

MUTCD 2B.06.06 -

STOP signs shall not be used for speed control.

2B.12.02 -

All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

2B.13 - All-Way Stop Control Warrant A: Crash Experience

5+ reported and correctable crashes in a 12-month period, 6+ crashes in a 36 month period

2B.14 - Warrant B: Sight Distance

Inadequate sight distance to cross

2B.15 - Warrant C: Transition to Signal Control

Interim measure for a future traffic signal

2B.16 - Warrant D: 8-Hour Volume

Major street approaches at least 300/hr for 8 hrs and minor street approaches at least 200/hr for same 8 hrs

2B.17 - Warrant E: Other Factors

A - Left-turn conflicts

B - Intersection of two streets of similar design and operating characteristics

C - Pedestrian and/or bicyclist movements

Beryl/Guadalupe AWS Engineering Study

2B.12.02 - Guadalupe approaches are 13% of intersection traffic

2B.13 - One (1) reported crash in last five years. Undetermined if correctable.

2B.14 - No sight distance issues

2B.15 - Signal warrants not met

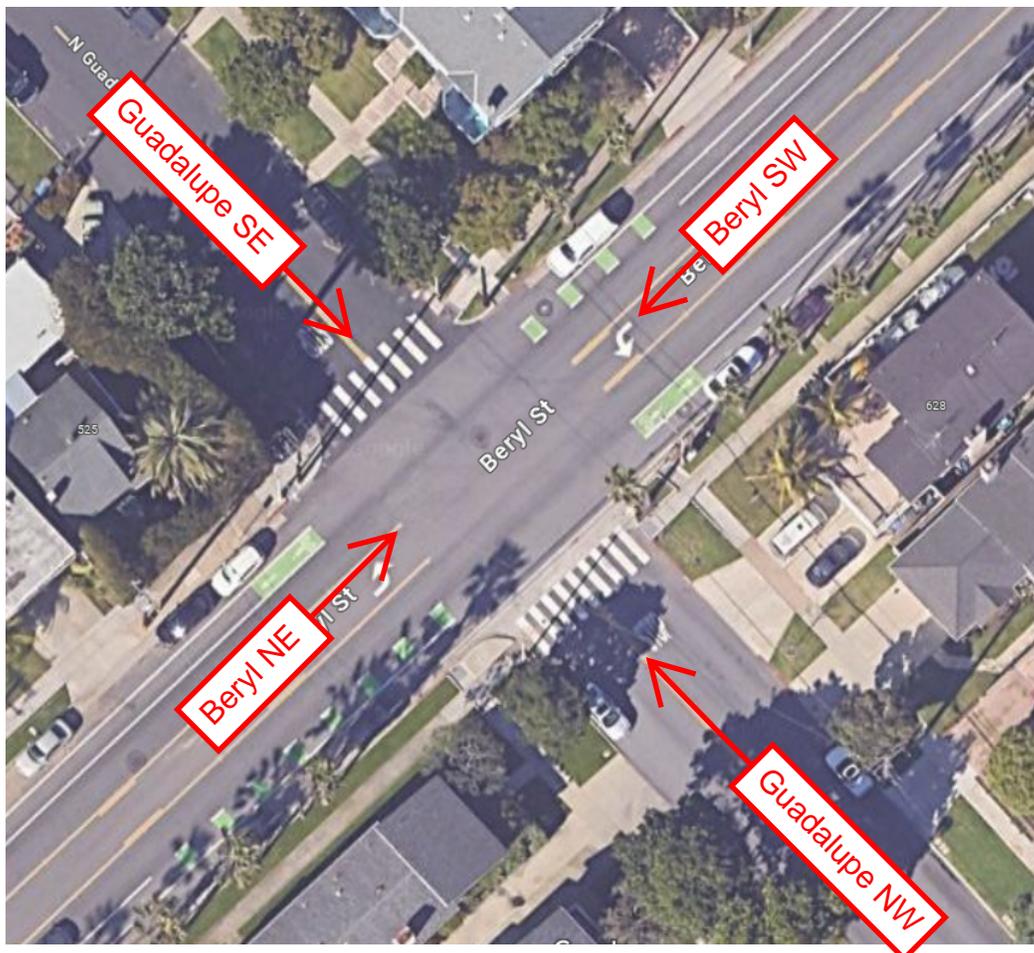
2B.16 - Volume warrant not met

2B.17 -

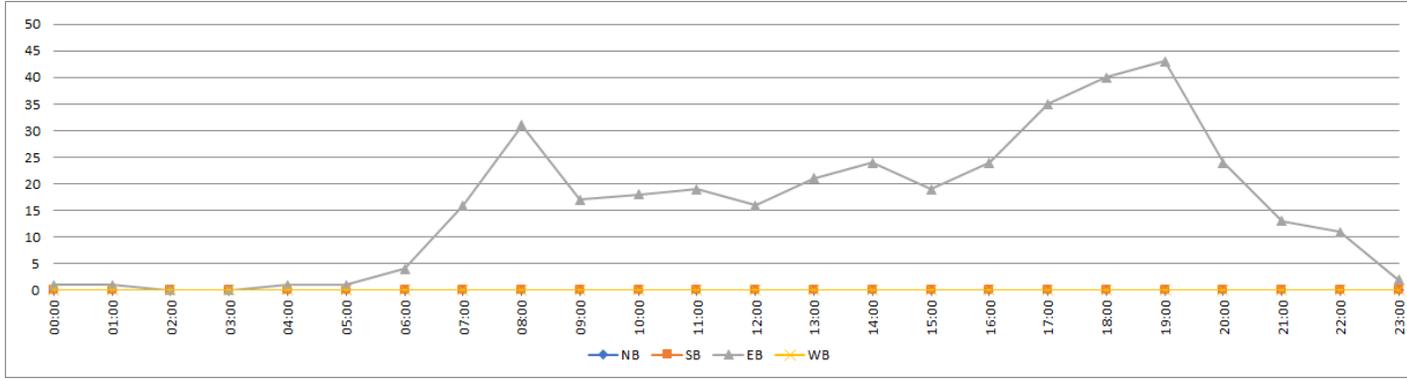
A - Left-turn volumes low

B - Beryl is a wider collector, Guadalupe is a narrower local street

C - Guadalupe not a bike route. There could be a desire to provide a safer pedestrian crossing.

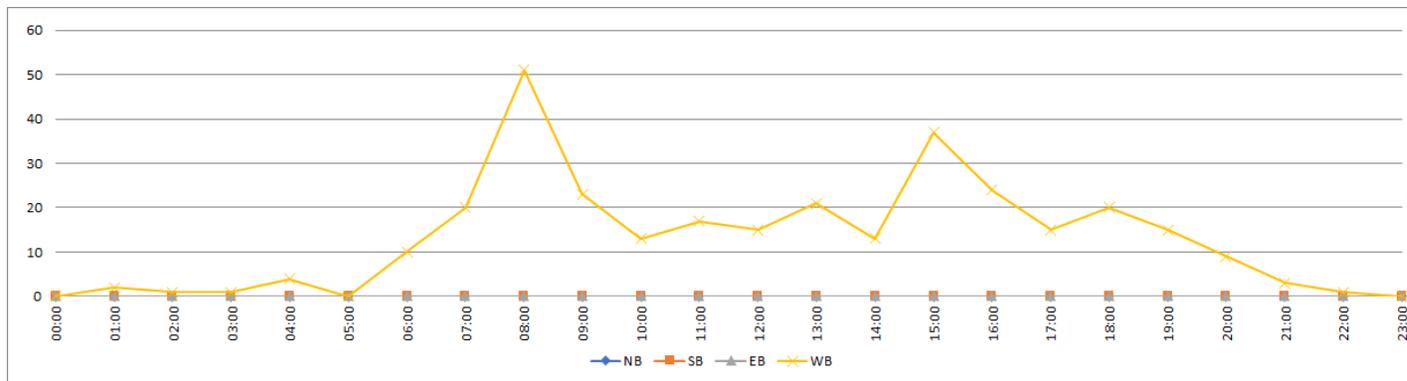


Beryl/Guadalupe Approach Volumes



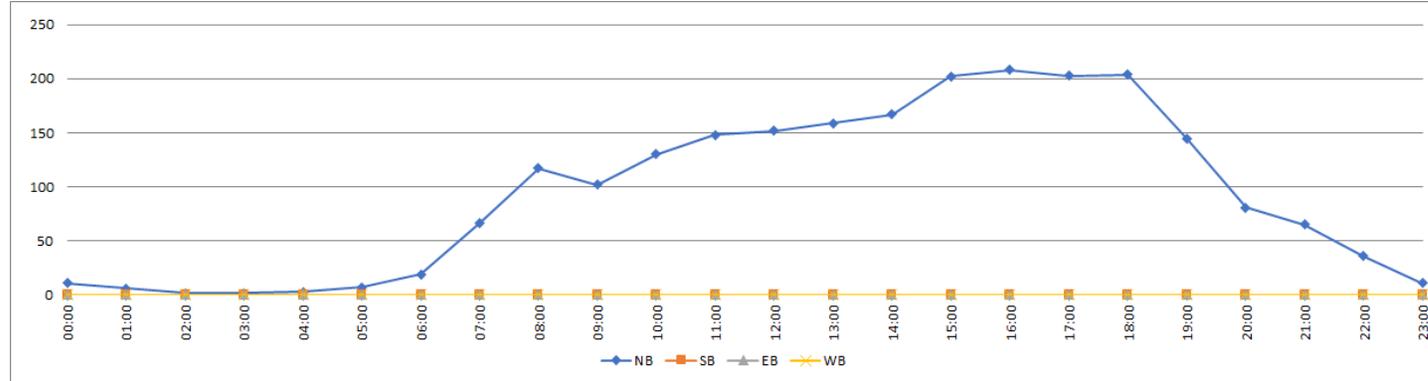
Guadalupe SE
381 per day

Guadalupe approach volumes do not meet 200 units per hour for any eight hours. 696 ADT



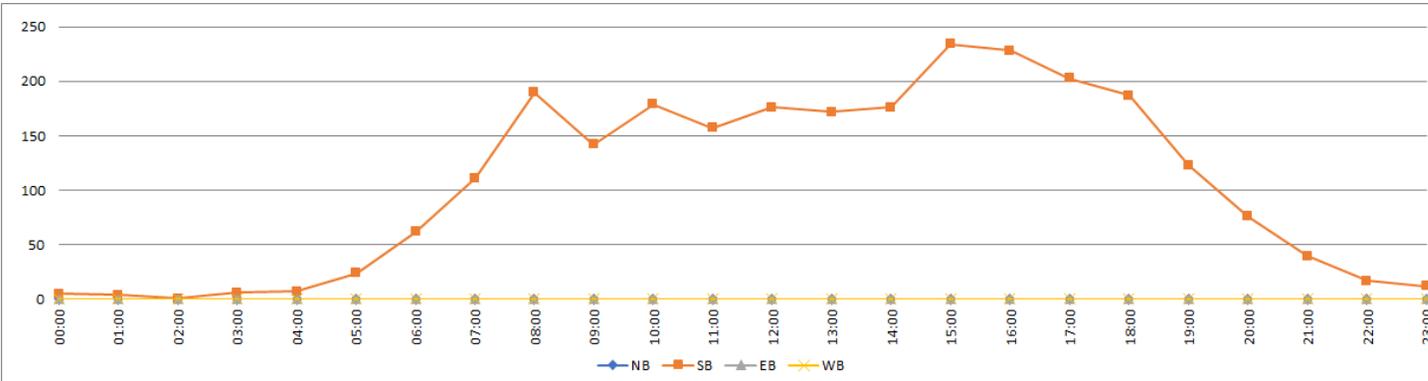
Guadalupe NW
315 per day

Guadalupe approaches are only 13% of intersection traffic



Beryl NE
2247 per day

Beryl volumes are substantially higher. 4,779 ADT



Beryl SW
2532 per day

Rectangular rapid flashing beacon

