that's the whole problem. Our neighborhood, Rancho Del Oro, yes, I'm here to protect it because I've been living there for 12 years and my kids grew up there. And the problem is right now that when we moved in it was in 1993 and there's a couple comments from the document that was used in 1985 to approve this plan.

That the purpose of the zoning reclassification that occurred was to switch it from industrial to residential in order for it to be "a desirable living environment with efficient and esthetic use of land through utilization of innovative residential development." These are quotes out of the document that were approved by the city council. Its intent is to preserve the original site character for those regarding the economic development and the impact of what we're presumably trying to retard from happening in the city. That site has been reviewed by the Oceanside Economic Development Committee and has been found not to be an important site for future development of the city to attract industrial users. Really? Okay. The circulation element hadn't been updated since early 1980? They decided after the fact they didn't need the off-ramp, the on-ramp, the six lanes. They put over 1,000 homes in there and now you're asking us to fix it and people in the city want to know why we want to be treated with special class. We don't want to be special. We just want our experts, the ones we're supposed to rely on, to fix all these problems for us. We want them to own up to what they've already said and done. Get it right. Build a proper infrastructure. Sometimes you've got things in place and you need to modify them. But guys, you gotta live up to what you've already done. And we don't have a very good history of that here in the City of Oceanside from our experts. Thank you.

**Darla:** Shelly Hayes-Caron.

**Shelly Hayes-Caron:** (ia). Okay, my name is Shelly Hayes-Caron and I reside in the Marron Adobe. The Marron Adobe is a historic landmark. The last 12 years because of the push to have an interchange was established has qualified for the National Register of Historic Places. Not only is it, but the adjacent land, the (ia) adobe, the archeological sites of the Native Americans has all been designated as a historic district. Now when the consultants presented CEQA rules and EIR rules, I asked the question about an EIS.

Because of the adobe's status it's going to require an EIS. And that means to find suitable alternatives that avoid impacts to the adobe. Now I'm not going to live forever. I'm 61 today and my family's lived there for 170 years. Our families were pioneers of Carlsbad and pioneers of Oceanside. My great-grandfather was not the founder of Oceanside, but he was the uncle of Oceanside and he wielded more financially and politically than anybody in the early 1800's for the establishment of this city. I'm a keeper. I have opened my home to school children to make them aware of their heritage and it is a good heritage and it's a historical landmark. And it's the last remaining adobe that represents a time period. But the time period that's represented in this area is over 6,000 years. Portola's expedition, discovered it in 1769. So yes, I've fought for 12 years to preserve it. I brought a tape measure with me earlier this evening and I measured from the Seal of Oceanside to the back door. It's 55 feet. The adobe is 55 feet...or 54 feet from the median of Highway 78. You want to talk about soot, vibration? I've even had a car come through the freeway fence. So the interchange proposes a flyover, which puts a double deck freeway 30 feet in the air, which is as tall as this building floor here, about 25 maybe even higher, in that 54 feet. I don't think that that would be considered an alternative. And I don't think it's acceptable. We have been working very hard to find alternatives that will improve Oceanside roadway segments and we will continue to fight for this and I appreciate the audience to try to explain this to you. My phone number is (760) 729-1818. If you'd like to come and see the adobe, if you'd like to hear more about the project. And I thank you.

**Darla:** Susie Coker.

**Susie Coker:** Hi, I'm Susie Coker and I live on Rancho Del Oro Road. And we have been fighting for 12 years concerning the interchange. And part of the reason that we've fought so hard is when we moved in we were not told about the interchange. We even had people years later go to City Hall and ask if any projects, anything was going to happen along Rancho Del Oro and were told nothing was going to occur, that it was going to stay exactly the same way it was. I think that Oceanside is a definition city and an amazing place to live. And I don't have all the answers, but what I do know is that you can't sacrifice neighborhoods and turn Oceanside into a criss-cross of major roadways and expect to preserve any quality of life for all the citizens. The character of our city is at stake. Fire Mountain was threatened with a major connection from the Jefferson Wal-Mart plaza to Oceanside Boulevard. Their neighborhood character would have never recovered.

Costa Serena was threatened with a cut-through, their senior community. These are our seniors; don't they deserve our protection? College Boulevard is being threatened with six lanes. Once you destroy that community you can't take it back and it won't relief

traffic congestion within a year I'll bet. Save them. All of our neighborhoods can be respected and preserved. Cut-through traffic can be routed around our city and not through our neighborhoods. No neighborhood should be under attack by its own city or pitted against other neighborhoods. We can work together. The city has been setting us up to fight one another. Who should handle all the traffic? Oceanside shouldn't. Oceanside Boulevard, College shouldn't, El Camino shouldn't. But there are possible fixes. El Camino crossing the 78 is a disaster. Why not widen it? Why not help the traffic on College by slowing things down, by timing lights? But don't expand it to six lanes. More cars will come, they'll go faster and faster and faster and it's a dangerous situation when you just turn your entire community into a jungle of roads. There won't be anything left of Oceanside's care(?) about(?) if you do that. Thank you very much.

**Darla:** This is our last request to speak. If you have any other requests to speak can you please submit them now? This is Daniella Marshall.

**Daniella Marshall:** Hi, I'm Daniella Marshall. I have lived in Oceanside since 1992. I have a problem with the fact that (ia) roundabouts. If we really were serious about the slowing down traffic or even making the traffic flow much better we would be considering them. The last time we were here in a meeting they just said they don't work. I disagree. I've used them in Europe, they work very, very well. In many, many cities in Europe as well, and I'm sorry to repeat Europe because that's where I come from. They are using them now, they are building them, they are removing the regular cross roads and the traffic slows. You've got less pollution, you don't have to go on the brakes and use more gas to start again. They're absolutely an excellent solution. When also when I was here for the Coast Highway study, they were also presented to us by engineers as the way of the future and here we're not talking about it. They're talking again about enlarging the roads. That, to me, seems the way of the past.

Everything I read about traffic circulation has to do with looking how to narrow roads, giving more space to pedestrians, slow down traffic, make traffic go in the some alternative route. Here we're talking about cutting through neighborhoods, creating more freeways. I'm a realtor and I can tell you that in Oceanside it's very, very hard to find a quiet neighborhood. We have freeways running through the city. You don't find this everywhere. You go to Carlsbad, they have certain roads and then you have very quiet neighborhoods with smaller roads. You go to Encinitas, it's the same thing. Just look how old Leucadia has been developed. A one lane road and then the rest is just a secondary road where people have sidewalks, they walk their dogs, they have pathways built into their developments, which we never see in Oceanside for pedestrians. None of this happens in Oceanside. So the only plan that I can really support is the E plan. I'm in favor of the two lanes traffic on Coast Highway because again, I don't want to support

people that just come through Oceanside and they don't spend their money in Oceanside. And if you really want to do pedestrian downtown, then I think you should be more aggressive and make Mission Avenue completely pedestrian. Again, I've seen in Europe closing the streets, closing squares. Business didn't suffer, pedestrians came in and they were (ia) successful. (ia) is one of those examples (ia). It did not used to be pedestrian. There was traffic, it was closed. Look what's now.

**John:** Okay, I want to thank everybody again for taking the time out of life to come and comment on this important project. I want everybody to keep in mind that there is going to be a project web page on the city's website so check that periodically for information. You do have until March 15<sup>th</sup> for the official comment period for the notice of preparation for the EIR. However, like I said earlier, if you have any questions regarding (ia) project, please feel free to contact me personally. I'd be willing to meet with you at the city or talk to you on the phone or email - however we need to do it just to make sure you have the information you need when the draft EIR comes out in the middle of summer, which will have more substantial information for you to comment on as well. So I want to thank everybody and have a good evening.

(End).