# STOP Sign Applications(Two-Way STOP & Multi-Way STOP) Analysis

Major Street: Sconberg Parkway
Minor Street: Monte Bella Boulevard
Study Dates: 8/22/2023-8/24/2023

Two-Way STOP Installation Criteria based on Guidance from California MUTCD 2014 Edition - Rev 7 (Section 2B.06 02)

Α.	Tra	ffic	Vo	lum	e

The vehicular traffic volumes on the through street or highway exceed **6,000 vehicles per day(vph)**.

#### **B. Restricted View**

A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or

### C. Crash History

Crash records indicate that **three or more** crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or

0 Crash(es)

Restricted View Exist

vph

that **five or more** such crashes have been reported within a **2-year period**. (Such crashes include right-angle collisions involving road users on the

0 Crash(es)

minor-street approach failing to yield the right-of-way to traffic on the through street or

Multi-Way STOP Installation Criteria based on Guidance from California MUTCD 2014 Edition - Rev 7 (Section 2B.07 04)

#### A. Traffic Volume

Where traffic control signals are justified, the multi-way 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.

Interim Multi-Way STOP?

Has a traffic signal warrant study been conducted for this intersection that recommends installation of a traffic control signal? If no, Interim Multi-Way Stop not recommended

Yes	X	N

## **B.** Crash History

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

0 Crash(es)

## C. Minimum Volumes

C.1 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

Satisfied No

C.2 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 hours for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but C.3 If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular

No No

Sconberg Parkway N/O Monte Bella Boulevard Sconberg Parkway S/O Monte Bella Boulevard

volumes warrants are 70 percent of the values provided in Items 1 and 2.

85-th % Speed: 85-th % Speed:

50 MPH 40 MPH

Hours	Northbound Sconberg Parkway			Southbound Sconberg Parkway			Eastbound Monte Bella Boulevard			Westbound None						
	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total
7:00-8:00	147			147	204			204	236			236	0			0
8:00-9:00	173			173	142			142	158			158	0			0
14:00-15:00	265			265	102			102	111			111	0			0
15:00-16:00	373			373	122			122	127			127	0			0
16:00-17:00	388			388	88			88	87			87	0			0
17:00-18:00	444			444	86			86	100			100	0			0
18:00-19:00	250			250	72			72	83			83	0			0
19:00-20:00	190			190	64			64	76			76	0			0

	to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.					
B.	Crash history satisfied to 80% of the minimum values		Yes	X	No	
C.1	Major Street satisfied to 80% of the minimum values	X	Yes		_ No	
C.2	Minor Street satisfied to 80% of the minimum values		Yes	X	_No	
	s to consider in the Engineering Study for Multi-Way STOP Installation (Section 2B.07 05 iteria that may be considered in an engineering study include:  The need for control left-turn conflicts;  Are left-turn collisions occurring?	)	Yes	v	No	
В.	The need to control vehicle/pedestrian conflicts near locations that generate	-	- 108		_110	
	high pedestrian volumes;		Locatio	ns		
	Locations near or adjacent to intersection that generate pedestrians.	Bardin Elementary School				
	Can the installation of the Multi-Way Stop eliminate vehicle/pedestrian conflicts	Monte Bel	la Elem	entary Sch	100l	
	at the intersection?	X	Yes		_No	
C.	Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and Are there sight lines issues?		Yes	X	_No	
D.	An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection		Yes	X	_No	
	Major Street(Functional Class): Major Arterial Residential					
	Would the installation of a Multi-Way STOP improve traffic operational characteristics of the intersection or the major street?	X	Yes		_No	
Multi-V	Way Stop Installation recommended at Sconberg Parkway and Monte Bella Boulevard  Yes No					

### CERTIFICATION:

This Multi-Way STOP Analysis was determined in accordance with the recommendations set forth by the California - Manual on Uniform Traffic Control Devices (MUTCD) - 2014 Edition - Rev 7 and was conducted by a Registed Traffic Engineer within the State of California and Approved by the City of Salinas.

D. 80% Minimum Values
Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied

Engineer's Stamp



Multi-Way STOP Analysis - Prepared by Jaime O. Rodriguez, T.E. - Traffic Patterns