



City of Oceanside

300 North Coast Highway,
Oceanside, California 92054

Staff Report

File #: 25-556

Agenda Date: 2/19/2025

Agenda #: 13.

DATE: February 19, 2025

TO: Honorable Mayor and City Councilmembers

FROM: Public Works Department

TITLE: RESOLUTION ESTABLISHING STOP CONTROLS AT VARIOUS LOCATIONS WITHIN THE CITY OF OCEANSIDE

RECOMMENDATION

Staff recommends that the City Council adopt a resolution establishing stop controls at various intersections within the City of Oceanside.

BACKGROUND AND ANALYSIS

Staff has received multiple requests from residents for stop controls at various intersections within the City of Oceanside to help clarify which drivers have the right-of-way. There are locations where there are no stop controls whether it be a four-legged intersection or a three-legged ("T") intersection. There are also locations where there is existing stop control on the minor leg of an intersection, but due to corner sight visibility limitations, there are recommendations to establish an "all-way" stop. In addition, there are some neighborhoods where staff would like address inconsistencies with established stop controls (see attached location map).

Section 1: Stop Controls at Uncontrolled Intersections:

Staff received requests from residents to establish stop controls at various uncontrolled intersection locations which include three-legged and four-legged intersections. The request for the stop controls would help clarify who would have the right-of-way when the drivers approach the intersection.

Staff conducted stop warrant analyses reviewing vehicular volumes and accident history for various streets in Oceanside. Due to existing vehicular volumes and accident history shown below, warrants were not met. There are some locations where no warrant analysis was done; however, to be consistent with establishing a stop at one intersection, staff determined it best (and to be proactive) in also including other similar intersections in close proximity where there currently are also no stop controls.

In addition, according to the California Vehicle Code, Section 21800, drivers on a terminating highway, shall yield the right-of-way to any vehicle on the intersecting continuous highway. The California Manual on Uniform Traffic Control Devices (CAMUTCD) recommends that yield or stop

signs should be used at an intersection when the street is entering a designated through street. This would mainly pertain to three-legged intersections.

Also, the California Manual on Uniform Traffic Control Devices (CAMUTCD) recommends that stop signs should be used at an intersection when the minor street is entering a designated through major street. For intersections with four legs, staff recommends installing stop controls on the minor streets, which is the street that has a lower vehicular volume count compared to the major street.

The following streets are being recommended for stop controls:

Neighborhood south of Oceanside Boulevard and east of College Boulevard

- On Luana Drive at Roselle Avenue(4-leg)
- On Scott Drive at Luana Drive (3-leg)
- On Roselle Avenue at Scott Drive (3-leg)
- On Luana Drive at Genine Drive (3-leg)
- On Annette Street at Lewis Street (4-leg)
- On Lewis Street at Thomas Street (3-leg)
- On Thomas Street at Marvin Street (4-leg)
- On S. Norma Street at Terry Street (3-leg)
- On Terry Street at Joann Drive (3-leg)

Neighborhood north of Frazee Road, and east of College Boulevard

- On Essence Avenue at Seascape Drive (3-way)

Neighborhood south of Mission Avenue, west of Foussat Road

- On Las Vegas Drive at Carolyn Circle (3-way)

Neighborhood north of Mission Avenue, west of San Diego Street

- On Buena Street at Santa Barbara Street (3-leg)

Neighborhood north of the Pala Road, west of Douglas Drive

- On Silverwood Street at Forest Road (3-leg)
- On Oakleaf Drive at Forest Road (3-leg)

Neighborhood north of North River Road, east of Douglas Drive

- On Calle de Casitas at Avenida Descanso (3-leg)

Northeastern portion of the Fire Mountain Neighborhood

- On Sarbonne Drive at Dunstan Street (3-leg)

Neighborhood south of Mance Buchanon Park, west of College Boulevard

- On Gardenia Street at Adams Street (3-leg): converting yield control to a stop control

Loma Alta Neighborhood

- On Lomita Street at Hoover Street (3-leg)
- On Penkea Drive at Hoover Street (3-leg)

Neighborhood west of Pacific Street, north of the Pier

- On Surfrider Way at the Strand (and add signage....TR24-019) (3-way)

Neighborhood northeast of College, north of Via Cupeno

- On Luiseno Avenue at Gabrieliene Avenue (3-way)

Neighborhood south of Mesa Drive, west of Foussat Drive

- On Fowles Street at Parnassus Circle (3-way)

Peacock Hills Neighborhood

- On Beverly Glen Drive at Havenwood Drive (3-leg)
- On Sunrise Ridge at Havenwood Drive (3-leg)
- On Golden Ridge Drive at Havenwood Drive (3-leg)
- On Royal Oak Drive at Havenwood Drive (3-leg)

Section 2: Stop Controls to Create Consistency in Neighborhoods:

Staff recommends establishing an all-way stop control for the intersection of Ditmar Street and Missouri Avenue (currently stop controls only on Ditmar Street). No all-way stop warrants were met. However, on Missouri Avenue, there is a stop control at Clementine Street and at Coast Highway, with a distance of approximately 1,120 feet. The intersection of Ditmar Street and Missouri Avenue is approximately halfway between Clementine Street and Coast Highway. Establishing an all-way stop at Ditmar Street and Missouri Avenue would provide consistency within the neighborhood.

Section 3: All-Way Stop Control Due to Sight Visibility Concerns

Staff conducted an all-way stop warrant analysis reviewing vehicular volumes and accident history for the following streets.

- Freeman Street and Michigan Avenue (currently stops only on Michigan Avenue)

- Ditmar Street and Michigan Avenue (currently stops only on Michigan Avenue)
- Horne Street (S) at Center Avenue (currently a stop only on Center Avenue)
- Peacock Boulevard at Sunrise Ridge (currently stops only on Sunrise Ridge)

Due to existing vehicular volumes and accident history shown below, warrants were not met. However, due to corner sight visibility concerns (either by the geometry of the intersection or the constant vehicular parking for the close proximity of the commercial area), it is being recommended to establish all-way stops. As stated in the California Manual on Uniform Traffic Control Devices, Section 2B.07, locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is required to stop, should be considered for an all-way stop.

Section 4: Stop Control at Unique Intersections

Staff recommends a stop control on Pacific Street at Eaton Street due to the unique conditions of the intersection with the south leg of the intersection serving the St. Malo Community entrance which is gated with a guard. The southbound approach towards the St. Malo gated entrance/Eaton Street slopes downhill with a sharp 90 degree turn onto Eaton Street.

FISCAL IMPACT

The installation of the proposed stop signs would cost approximately \$300 per location. Ongoing maintenance will be required on all traffic signs as needed due to damage, vandalism or aged signage. Any increases to annual costs to maintain signage citywide will be assessed annually during the budgeting process.

Description	Account	Approximate Amount	Available Balance
Traffic Sign Installation	Street Traffic Control System Account 640621101.5355	\$9,600	\$39,919

COMMISSION OR COMMITTEE REPORT

Does not apply.

CITY ATTORNEY'S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

Prepared by: Teala Cotter, City Traffic Engineer

Reviewed by: Hamid Bahadori, Public Works Director

Submitted by: Jonathan Borrego, City Manager

ATTACHMENTS:

1. Staff Report
2. Resolution
3. Exhibits A-M