



DATE: April 6, 2011

TO: Honorable Mayor and City Councilmembers

FROM: Development Services Department

SUBJECT: **CONSIDERATION TO CLOSE VISTA WAY AT I-5/SR-78 INTERCHANGE**

### **SYNOPSIS**

Staff recommends that the City Council provide direction in regards to a neighborhood request to close Vista Way at the I-5/SR-78 interchange.

### **BACKGROUND**

Over the years, City staff has received many complaints due to vehicular speeding and traffic volume on Vista Way between Coast Highway and the I-5/SR-78 interchange. Residents have stated that the vehicular speeding and traffic congestion creates noise and air pollution, makes it difficult to enter or exit their driveways, and that drivers make inappropriate maneuvers.

Over the last six years, staff has taken action to address Vista Way residents' concerns by implementing various traffic-calming solutions and devices. City staff changed Vista Way from a four-lane road to a two-lane road with two-way left-turn lanes and medians; installed signs and legends; installed raised delineators to prohibit/prevent U-turns; and installed a radar feedback sign to increase westbound drivers' awareness of their speed compared to the posted speed limit. To date, approximately \$200,000 has been spent on Vista Way improvements between Coast Highway and the interchange. Over the years, the Oceanside Police Department has received numerous requests to address the vehicular speeding problem. Staff has met with various residents to address their concerns and issues, and obtain actual speeds of vehicles by using a radar gun.

Most recently, staff received a petition, signed by residents on Vista Way between Coast Highway and the I-5/SR-78 interchange (refer to Exhibit A), to close Vista Way and establish a cul-de-sac on Vista Way at the interchange, just east of Moreno Street. This requested cul-de-sac would prohibit vehicle access between Vista Way and the I-5 and the SR-78 interchange.

## **ANALYSIS**

Per the City of Oceanside's Circulation Element, Vista Way, between Coast Highway and the I-5/SR-78 interchange, is classified as a secondary arterial street. The street has two lanes with a two-way left-turn lane and some raised medians. There is on-street parking and noncontiguous sidewalks along a majority of the subject portion of Vista Way. The average daily traffic is approximately 19,900 vehicles per 24-hour period.

In the last three years (Jan. 1, 2008, to Jan. 1, 2011), there have been seven reported traffic collisions on Vista Way between Coast Highway and the I-5/SR-78 interchange. City staff spoke to representatives from Oceanside's and Carlsbad's fire departments, who reported that the subject portion of Vista Way is a significant east-west arterial and creating a cul-de-sac there could affect their emergency response time into that neighborhood and surrounding areas.

The speed limit of 35 miles per hour is posted on the west and east ends of the subject section of Vista Way. There are two speed-limit signs facing westbound traffic: one sign is supplemented with a flashing beacon, and another sign supplements the radar feedback sign. Staff conducted a speed survey in 2010 which showed that the critical speed limit is 35 miles per hour. The critical speed is the speed at which 85 percent of vehicles are driving at or below.

As an indication of the degree to which Vista Way residents support the concept of closing Vista Way at the interchange, a petition was signed by residents that have properties adjacent to Vista Way between Coast Highway and the interchange. Out of the fifty-two properties fronting Vista Way, sixty-nine percent signed the petition showing support for the closure of Vista Way at the interchange (refer to Exhibit B). Staff has received numerous emails of support and of opposition to the proposed closure of Vista Way at the interchange, and were forwarded to City Council.

The City does not have any policies or procedures dealing with a request to close a major street. Should the Council consider the neighborhood requests, staff would need to initiate traffic and environmental studies to assess and address any potential impacts associated with the project.

## **FISCAL IMPACT**

Staff estimates the cost to initiate the necessary traffic and environmental studies associated with a potential Vista Way closure/cul-de-sac project to range from \$250,000 to \$1,000,000 depending on the overall impacts and potential need for a full Environmental Impact Report.

**CITY ATTORNEY'S ANALYSIS**

Section 21101(a)(1) of the California Vehicle Code (CVC) provides that local authorities may adopt rules and regulations by City ordinance or resolution to close any highway to vehicular traffic if the City determines it is no longer needed for vehicular traffic. Section 360 of the CVC defines a highway (which includes "street") is as a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel.

**COMMISSION OR COMMITTEE REPORT**

At its February 23, 2011, meeting, the Transportation Commission heard comments from residents and business owners pertaining to the subject consideration. There were comments in support of and against the concept of creating a cul-de-sac on Vista Way at the I-5/SR-78 interchange. A representative from the Oceanside Police Department (OPD) was in attendance and reported that OPD does not support creating a cul-de-sac on Vista Way.

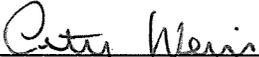
**RECOMMENDATION**

Staff recommends that the City Council provide direction in regards to a neighborhood request to close Vista Way at the I-5/SR-78 interchange.

PREPARED BY:

  
\_\_\_\_\_  
David DiPierro  
City Traffic Engineer

SUBMITTED BY:

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

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager

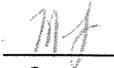
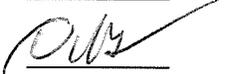
George Buell, Development Services Director

Scott O. Smith, City Engineer

Teri Ferro, Finance Director

Frank McCoy, Police Chief

Darryl Hebert, Fire Chief

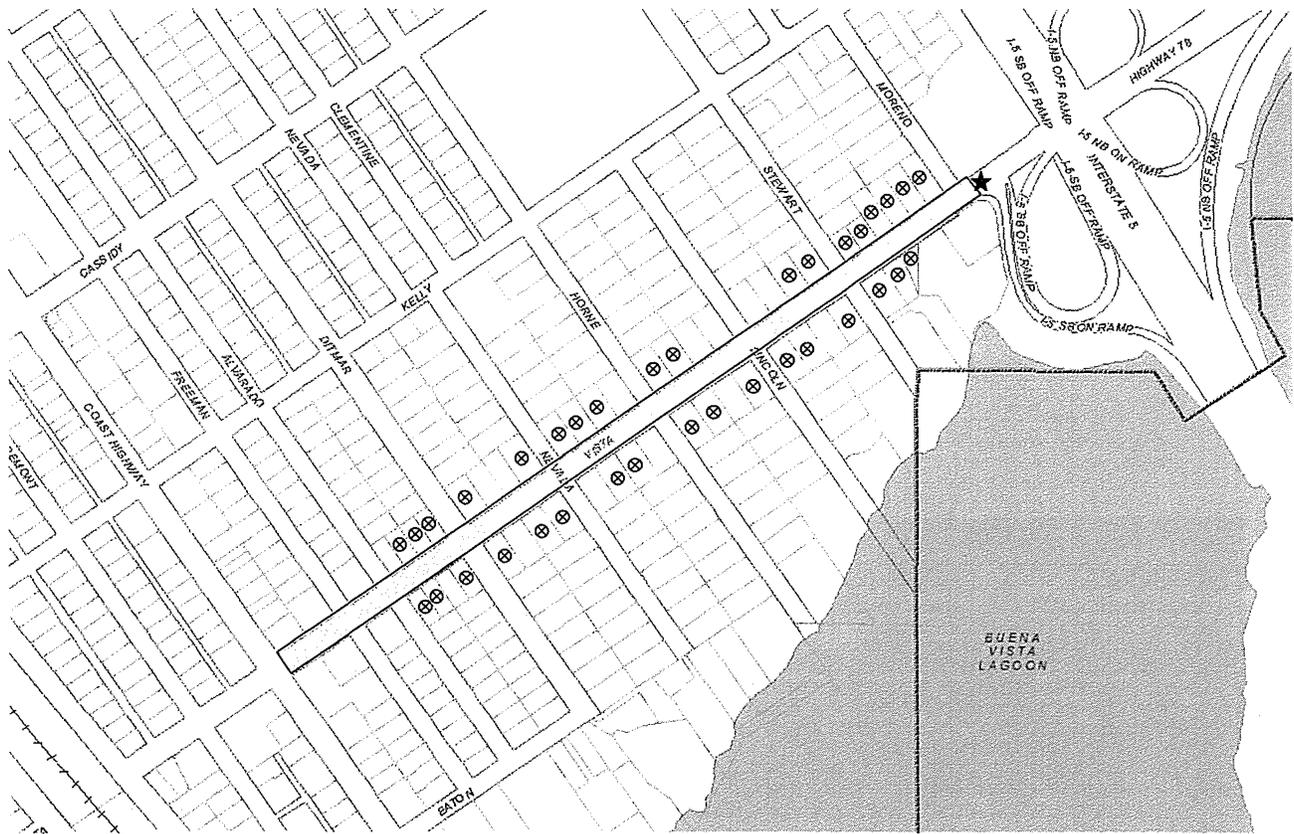
  
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Attachments:

Exhibit A – Location Map 1

Exhibit B – Location Map 2

Exhibit C – Signed Petition with letter



★ Proposed location to “Cul-de-sac” Vista Way

▬ City requested to have properties adjacent to Vista Way sign a petition showing support of a “cul-de-sac” on Vista Way

⊗ Residents who signed a petition in support of the concept to “cul-de-sac” Vista Way

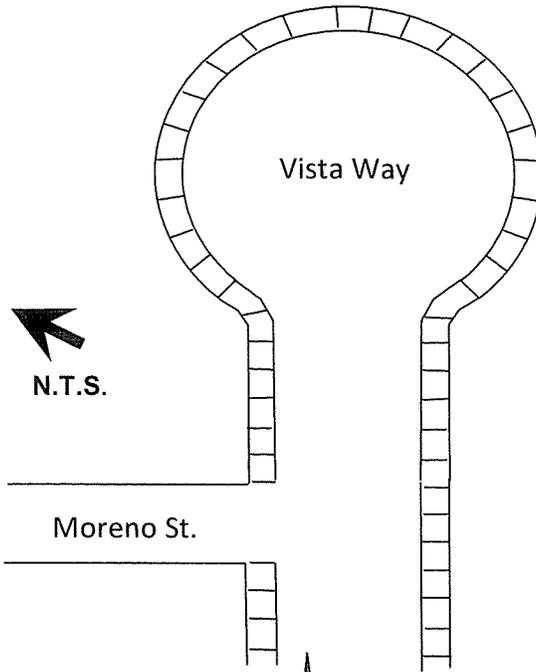


N.T.S.

PROJECT

**VISTA WAY “CUL-DE-SAC” AT I-5/SR-78 INTERCHANGE**

EXHIBIT  
**A**



PROJECT

VISTA WAY "CUL-DE-SAC" AT I-5\SR-78 INTERCHANGE

EXHIBIT B

**PETITION REQUESTING TRAFFIC CALMING MEASURES  
ON:  
Vista Way (between Coast Highway and I-5/SR-78 Interchange)**

We, the undersigned residents on and adjacent to Vista Way (Coast Highway to I-5/SR-78 interchange) do hereby request the City of Oceanside, California to implement traffic calming on Vista Way by making the east end of Vista Way a cul-de-sac. This would in turn restrict access to eastbound SR-78; north and southbound I-5; westbound traffic from SR-78 onto Vista Way; and north and southbound I-5 traffic onto Vista Way. By signing below, we understand and support the implementation of a cul-de-sac on the east end of Vista Way. We also understand that implementing traffic calming could delay emergency response time to and from the area.

Neighborhood Representative:

Date	Signature (one resident / household)	Print Name	Address	Daytime Phone #
11-7-10	<i>Jason Foerter</i>	JASON FOERTER	1206 Vista Way	
11-7-10	<i>Beth Finney</i>	Beth Finney	1214 Vista Way	
11-7-10	<i>Holly Hargett</i>	Holly Hargett	1220 Vista Way	
11-7-10	<i>Spencer Dwyer</i>	Spencer Dwyer	1202 Vista Way	
11-7-10	<i>Joshua Helm</i>	Joshua Helm	1177 Vista Way	
11/7/10	<i>Sherry Elk</i>	Sherry Elk	1004 Vista Way	
11-7-10	<i>Grace Howard</i>	Grace Howard	918 Vista Way	
11/7/10	<i>Ashley Howard Goltz</i>	Ashley Howard Goltz	710 Vista Way	
11/7/10	<i>Tony Sullivan</i>	Tony Sullivan	911 Vista Way	
11/7/10	<i>Benjamin Williams</i>	Benjamin Williams	705 Vista Way	
11/7/10	<i>Joe Varquez</i>	Joe Varquez	801 Vista Way	
11-7-10	<i>Quail Land</i>	Quail Land	815 Vista Way	
11-7-10	<i>Rolando Hdez</i>	Rolando Hdez	821 Vista Way	
11/7/10	<i>GREGG HARRINGTON</i>	GREGG HARRINGTON	1003 Vista Way	
11/7/10	<i>Christene Whitford</i>	Christene Whitford	2008 Stewart St	
11/14/10	<i>David Rivaldo</i>	David Rivaldo	1224 Vista Way	
11/14/10	<i>Ruth M. Foster</i>	RUTH M. FOSTER	1023 VISTA WAY	

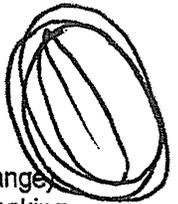
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Neighborhood Representative:

Date	Signature (one resident / household)	Print Name	Address	Daytime Phone #
11/20/10		Carrie Watson	706 Vista Way	
11/20/10		Gregorio MARTINEZ	701 Vista Way	
11/20/10		Michael Ferrer	715 Vista Way	
12-11-10		Ayesha Luther	714 Vista Way	
12-11-10		BARBARA Newcomb	2015 S. Nevada	
12-11-10		LONETA DOCKRAY	2025 S. Nevada	
12-11-10		Hermene Borrer	2101 S. Nevada	
12-11-10		Doris Beyrer	1101 Vista Way	
12/11/10		Wendy Wyatt	2014 S. Nevada St	
2-11-10		Penelope Cernelis	1213 Vista Way	
2-12-10		Kestry Couch	2016 S. Horne St	
2-12-10		KAREN ASEIDO	2048 S. HORNE ST.	
12/10		ERIC SCHUMAN	2048 S. Horne	
12-10		Tim Brueske	2040 S. Horne.	
12/10		DAVID KRAUS	2033 LINCOLN ST.	
1/10		Cheryl Boyd	2014 Vista Way	

**PETITION REQUESTING TRAFFIC CALMING MEASURES  
ON:  
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Neighborhood Representative:

Date	Signature (one resident / household)	Print Name	Address	Daytime Phone #
Nov. 14, 2010	<i>Phillip R. Sanchez</i>	Phillip R. Sanchez	1010 Vista Way	
Nov 14, 2010	<i>Cherie A. Firmery</i>	Cherie A. Firmery	1114 Vista Way	
11-14-10	<i>[Signature]</i>	Holly L. Burghan	1109 Vista Way	
11-14-10	<i>[Signature]</i>	Leah D. Lytle	908 Vista Way	
11-14-10	<i>[Signature]</i>	Thad Hoop	1000 Vista Way	
11-14-10	<i>Alicia Collier</i>	Alicia Collier	1947 S. Ditmars	
11-14-10	<i>Kathy Shellhammer</i>	Kathy Shellhammer	904 Vista Way	
11-14-10	<i>[Signature]</i>	Matthew Card	2015 S. Horne St.	
11-14-10	<i>[Signature]</i>	CHAD HOWLERT	2035 S. Horne St.	
11-14-10	<i>[Signature]</i>	Tim Empey	2051 S. Horne St.	
11-14-10	<i>[Signature]</i>	Ephrayim Aven	2034 S. Horne St.	
11-14-10	<i>[Signature]</i>	Matt Chiriden	2029 S. Horne St.	
11/14/10	<i>[Signature]</i>	Sharon Newberry	1212 Vista Way	
11/20/10	<i>[Signature]</i>	Dong Trien Dai Do	1215 Vista Way	
11/20/10	<i>[Signature]</i>	Roberto Lopez	917 Vista Way	
11/20/10	<i>[Signature]</i>	J. [Signature]	1137 Nevada	
11/20/10	<i>[Signature]</i>	EM MALIK	1937 Nevada St	







**Petition to Cul-du-sac, supplied by the City of Oceanside, an analyses report through canvassing the most impacted streets of South Oceanside, on Vista Way and adjoining streets.**

**Mid Summer 2010**

### **Over View**

After repeated requests to make a serious attempt at calming traffic, at the south end of Oceanside, known as Vista Way, a meeting with city officials was initiated. Residents of the area were provided a petition, written by city officials to be circulated through a targeted area of this community.

Residents immediately impacted have complained of property damage, speeding, exhaust fumes, littering, loud engines, commercial trucks, motorists ignoring the traffic signs and laws. The city of Oceanside, has tried to make a physical attempt to remedy the concerns and fears of the residents through restriping, concrete divides and flexible posts used as deterrents.

The Northern San Diego corridor of interstate 5 and SR 78 has expanded throughout the years to the point of an average of **40 thousand motor vehicles traveling Vista Way daily**; (according to the last known figures supplied by the city of Oceanside, **2010**). The majority of these vehicles is "NOT" bringing business to our city, but rather uses this street as a straight shot to our neighboring south bound city of Carlsbad and other coastal communities. Or, it is used to cut through our neighborhood when accidents occur on Interstate 5 and or SR 78, with the result of burdened hours of bumper to bumper traffic, with no police direction at the lights to keep a continued flow of traffic, along with inconsiderate motorist not from the area making illegal U Turns, vibrating our homes with riving engines, noisy car stereos and exhaust fumes permeating our homes, thereby providing the residence of the area with an unhealthy and unsafe environment. This amount of vehicles on a short residential street with a majority of narrow driveways is not acceptable to the residents of the area. The city of Oceanside is and has been well aware of the escalating problem and all previous attempts to calm the area have been met with failure.

The proposal to expand Interstate 5, reveal no changes to the intersection at the east end of Vista Way, where the majority of accidents occur. This area is the only area in the entire state of California where two major freeways meet with the potential constant freeway speed of traffic into a residential area; should the traffic light entering Vista Way be green. Requests to make Vista Way a non trucking route have been denied as we were told it CAN NOT be enforced, and our law enforcement is needed throughout the city. Therefore through the words of our city officials, "The only and final way to fix Vista Way is to cul-du-sac the east end".

Creating a cul-du-sac at the east end of Vista Way will have the potential of reducing accidents dramatically in this area, by creating a constant flow from SR 78 west onto South interstate 5. Fender benders on Vista Way would also be dramatically reduced as there would no longer be a need for motorist to try and beat a light in or out of the area. There would be a sizeable reduction in property damage, noise, and exhaust fumes, illegal traffic violations and frustration to the residents of the most impacted streets at this end of South Oceanside. Traffic would revert to what a short, narrow driveway community should be for this area, thereby creating conformity of this community to the rest of Oceanside.

### **Response to City Provided Petition:**

The residents of the area are disheartened by our city officials in how our area has and is currently handled. The list below reflects comments we have heard concerning this petition. These comments are exact or versions as not to be repetitive.

1. **This is a no brainer, where do I sign. I sure hope the city follows through.** (An overwhelming response by residents in the most affected areas of the full length of Vista Way and Stewart Street from Vista Way to Kelly)
2. **We have sustained property damage by people driving through our lots** in the cul-du-sac areas on lagoon side off of Vista Way.
3. **We have observed backing up in cul-du-sacs of commercial trucks and limozines into oncoming traffic on Vista Way** because they are too huge they can't turn around normally.
4. **The loud stereos from the cars vibrate everything in my home.**
5. **Everything from outside to inside my home is covered in soot from exhaust by all these cars. We can't open our windows and get fresh air, and we live within walking distance to the beach.**
6. **We keep our blinds or curtains closed because we don't like people sitting in their cars looking into our house while they wait for the light to change.**
7. **I have lived here since the 60's and it has gotten really bad in the last few years.**
8. **This whole mess got worst when Cassidy Ramp was closed; they should have moved it down to California but never taken it out completely.**
9. **Where are all those people going? Not here... They are mostly turning left toward Carlsbad.**
10. **This road is dangerous; my kids never are allowed out front.**
11. **Our dog was run over and killed on Vista Way.**
12. **I am disabled and I would like to see something done about this street, because I would like to walk across the street to the store and buy something some times.**

13. **Where are these construction trucks going? We don't have anything under construction over here.**
14. **Why does Albertsons come down here, that's in Carlsbad?**
15. **I was almost hit by someone making a U-Turn on Vista Way.**
16. **People don't care when the speed limit monitor is flashing, they don't pay attention to signs anyway.**
17. **I don't know why employees of the Hunter Restaurant bother to set their car alarms they can't hear it but we sure can. They need to use the park and ride.**

These comments appear to round out the frustrations of the cities inability to deal with the problems on Vista Way and reflects, the passion held to restore this neighborhood to the likes of the majority of Oceanside.

When most of the residents bought their homes they all say it wasn't this bad, and could deal with the traffic. But due to developments to the east of North County it has increased the flow of traffic by those wishing to come to the coast for business, beaches, or just cruise our shoreline.

Vista Way and adjoining streets should not be the route open as a main artery of access, due to its short street length and a majority of narrow driveways, utility poles and boxes that line our street, coupled with this being the only area where 2 major highways and a residential community meet abruptly; with a traffic light to occasionally stop the flow entering below freeway speeds; and going east slowing down to a crawl as drivers await their turn at the light to enter south 5 or SR78.

### **Cassidy Street VS Vista Way**

Understand there is only one home facing Cassidy Street. Vista Way homes all face toward the street. Cassidy has stop signs its full length. Vista Way would be a worst nightmare should stop signs be placed at every enter section, thereby creating a constant clog of slow moving traffic and creating more harmful exhaust fumes and frustrated drivers who are prone to impatient illegal vehicle acts. Cassidy's stop signs already serve as a deterrent of travel, at the same time Cassidy width and the Freeway entrance is already in place. Station 2 fire department say's Cassidy is the easiest way out of the area for them. When Vista Way is clogged, Cassidy Street remains clear and open with hardly a vehicle in sight.

South Oceanside Elementary school would be the main issue concerning Cassidy Street, since there are no homes actually fronting this street but one. School starts class at 8:55 am till 3:35pm every day except on Wednesday when class is dismissed at 1:05pm. Most people have to be at work between the hours of 8:00am and 9:00am. Should this street be used to access South 5 or East 78 it should not make a heavy impact to Cassidy school hours. It would more

than likely be used by those in the neighborhood who presently use the freeway ramp. Those traveling down the coast to Vista Way to access the freeways can use the Cassidy Street ramp, Oceanside Blvd and Mission Ave for which those streets are designed.

The pedestrian light placed at Horn and Vista Way can be moved to the corner of Horn and Cassidy to assist the crosswalk monitors with children crossing to and from school as it has been of no use on Vista Way as motorists ignore the flashing light. With school signs posted already and visible school structure with student's present, motorists are more likely to NOT run this light while in operation.

It is my suggestion all school buses pick up and drop off students at the back play field of the school which would allow parents easy drop off and pick up of their student. The back play field located at Kelly, between Stewart and Horn, is not fronted by homes but rather by four driveways with Lincoln in between. This area makes it safer for students to enter and exit the school grounds, even if this were implemented today. When the school has a fire drill this is where students, teachers and staff meet.

#### **Cul-du-sac Vista Way VS Emergency Response**

This area of Oceanside is fortunate to have Station 2 located at Ditmar within our community. We feel any emergency response outside of station 2 would likely be a delayed response. Station 1 out of Carlsbad is the next closest station. All others have a distance to travel which clearly would be classified as a delayed response. There was only (1) resident in the area who mentioned a concern dealing with health and emergency response. There was only (1) other who mentioned a possible tsunami emergency for evacuation purposes.

As a suggestion, should these two concerns be an issue, it is my suggestion rather than a full wall barrier be used to cul-du-sac the east end of Vista Way, construct an iron or steel gate that can be opened by emergency response only; like those used in gated communities should an emergency of mass evacuation or any major emergency require access to and from the freeways.

#### **Other Non Emergency Personal Responses to Cul-du-sac Vista Way**

- 1. I don't want to go drive all over the place to get to the Soup Plantation. (2 people)**
- 2. I go out that way to go golfing. (1 person)**
- 3. I don't sign petitions (2 people)**
- 4. I don't want to get involved. (1 person)**
- 5. I was involved with this mess for many years and I don't believe the city will follow through. (3 people)**

## Small Business VS Vista Way Residents

We did not go to the small business on Vista Way as managers of these businesses don't have the authority to make a decision concerning this petition. It would be the responsibility of the city to inform these businesses of the homeowner's intent, and the homeowners request to city officials to understand the impact of traffic might be good for business but the overall affect of the impact to the homeowners are greater. The feeling of the residents in support to the cul-du-sac know **the owners of these business DO NOT LIVE IN SOUTH OCEANSIDE, ON OR NEAR VISTA WAY, THE LAGOON CUL-DU-SACS, OR LEADING STREETS OFF OF VISTA WAY**, with the exception of Angelo's. But Angelo's is not affected on Vista Way as their three locations are on Coast Highway. All these businesses are permitted as Neighborhood Commercial, thereby they are meant to service the neighborhood. The businesses at the east end of Vista Way create a hazard to those entering and exiting Vista Way; were accident occur, and those who attempt to back out of their driveways on the north side of the street.

Hunter Restaurant encourages their employees to park on the street which clog cul-du-sacs and when commercial trucks and city buses pass them on Vista Way, their car alarms go off. Calls have been made to the Hunter to no avail concerning the car alarms and notes have been placed to wind shields asking to either turn off their alarms or park somewhere else. I am sure the employees don't use the park and ride due to fear of theft, vandalism, as well as, it can be very hard to cross the street from the park and ride to get to work as well for their customers. In the past one of their employees was stuck by a car and air lifted to the hospital.

Amazon Bikes will not share their lot when closed. (We know it is a personal decision) Amazon has not been community friendly neither business friendly with its neighbor Hunter Restaurant, concerning the parking issue of customers and employees. Many negative remarks are made about Amazon Bikes as a non friendly unapproachable owner of a business in our community. There were remarks; they refuse to do business with Amazon Bikes.

As for the businesses located at the west end of Vista Way we feel Coast Highway is the main route, as those structures were established as neighborhood businesses during the track home boom of the 50's when Coast Highway still served as the main highway to Orange County, before the construction of Interstate 5. These businesses were surely meant to be Neighborhood Commercial.

## **Closing Statement**

The affected residents of Vista Way and surrounding streets want to stop the commercial truckers and 40 thousand vehicles daily. We want to minimize the exhaust fumes and property damage as best possible. We want our children and pets to be safe. We don't want to put up any longer with mindless commuters who don't live in our area who don't abide by the laws. We want a safe neighborhood that mirrors the rest of Oceanside; not a freeway where the state of California has no plans of changing; making our neighborhood unsafe and unhealthy. We live west of Interstate 5, considered Coastal property with a beach as close as walking distance, yet we can't even open our windows, blinds or drapes and enjoy the area we call home.

\*Every attempt had been made to contact every resident on Vista Way and the cul-du-sac residents along the lagoon side. The majority of contacts are in favor of shutting down the east end of Vista Way. Those who we were not able to contact are seasonal residents, vacant property, or were never home when we made our numerous attempts.

\*\* There were residents where one wanted to sign but the other did not. This factor should be taken into consideration. (2 people)

End of Report.