



City of Oceanside

300 North Coast Highway,
Oceanside, California 92054

Staff Report

File #: 26-1256

Agenda Date: 3/11/2026

Agenda #: 12.

DATE: March 11, 2026

TO: Honorable Mayor and City Councilmembers

FROM: Public Works Department

TITLE: ADOPT A 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 the installation of additional stop controls at several intersections to improve neighborhood traffic safety. These requests include T-intersections and four-way intersections that currently lack stop controls, locations with limited corner sight distance, and areas where stop control placement is inconsistent within the surrounding street network.

The locations evaluated are within the South Oceanside neighborhood west of Coast Highway; the Fire Mountain neighborhood; the Crown Heights neighborhood; the East Side Capistrano neighborhood; the North Valley neighborhood near Libby Lake; and the Lake neighborhood, located north of Lake Boulevard. Staff conducted engineering evaluations consistent with the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD), including review of traffic volumes, pedestrian and bicycle activity, collision history, sight visibility, school proximity, and neighborhood traffic patterns.

Section 1: Stop Signs at T-Intersections

California Vehicle Code Section 21800 requires vehicles on a terminating highway to yield the right-of-way to any vehicle on the intersecting continuous highway. The California Manual on Uniform Traffic Control Devices (CA MUTCD) recommends that yield or stop signs should be used at an intersection when the street is entering a designated through street.

1.1 - North Valley / Libby Lake (Exhibits A-1, A-2, A-3)

Staff recommends installing stop controls at various T-intersections within the North Valley neighborhood surrounding area of Libby Lake Park. Staff is recommending stop controls only on the stem streets of the T-intersections.

1. On **Holiday Way** at Anne Sladon Street
2. On **Jamboree Street** at Holiday Way

3. On **Vinyard Street** at Holiday Way
4. On **Mardi Gras Street** at Holiday Way
5. On **Avery Street** at Holiday Way
6. On **Keyport Street** at Holiday Way
7. On **Seguridad Street** at Calle de Casitas
8. On **Fortunada Street** at Calle de Casitas
9. On **La Mirada Drive** at Asilado Street
10. On **Trunks Bay** at Marblehead Bay Drive
11. On **Caneel Bay Court** at Trunks Bay
12. On **Point Malaga Place** at Moonstone Bay Drive
13. On **Solano Bay Place** at Cardiff Bay Drive
14. On **Point Windemere Place** at Cardiff Bay Drive
15. On **Sol Drive** at Luna Drive
16. On **Calle los Santos** at Calle Mariposa
17. On **Calle los Santos** at Calle Vallecito
18. On **Calle Solimar** at Calle Vallecito
19. On **Calle las Positas** at Calle Vallecito
20. On **Luna Drive** at Siesta Place
21. On **Sol Sitio** at Siesta Place
22. On **Casa Drive** at Siesta Place
23. On **Roja Drive** at Luna Drive

1.2 - Wingate Street (Exhibit B)

Staff has also received requests from residents for stop control at a three-legged intersection in the neighborhood that is located north of Lake Boulevard. Staff recommends installing stop control on **Wingate Street at Newland Road** within the Lake neighborhood.

Section 2: Proposed All-Way-Stop Controls

2.1 - South Oceanside Neighborhood (Exhibit C)

Staff has conducted an all-way stop warrant analysis reviewing vehicular volumes, pedestrian and bicycle volumes, collision history, and sight visibility for the **Vista Way** and **Broadway Street** intersection.

Collision history from January 1, 2022 to October 1, 2025 was reviewed and there has been two (2) reported collisions at this intersection. The average daily traffic (ADT) count for Broadway is approximately 1,798 vehicles per day. The ADT for Vista Way is approximately 803 vehicles per day. These volumes indicate that Broadway is the major street at this intersection. Average daily pedestrian and bicycle crossings are approximately 324 pedestrians and 525 bicycles.

Based on an engineering evaluation using California regulations, pedestrian and bicycle volumes within the coastal rail trail path, engineering judgement, and collision history, staff recommends the installation of an all-way-stop control on Vista Way and Broadway.

Section 3: Stop Control for Enhanced Safety near Pedestrian Facilities:

3.1 - Crown Heights Neighborhood (Exhibit D)

Staff has conducted an all-way stop warrant analysis including traffic volumes, collision history, pedestrian facilities, traffic management operations, sight distance, school zone designation, and community feedback for the **Center Avenue** and **Division Street** intersection.

Collision history from January 1, 2022 to October 1, 2025 was reviewed and there have been no reported collisions at this intersection. The average daily traffic (ADT) count for Center Avenue is approximately 1,870 vehicles per day. The ADT for Division Street is approximately 1,636 vehicles per day.

The subject intersection is adjacent to the southern parking lot of Oceanside High School. Residents and school staff have stated concerns about confusion regarding right-of-way at the intersection. An engineering assessment was conducted and found the intersection experiences high pedestrian traffic, particularly during school hours. To prioritize student and pedestrian safety, improve traffic operations, and help better assign right-of-way at a school entrance, staff recommends an all-way-stop control be installed at Center Avenue and Division Street.

3.2 - Fire Mountain Neighborhood (Exhibit E)

Staff has conducted an all-way stop warrant analysis including traffic volumes, collision history, pedestrian facilities, traffic management operations, sight distance, school zone designation, and community feedback for the **California Street** and **Kurtz Street (N)** intersection.

Collision history from January 1, 2022 to December 22, 2025 was reviewed and there have been no reported collisions at this intersection. The average daily traffic (ADT) count for California Street is approximately 3,173 vehicles per day. The ADT for Kurtz Street (N) is approximately 288 vehicles per day.

The subject intersection is located approximately a quarter of a mile from Palmquist Elementary and Lincoln Middle Schools. Residents and school staff have stated concerns about confusion regarding right-of-way at this intersection. Particularly with students crossing California Street at Kurtz Street (N). It is also noted by residents that providing a crossing at the intersection would not only help students, but also general public walking in the area. Staff proposes an all-way stop control at the intersection of California Street and Kurtz Street (N) to help improve traffic safety. Additionally, with the proposed all-way stop at this intersection, it is also being proposed to install a school crosswalk on the west leg of the intersection to help pedestrians, specifically students, crossing between the sidewalk on the south side of California Street into the northerly neighborhood. There are currently two existing ADA ramps at the proposed location for the school crosswalk.

3.3 - East Side Capistrano Neighborhood (Exhibit F)

Staff has conducted an all-way stop warrant analysis including traffic volumes, collision history, pedestrian facilities, traffic management operations, sight distance, school zone designation, and community feedback for the **Langford Street** and **Loretta Street** intersection.

Collision history from January 1, 2022 to October 1, 2025 was reviewed and there are no reported collisions at this intersection. The average daily traffic (ADT) count for Langford Street is approximately 1,530 vehicles per day. The ADT for Loretta Street is approximately 910 vehicles per day.

The subject intersection is located north of Laurel Elementary School. The intersection currently operates as a three-way stop control with stop signs installed on the eastbound, westbound, and southbound approaches. An engineering assessment was conducted and determined conversion to an all way stop would improve traffic safety. Staff recommends conversion to an all-way stop control at this intersection and to install a stop sign on the northbound approach at Langford Street at Loretta Street.

Section 4: Stop Control to Create Consistency in Neighborhoods

4.1 - Tri-City Neighborhood (Exhibit G)

Staff has conducted an all-way stop warrant analysis reviewing vehicular volumes and collision history for the **Thunder Drive** and **Lonnie Street** intersection. Collision history from January 1, 2022 to October 1, 2025 was reviewed and there has been one (1) reported collision at this intersection. The average daily traffic (ADT) count for Thunder Drive is approximately 6,714 vehicles per day. The ADT for Lonnie Street is approximately 408 vehicles per day.

In this neighborhood, motorists are stopped every 700 to 900 feet by a traffic control device while traveling south to north between West Vista Way and College Boulevard. Currently there are no stop controls along Thunder Drive between Westwood Road and Lewis Street for approximately 1,300 feet. Hence, staff recommends an all-way stop control on Thunder Drive and Lonnie Street in order to create some consistency within the neighborhood.

Staff has also conducted an all-way stop warrant analysis reviewing vehicular volumes and collision history for the Thunder Drive and Thomas Street intersection. Collision history from January 1, 2022 to October 1, 2025 was reviewed and there have been no reported collisions at this intersection. The average daily traffic (ADT) count for Thunder Drive is approximately 7,148 vehicles per day. The ADT for Thomas Street is approximately 911 vehicles per day.

In this neighborhood, motorists are stopped every 700 to 900 feet by a traffic control device while traveling south to north between W Vista Way and College Boulevard. Currently there are no stop controls along Thunder Drive between Lewis Street and College Boulevard for approximately 1,300 feet. Hence, staff recommends an all-way stop control on Thunder Drive and Thomas Street in order to create consistency of traffic control devices within the neighborhood.

FISCAL IMPACT

The installation of the proposed stop signs would cost approximately \$300 per location, with an increase in annual maintenance of one to two workhours. The installation of the signs will cost approximately \$10,500 and will be charged to the Traffic Control System account 640621101.5355, which has an available balance of \$82,435. Therefore, sufficient funds are available.

Description	Approximate Amount	Account	Available Balance
Signage	\$10,500	640621101.5355 Street Traffic Control System account	\$82,435

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. Exhibit A-1: Map of North Valley / Libby Lake Neighborhood
2. Exhibit A-2: Map of North Valley / Libby Lake Neighborhood
3. Exhibit A-3: Map of North Valley / Libby Lake Neighborhood
4. Exhibit B: Map of Wingate Street within the Lake Neighborhood
5. Exhibit C: Map of South Oceanside Neighborhood
6. Exhibit D: Map of Crown Heights Neighborhood
7. Exhibit E: Map of Fire Mountain Neighborhood
8. Exhibit F: Map of East Side Capistrano Neighborhood
9. Exhibit G: Map of Tri-City Neighborhood
10. Resolution