



DATE: August 25, 2010

TO: Honorable Mayor and City Councilmembers

FROM: Development Services Department

SUBJECT: **RESOLUTION ESTABLISHING PROPOSED STOP CONTROL ON DUNSTAN STREET AT LAUREL STREET**

**SYNOPSIS**

Staff and the Transportation Commission recommend that the City Council adopt a resolution establishing a stop control on Dunstan Street at Laurel Street.

**BACKGROUND**

The City received a request from a resident to have a stop sign installed on Dunstan Street at Laurel Street within the Fire Mountain neighborhood area (see Exhibit 1). The intersection of Dunstan Street at Laurel Street is a T-intersection that skews to the northwest direction. In addition, steep street grades exist along Dunstan and Laurel Street, creating sight-line limitations at the intersection. The combination of steep grades and lack of intersection control constitute a potential safety hazard (see Exhibit 2).

**ANALYSIS**

Staff reviewed the site location and observed the operating condition of the intersection. The combination of steep street grades, sight-line limitations and lack of intersection control warranted further review and analysis.

A four-year accident history analysis was completed and revealed that the intersection had no accident history. Additionally, intersection counts were taken which revealed a total intersection volume of 71 cars in the A.M. peak period and 122 cars in the P.M. peak period. Individual turn movement volumes at the subject intersection are balanced in the A.M. period. In the P.M. period, higher turn movement volumes were recorded from northbound Laurel Street to Dunstan Street.

Segment counts were also taken and are shown on Exhibit 2. The west leg of Dunstan Street only has 490 cars per day, while the east leg of Dunstan has 994 cars per day. The south leg of Laurel Street has 1,168. The predominant movement at the intersection occurs along Laurel Street to the east leg of Dunstan Street.

An all-way stop warrant analysis was also completed. The conditions at the intersection did not meet the minimum accident and traffic volume requirements for installation of an all-way stop control at the intersection.

However, Staff recognizes safety can be improved at the intersection with the installation of a stop control on the lower-volume west leg of Dunstan Street. A double yellow centerline is also recommended to better delineate traffic flow along the higher volume movement from the east leg of Dunstan Street to south leg of Laurel Street (see Exhibit 3).

**FISCAL IMPACT**

The installation of the proposed stop sign and double yellow centerline would cost \$300 with an increase in annual maintenance of one work hour.

**CITY ATTORNEY'S ANALYSIS**

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

**COMMISSION OR COMMITTEE REPORT**

At their June 15, 2010, meeting, the Transportation Commission approved the proposed stop control on Dunstan Street at Laurel Street.

**RECOMMENDATION**

Staff and the Transportation Commission recommend that the City Council adopt a resolution establishing stop control on Dunstan Street at Laurel Street.

PREPARED BY:

SUBMITTED BY:

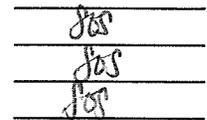


\_\_\_\_\_  
Darra Woods  
Assistant Engineer

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

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager  
George Buell, Development Services Director  
David DiPierro, City Traffic Engineer  
Scott O. Smith, City Engineer



Attachment:

- Resolution
- Exhibit "1" (Location Map)
- Exhibit "2" (Existing Conditions)
- Exhibit "3" (Proposed Control Measures)

1 RESOLUTION NO.

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

5 (Stop control on Dunstan Street at Laurel Street)

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

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

10 SECTION 1. There is established stop control on Dunstan Street at Laurel Street.

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

12 PASSED AND ADOPTED by the City Council of the City of Oceanside, California,  
13 this \_\_\_\_\_ day of \_\_\_\_\_, 2010, by the following vote:

- 14
- 15 AYES:
- 16 NAYS:
- 17 ABSENT:
- 18 ABSTAIN:
- 19

20 \_\_\_\_\_  
21 MAYOR OF THE CITY OF OCEANSIDE

22 ATTEST:

23 APPROVED AS TO FORM:

24 \_\_\_\_\_  
25 CITY CLERK

26 *Burton Hamilton, ABST.*  
27 \_\_\_\_\_  
28 CITY ATTORNEY

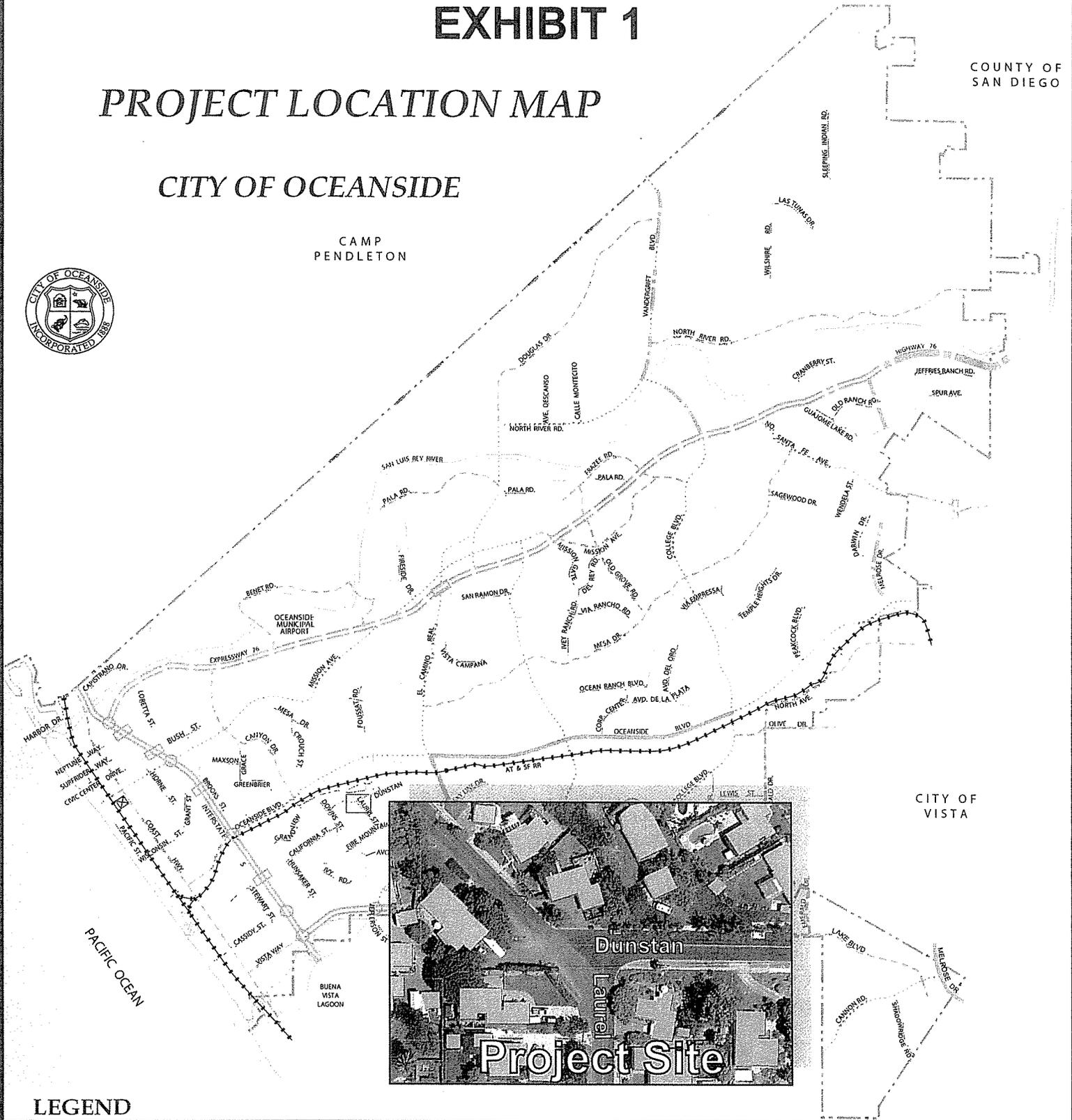
# EXHIBIT 1

## PROJECT LOCATION MAP

### CITY OF OCEANSIDE

COUNTY OF SAN DIEGO

CAMP  
PENDLETON



### LEGEND

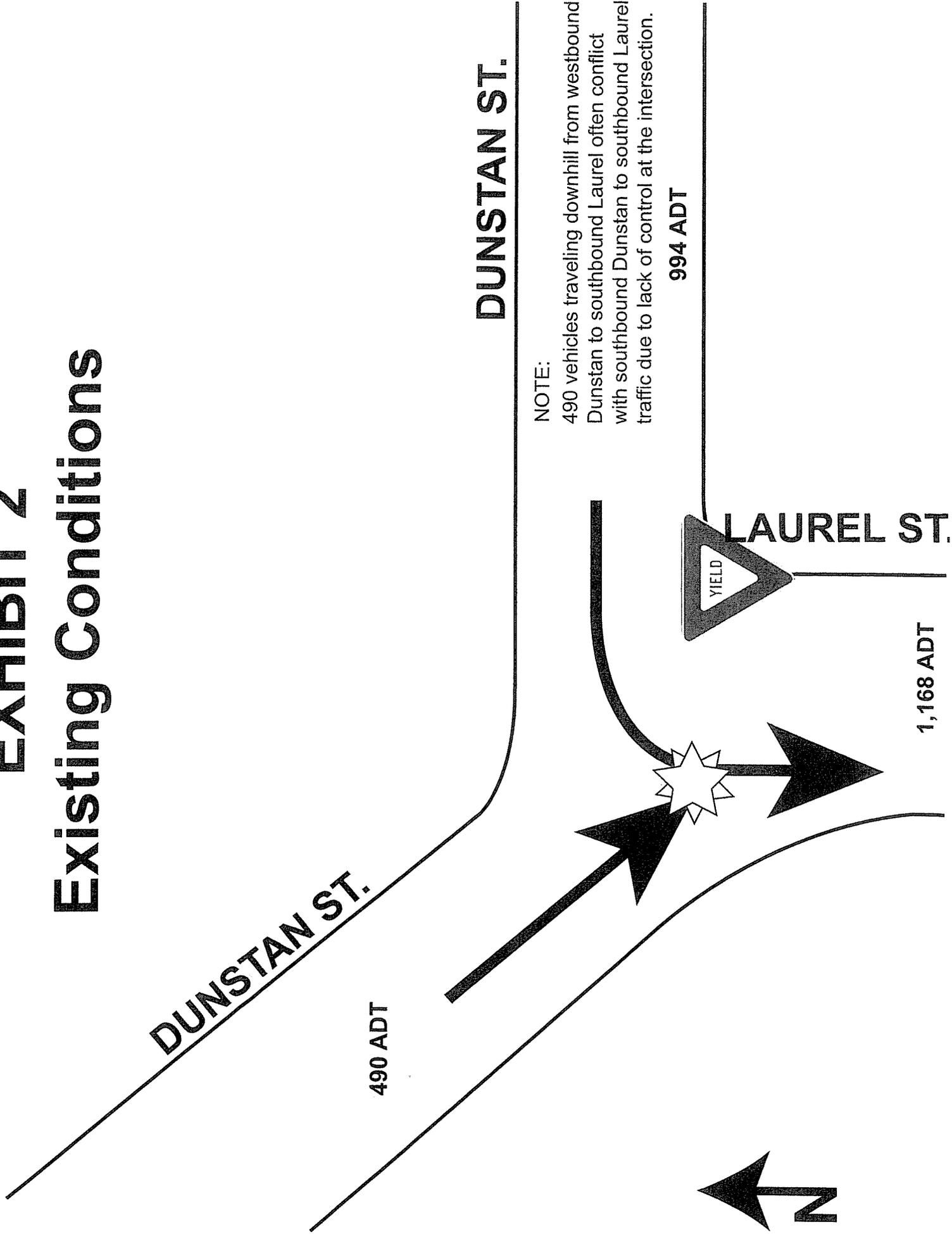
#### PROJECT LOCATION



- |  |                          |  |                |
|--|--------------------------|--|----------------|
|  | FREEWAY                  |  | RAILROAD       |
|  | EXPRESSWAY               |  | TRANSIT CENTER |
|  | HIGHWAY                  |  | INTERCHANGE    |
|  | PRIME ARTERIAL           |  | OVERPASS       |
|  | MAJOR ARTERIAL (6 lanes) |  | AIRPORT        |
|  | MAJOR ARTERIAL (4 lanes) |  | BOUNDARY       |
|  | SECONDARY ARTERIAL       |  |                |
|  | COLLECTOR ROAD           |  |                |

# EXHIBIT 2

## Existing Conditions



**NOTE:**

490 vehicles traveling downhill from westbound Dunstan to southbound Laurel often conflict with southbound Dunstan to southbound Laurel traffic due to lack of control at the intersection.

994 ADT

1,168 ADT

# EXHIBIT 3

## Proposed Control Measures

