

City of Oceanside
Development Services Department
Memorandum

DATE: April 22, 2015
TO: Downtown Advisory Committee
FROM: Darra Woods, Associate Traffic Engineer
SUBJECT: All-Way Stop at Horne Street and Pier View Way

Location

This project is located within the public right-of-way at the intersection of Horne Street and Pier View Way (Refer to Exhibit A).

Project Description

The project will include the following; installation of three telpar posts, three “Stop” signs, four “All Way” signs, four crosswalks, and four “Stop” legends. As a result of the installation of these stop controls, the intersection approaches at Horne Street and Pier View Way will need to be re-stripped to address any possible vehicular stacking or delay (Refer to Exhibit B).

Analysis

Horne Street is classified as a collector street, and Pier View Way as a local street, in the City of Oceanside Circulation Element. Both streets have a posted, prima facie, speed limit of 25 miles per hour (mph) and are located in Redevelopment and Commercial areas per the City’s Land Use Map. The only existing stop control is on Pier View Way at Horne Street. There is a frequent level of pedestrian and bicycle traffic at this intersection as it is located in/ near commercial, residential, and school areas.

Approximately 10,900 vehicles per day enter this intersection: approximately 7,400 vehicles on Horne Street and 3,500 vehicles on Pier View Way. An all-way stop analysis was performed for this intersection using these recorded daily volumes per the requirements specified in the California Manual on Uniform Traffic Control Devices (CA MUTCD). These requirements include:

- 1) Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation
- 2) Minimum Vehicular Traffic Volumes
 - o The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - o The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours

Staff determined that there were no reported collisions that occurred during the analysis period, which was between January 1, 2012 and January 1, 2014. In addition, based on a detailed review of these daily recorded traffic volumes for Horne Street and Pier View Way, staff determined that the minimum vehicular count data warrant was met. Due to this warrant being met, and the observed pedestrian and bicycle traffic at this intersection, staff recommends the establishment of an all-way stop at the intersection of Horne Street and Pier View Way.

Recommendation

Staff recommends that the DAC recommend that the City Council approve the proposed installation of an all-way stop at the intersection of Horne Street and Pier View Way, with crosswalks on four legs of the intersection.



EXHIBIT
A

LOCATION MAP — HORNE STREET AT PIER VIEW WAY





PROJECT:

PROPOSED STOP CONTROLS AT HORNE STREET AND PIER VIEW WAY

EXHIBIT
B

