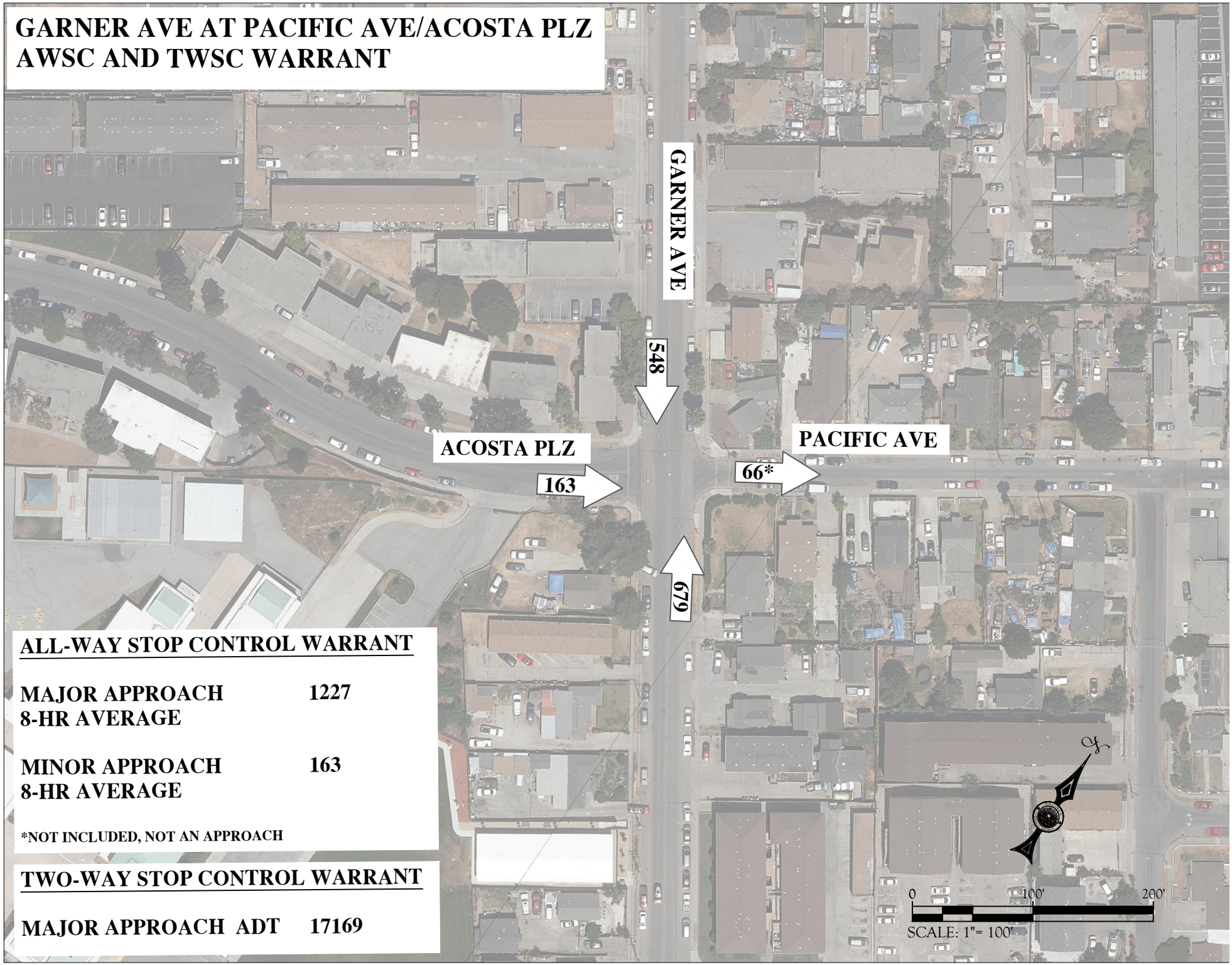
Stop Warrant Analysis: Garner Ave and Pacific Ave
Date: 7/26/22
Performed by: Gerardo Rodriquez
Checked by: Andrew Easterling

City of Salinas

AWSC	Major Approach 8-hour average	Major Approach (<40 mph) 8-hour average AWSC Warrant	Minor Approach 8-hour average	Minor Approach (<40 mph) 8-hour average AWSC Warrant	Condition Met?		Reported correctable crashes in a 12-month period	Reported correctable crashes in a 12-month period AWSC Warrant	Condition Met?			80% Condition Met?
Garner Ave and Pacific Ave	1227	300	163	200	No		0	5	No			No

TWSC	Major Approach ADT	Major Approach ADT AWSC Warrant	Condition Met?	Reported correctable crashes in a 12-month period	Reported correctable crashes in a 12-month period AWSC Warrant	Condition Met?	Reported correctable crashes in a 24-month period	Reported correctable crashes in a 24-month period AWSC Warrant	Condition Met?	Section 2B.06 02B: A restricted view	Section 2B.06 02B: A restricted view	Condition Met?
Garner Ave and Pacific Ave	17169	6000	Yes	0	3	No	1	5	No	TWSC exists		

GARNER AVE AT PACIFIC AVE/ACOSTA PLZ
AWSC AND TWSC WARRANT



ALL-WAY STOP CONTROL WARRANT

MAJOR APPROACH 8-HR AVERAGE	1227
MINOR APPROACH 8-HR AVERAGE	163

*NOT INCLUDED, NOT AN APPROACH

TWO-WAY STOP CONTROL WARRANT

MAJOR APPROACH ADT	17169

City of Salinas
Police Department

From 1/1/2020 to 12/31/2021

Total Collisions: 3
Injury Collisions: 1
Fatal Collisions: 0

Collision Summary Report

6/20/22

GARNER AVE & PACIFIC AVE

9122312 **6/8/2020** **15:15** Monday PACIFIC AVE - GARNER AVE 80' Direction: North Daylight Clear Pty at Fault:1
Rear-End Parked Motor Vehicle Unsafe Speed 22350 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Parking Maneuver Male Age: 24 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Parked Vehicle North Parked Not Sta Age: 2005 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: Not Applicable Assoc Factor: Not Stated Not Stated Not Stated

9348577 **9/22/2020** **11:58** Tuesday GARNER AVE - ACOSTA 0' Direction: Not Stated Daylight Clear Pty at Fault:1
Vehicle - Pedestrian Pedestrian Pedestrian Violation 21954A Hit & Run: No Other Visible Injury # Inj: 1 # Killed: 0

Party 1 Pedestrian North Proceeding Straight Male Age: 63 0 - Pedestrian No Injury
Veh Type: Pedestrian Sobriety: HNBD Assoc Factor: Not Stated Not Stated Not Stated
Party 2 Driver East Proceeding Straight Female Age: 42 2008 - Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Lap/Shoulder Harness Used Not Stated

9256768 **6/3/2021** **19:45** Thursday ACOSTA - GARNER AVE 40' Direction: West Daylight Clear Pty at Fault:1
Head-On Other Motor Vehicle Unsafe Starting or Backing 22106 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver East Backing Male Age: 2007 - No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Unknown Not Stated
Party 2 Driver West Proceeding Straight Male Age: 31 2018 - No Injury
Veh Type: Not Stated Sobriety: HNBD Assoc Factor: Not Stated Air Bag Deployed Not Stated

Settings for Query:

Street: GARNER AVE
Cross Street: PACIFIC AVE
Within Distance of: 100
Sorted By: Date and Time

CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Garner Ave @ Pacific Ave
Counted By: Eva Hernandez
Weather: Sunny
Hours: 7:00am to 6:00pm

File Name : Garner & Pacific
Site Code :
Start Date : 2/9/2022

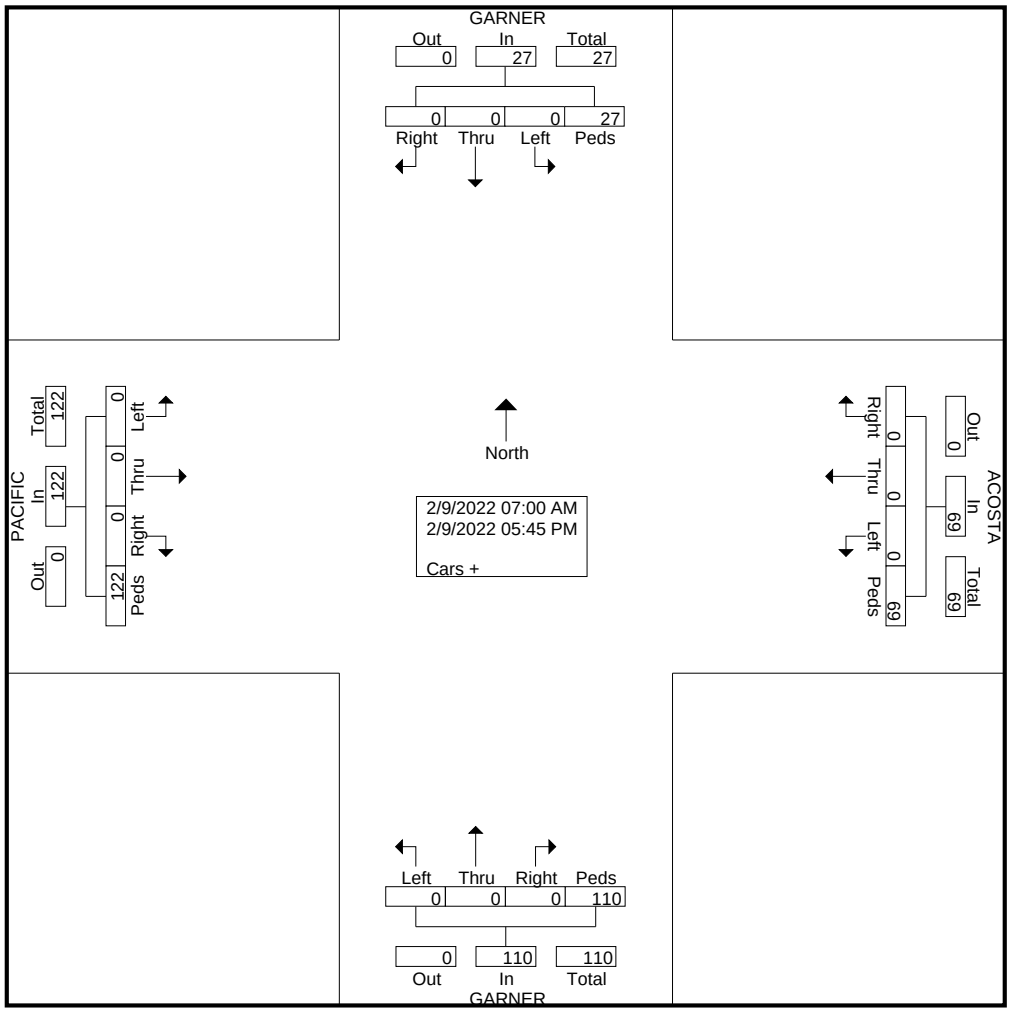
Groups Printed- Cars +

	GARNER From North					ACOSTA From East					GARNER From South					PACIFIC From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	5
07:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	7	7	11
07:45 AM	0	0	0	0	0	0	0	0	7	7	0	0	0	23	23	0	0	0	12	12	42
Total	0	0	0	4	4	0	0	0	10	10	0	0	0	26	26	0	0	0	20	20	60
08:00 AM	0	0	0	3	3	0	0	0	11	11	0	0	0	46	46	0	0	0	28	28	88
08:15 AM	0	0	0	3	3	0	0	0	12	12	0	0	0	11	11	0	0	0	6	6	32
08:30 AM	0	0	0	0	0	0	0	0	7	7	0	0	0	7	7	0	0	0	6	6	20
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	6
Total	0	0	0	6	6	0	0	0	30	30	0	0	0	66	66	0	0	0	44	44	146
BREAK																					
04:00 PM	0	0	0	4	4	0	0	0	8	8	0	0	0	5	5	0	0	0	7	7	24
04:15 PM	0	0	0	4	4	0	0	0	5	5	0	0	0	1	1	0	0	0	12	12	22
04:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	7	7	12
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	8
Total	0	0	0	11	11	0	0	0	15	15	0	0	0	7	7	0	0	0	33	33	66
05:00 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	6	6	0	0	0	5	5	16
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	10	10	12
05:30 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	4	4	0	0	0	5	5	14
05:45 PM	0	0	0	4	4	0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	14
Total	0	0	0	6	6	0	0	0	14	14	0	0	0	11	11	0	0	0	25	25	56
Grand Total	0	0	0	27	27	0	0	0	69	69	0	0	0	110	110	0	0	0	122	122	328
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	8.2	8.2	0	0	0	21	21	0	0	0	33.5	33.5	0	0	0	37.2	37.2	

CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Garner Ave @ Pacific Ave
Counted By: Eva Hernandez
Weather: Sunny
Hours: 7:00am to 6:00pm

File Name : Garner & Pacific
Site Code :
Start Date : 2/9/2022
Page No : 2

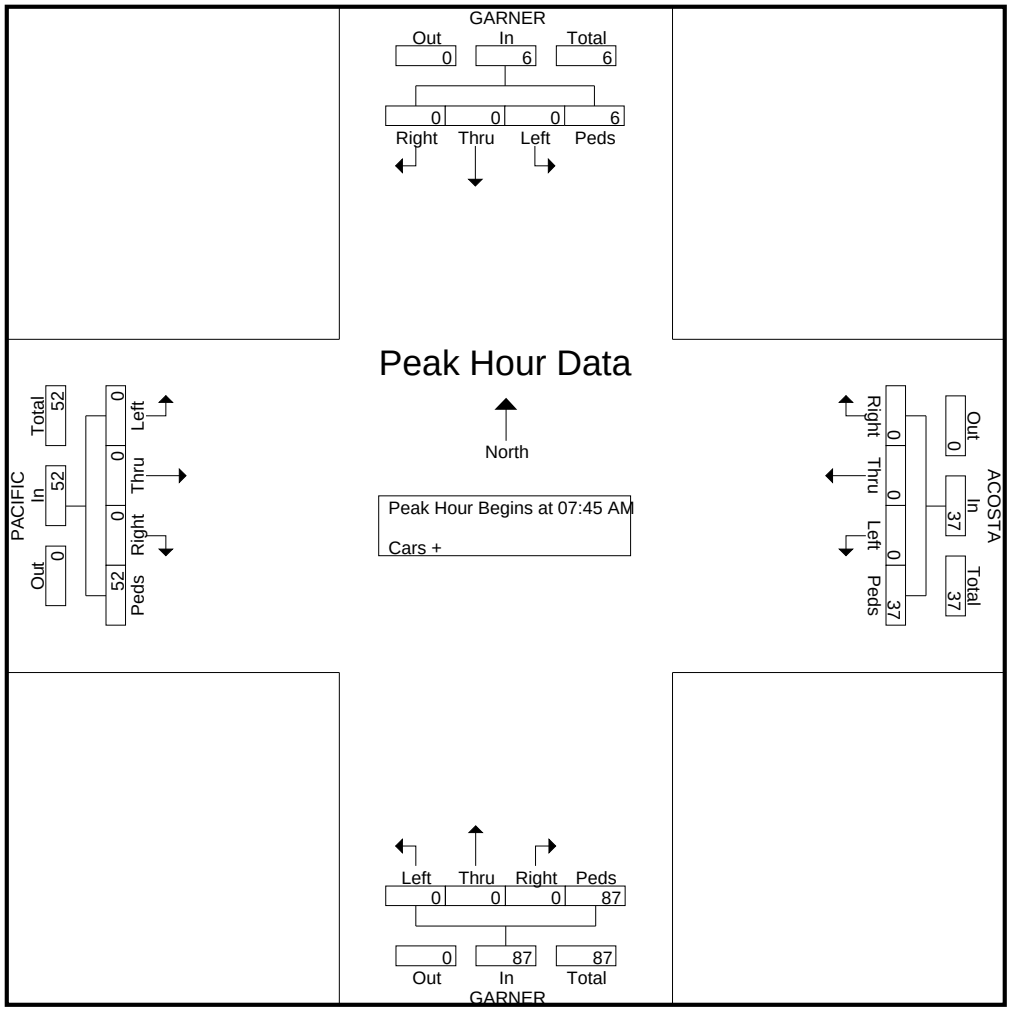


CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Garner Ave @ Pacific Ave
Counted By: Eva Hernandez
Weather: Sunny
Hours: 7:00am to 6:00pm

File Name : Garner & Pacific
Site Code :
Start Date : 2/9/2022
Page No : 3

	GARNER From North					ACOSTA From East					GARNER From South					PACIFIC From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	7	7	0	0	0	23	23	0	0	0	12	12	42
08:00 AM	0	0	0	**3**	**3**	0	0	0	11	11	0	0	0	**46**	**46**	0	0	0	**28**	**28**	**88**
08:15 AM	0	0	0	3	3	0	0	0	**12**	**12**	0	0	0	11	11	0	0	0	6	6	32
08:30 AM	0	0	0	0	0	0	0	0	7	7	0	0	0	7	7	0	0	0	6	6	20
Total Volume	0	0	0	6	6	0	0	0	37	37	0	0	0	87	87	0	0	0	52	52	182
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.771	.771	.000	.000	.000	.473	.473	.000	.000	.000	.464	.464	.517



Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**

05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

11 A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

12 STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

13 When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

14 Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Caltrans District Directors.

Option:

15 Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

16 **No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of Caltrans. Refer to CVC 21353.**

Support:

17 Caltrans will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

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

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

A. 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.

B. 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.

C. Minimum volumes:

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

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 hour 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

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

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