

*STAFF REPORT**CITY OF OCEANSIDE*

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DATE: April 4, 2007

TO: Honorable Mayor and City Councilmembers

FROM: Public Works Department

SUBJECT: **ADOPT A RESOLUTION ESTABLISHING ALL-WAY STOP CONTROLS AT THE INTERSECTION OF DITMAR STREET AND SEAGAZE DRIVE**

**SYNOPSIS**

Staff and the Transportation Commission recommend that the City Council adopt a resolution establishing all-way stop controls at the intersection of Ditmar Street and Seagaze Drive.

**BACKGROUND**

Staff has received a request from several adjacent businesses for all-way stop controls at the intersection of Ditmar Street and Seagaze Drive.

**ANALYSIS**

Ditmar Street and Seagaze Drive are both classified as two-lane collector streets and are located within a business district (see Exhibit A). Both streets have prima facie speed limits of 25 miles per hour. Eastbound and westbound Seagaze Drive are currently controlled by a stop sign. There is existing on-street parking on both sides of Ditmar Street and Seagaze Drive close to the intersection due to the surrounding businesses. Also, due to the present and future developments, more traffic will be generated and the traffic utilizing the intersection will increase.

Traffic counts were obtained on Ditmar Street and Seagaze Drive in January 2007 to measure the 24-hour average daily traffic (ADT) volume entering the intersection (see Table A). Seagaze Drive has the higher volume entering the intersection in comparison to Ditmar Street. It is a common practice to have stop control on the minor street where the volume is lower than the cross street. In this case, the minor street, Ditmar Street, is uncontrolled and the major street, Seagaze Drive, is controlled with a stop sign.

TABLE A  
24-HOUR TRAFFIC VOLUMES

Date	Location	Direction	24-Hour ADT
January 2007	Ditmar St.	Northbound	745
January 2007	Ditmar St.	Southbound	1085
January 2007	Seagaze Dr.	Eastbound	1768
January 2007	Seagaze Dr.	Westbound	902
TOTAL			4500

The accident history was reviewed and there were four reported collisions during the time period of January 1, 2004, to February 8, 2007. The primary collision factor in three of the four collisions was violation of right-of-way, which is a factor that is susceptible to correction by a multiway stop installation. The primary collision factor of the fourth collision was unknown.

Staff conducted a turning movement study on February 6, 2007, from 4:00 to 5:00 p.m., the peak hour when traffic volume was the highest in a 24-hour time period. During this time period, it was observed that approximately 19 percent of vehicles that entered the intersection from northbound and southbound Ditmar Street either came to a complete stop or slowed to a speed less than 10 miles per hour before entering the intersection. There is an existing drainage dip in the road on the north leg of Ditmar Street that causes some traffic to slow down when approaching the intersection. Staff also observed some potential conflicts when vehicles entered the intersection from Ditmar Street and Seagaze Drive at the same time.

Staff spoke to some businesses and one resident surrounding the subject intersection and all were in support of establishing an all-way stop at the intersection of Ditmar Street and Seagaze Drive. According to the observations of the citizens at the businesses and the one resident's home, some drivers treat the subject intersection as an all-way stop, there have been many situations where a collision almost occurred, and corner sight visibility is hindered due to parked vehicles on the north and south leg of Ditmar Street.

Based on an engineering evaluation which includes volume of traffic on Ditmar Street and Seagaze Drive, observations during a turning movement study, accident history and support from surrounding businesses, staff recommends the installation of all-way stop controls.

**FISCAL IMPACT**

The installation of the proposed stop signs would cost approximately \$400 with an increase in annual maintenance of two work hours.

**COMMISSION OR COMMITTEE REPORT**

At its February 20, 2007 meeting, the Transportation Commission reviewed and approved the proposed stops.

**CITY ATTORNEY'S ANALYSIS**

The resolution has been reviewed by the City Attorney and approved as to form.

**RECOMMENDATION**

Staff and the Transportation Commission recommend that the City Council adopt a resolution establishing all-way stop controls at the intersection of Ditmar Street and Seagaze Drive.

PREPARED BY:

SUBMITTED BY:

  
\_\_\_\_\_  
Teala Cotter  
Senior Engineering Assistant

  
\_\_\_\_\_  
Peter A. Weiss  
Interim City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager

Joseph Arranaga, Acting Deputy Public Works Director

Scott O. Smith, Acting City Engineer

  
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Exhibit A: Location Diagram

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ESTABLISHING CERTAIN TRAFFIC CONTROLS WITHIN THE CITY OF OCEANSIDE

(All-way Stop controls on Ditmar Street at Seagaze Drive)

WHEREAS, this City Council finds the public health and safety will be benefited by establishing certain traffic controls on particular streets within the City of Oceanside.

NOW, THEREFORE, the City Council of the City of Oceanside does resolve as follows:

SECTION 1. There are established all-way stop controls on Ditmar Street at Seagaze Drive.

SECTION 2. Staff is directed to effect the foregoing control as soon as possible.

PASSED AND ADOPTED by the City Council of the City of Oceanside, California, this \_\_\_\_\_ day of \_\_\_\_\_, 2007, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

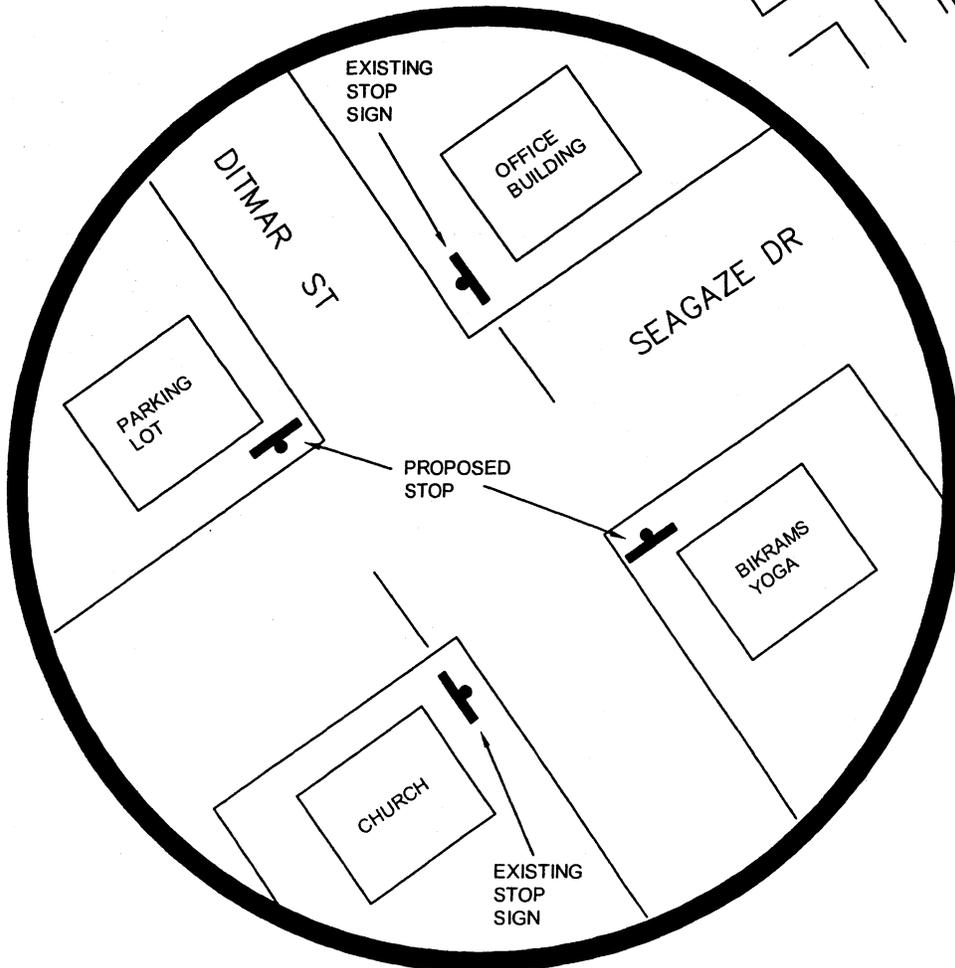
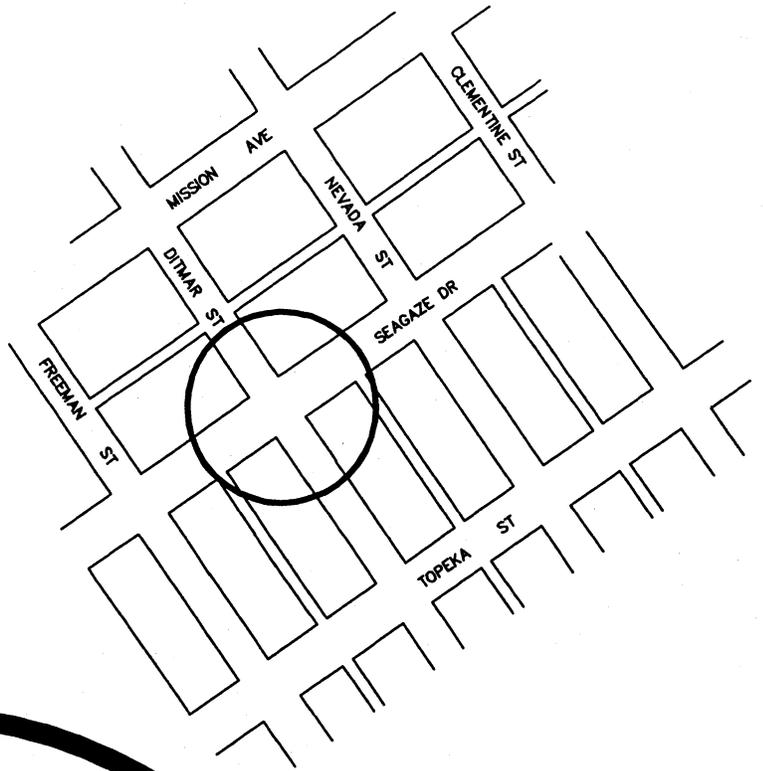
ATTEST:

APPROVED AS TO FORM:

CITY CLERK

CITY ATTORNEY

# LOCATION DIAGRAM



PROJECT NAME

REQUEST TO ESTABLISH AN ALL-WAY STOP AT  
DITMAR STREET AND SEAGAZE DRIVE

EXHIBIT

**A**