



DATE: March 26, 2012

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Transportation Division

SUBJECT: **REQUEST FOR AN ALL-WAY STOP AT OCEAN RANCH BOULEVARD AND CORPORATE CENTER DRIVE**

SYNOPSIS

Staff recommends that the Planning Commission recommend that the City Council approve the proposed installation of an all-way stop at the intersection of Ocean Ranch Boulevard and Corporate Center Drive.

BACKGROUND

The City received a request from a resident to have an all-way stop installed at the intersection of Ocean Ranch Boulevard and Corporate Center Drive.

ANALYSIS

Corporate Center Drive is classified as a collector street. There is an established stop control on Corporate Center Drive at Ocean Ranch Boulevard and there is a striped pedestrian crosswalk on the south and east leg of the intersection (see Exhibit A). The intersection of Corporate Center Drive and Ocean Ranch Boulevard is located within a business/industrial park area.

Ocean Ranch Boulevard is approximately 1.3 miles long with traffic signals installed on both ends of the road at Rancho del Oro Road and Old Grove Road. Approximately 5250 vehicles per day enter the intersection: approximately 1890 vehicles on Corporate Center Drive and 3360 vehicles on Ocean Ranch Boulevard. The minimum vehicular count data met the warrant analyses for an all-way stop (see Exhibit B). From October 1, 2010 to September 30, 2011, there was one reported traffic collisions at the intersection of Corporate Center Drive and Ocean Ranch Boulevard. The primary collision factor was running a stop sign.

Due to the minimum vehicular volume warrant being met, staff recommends the establishment of an all-way stop at the intersection of Corporate Center Drive and Ocean Ranch Boulevard.

FISCAL IMPACT

The installation of the proposed all-way stop would cost \$400.

CITY ATTORNEY'S ANALYSIS

Does not apply.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council approve the proposed installation of an all-way stop at the intersection of Ocean Ranch Boulevard and Corporate Center Drive.

PREPARED BY:



Teala Cotter
Assistant Traffic Engineer

SUBMITTED BY:



David DiPierro, T.E.
City Traffic Engineer

DDP/TC/fil

Attachments:

1. Exhibit "A" (Location Map)
2. Exhibit "B" (Warrant Analysis)



N.T.S.



Proposed Stop Sign



Existing Stop Sign



PROJECT

**PROPOSED ALL-WAY STOP AT CORPORATE
CENTER DR. AND OCEAN RANCH BLVD.**

EXHIBIT
A

MULTIWAY STOP CRITERIA

**Transportation Division, Public Works Department
City of Oceanside**

CALC T. Cotter DATE 10/24/11
CHK D. DiPiero DATE 3/8/12

Major St: Ocean Ranch Critical Approach Speed 47 mph
Minor St: Corporate Center Critical Approach Speed 45 mph

Critical speed of major street traffic > 40mph ----- **RURAL (R)**
Otherwise ----- **URBAN (U)**

Criteria A - Interim Traffic Control Measure SATISFIED YES NO

Where traffic control signals are justified, the MULTIWAY STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Criteria B - Accident Experience SATISFIED YES NO

A crash problem, as indicated by 5 or more reported crashes within a 12-month period that are susceptible to correction by a MULTIWAY STOP installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **One collision recorded between 10/1/10 to 9/30/11.**

Criteria C - Minimum Traffic Volumes SATISFIED YES NO
(All Parts C.1, C.2a and C.2b below must be satisfied)

C.1 Major Street Vehicular Volume Yes No

	U	R	0745-0845	1115-1215	1215-1315	1315-1415	1415-1515	1515-1615	1615-1715	1715-1815	Hour
Both Approaches Major Street	300	210	288	238	258	241	232	224	283	240	Average= 250.5

C.2 a. Minor Street Vehicular, Pedestrian & Bicycle Volume Yes No

	U	R	0745-0845	1115-1215	1215-1315	1315-1415	1415-1515	1515-1615	1615-1715	1715-1815	Hour
Both Approaches Minor Street	200	140	133	166	182	173	146	162	154	111	Average= 153.4

b. Minor Street Vehicle Delay Yes No N/A

Peak Hour	Peak Hour Volume	Minimum Delay Requirement, seconds per vehicle	Average Delay, seconds per vehicle
		30 (Urban), 21 (Rural)	

Criteria D - Combination of Criteria SATISFIED YES NO

REQUIREMENT	CRITERIA	FULFILLED
THREE CRITERIA SATISFIED 80%	B. Four or more reported crashes within a 12-month period.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	C.1. Major Street Volume of at least 240 vehicles per hour	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	C.2a. Minor Street Volume of at least 160 units per hour	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	C.2b. Minor Street Average Delay of at least 24 seconds per vehicle	Yes <input type="checkbox"/> No <input type="checkbox"/>