

ALL-WAY STOP ENGINEERING STUDY



Date of Study: 7/23/13

Major Street: California Avenue Approach: EB/WB

Minor Street: Pajaro Avenue Approach: NB/SB

BACKGROUND:

Type of Intersection: 4-leg Reason for Study: Resident Request

Existing Controls: Stop signs facing traffic on Pajaro Avenue

Previous Studies: N/A

CALIFORNIA MUTCD 2012 EDITION

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

Warrant A – Collision History

Warrant Met?: NO

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

Study Period: 7/23/2012-7/23/2013 Collisions: 1 Correctable: 0

Warrant B – Traffic Volumes

Warrant Met?: NO

Minimum volumes – streets **less than** 40 MPH 85th percentile speed:

B1. 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.

Street Approach: EB California Avenue Volume: 876

Street Approach: WB California Avenue Volume: 961

Average Volume (total of both approaches): 230

B2. 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.

Street Approach: NB Pajaro Avenue Volume: 276 Peak Hr Delay:

Street Approach: SB Pajaro Avenue Volume: 253 Peak Hr Delay:

Average Volume (total of both approaches): 66

Minimum volumes – streets **greater than** 40 MPH 85th percentile speed:

B3. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 210 vehicles per hour for any 8 hours of an average day.

Street Approach: _____ Volume: _____

Street Approach: _____ Volume: _____

Average Volume (total of both approaches): _____

B4. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 140 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.

Street Approach: _____ Volume: _____ Peak Hr Delay: _____

Street Approach: _____ Volume: _____ Peak Hr Delay: _____

Average Volume (total of both approaches): _____

Warrant C – Criteria

Warrant Met?: NO

Where no single criterion is satisfied, but where Criteria A, B.1, and B.2 are all satisfied to 80% of the minimum values. Criterion B.3 and B.4 is excluded from this condition.

Warrant D – Other Considerations

Warrant Met?: _____

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

A. High rate of left-turn conflicts (12 month history, left turn collisions):

Study Period: 7/23/2012-7/23/2013 Number of Collisions: 0

B. Vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

Study Period: 7/23/2012-7/23/2013 Number of Collisions: 0

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.

Stopping Sight Distance per 2012 MUTCD Table 6E-1, unobstructed approach (ft): ADEQUATE

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.

Improve traffic operation: _____

QUALIFIES FOR AN ALL-WAY STOP: _____ YES X NO

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City of Sunnyvale

From 1/1/2018 to 12/31/2018

Total Collisions: 0

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

3/11/19

CALIFORNIA AVENUE & PAJARO AVENUE

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Settings for Query:

Street: CALIFORNIA AVENUE

Cross Street: PAJARO AVENUE

Intersection Related: True

Sorted By: Date and Time

