

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)

A. Traffic Volume

The vehicular traffic volumes on the through street or highway exceed **6,000 vehicles per day(vph)**. 7017 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

Restricted View Exist
 Yes No X
 Reason: No Parking on Major Street

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)

that **five or more** such crashes have been reported within a **2-year period**.

0 Crash(es)

(Such crashes include right-angle collisions involving road users on the 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?
 Yes No X

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

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

Satisfied
No
No
No

Sconberg Parkway N/O Monte Bella Boulevard 85-th % Speed: 50 MPH
 Sconberg Parkway S/O Monte Bella Boulevard 85-th % Speed: 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

