

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

Major Street: Freedom Parkway  
 Minor Street: Tuscany 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)**. 7390 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

- C1 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
- C2 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
- C3 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  
 Yes         
 No         
 No       

Freedom Parkway E/O Tuscany Boulevard 85-th % Speed: 43 MPH  
 Freedom Parkway W/O Tuscany Boulevard 85-th % Speed: 43 MPH

Hours	Northbound Tuscany Boulevard				Southbound None				Eastbound Freedom Parkway				Westbound Freedom Parkway			
	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total
7:00-8:00	160			160	0			0	260			260	129			129
8:00-9:00	161			161	0			0	245			245	113			113
14:00-15:00	94			94	0			0	253			253	133			133
15:00-16:00	148			148	0			0	279			279	232			232
16:00-17:00	96			96	0			0	259			259	213			213
17:00-18:00	156			156	0			0	299			299	275			275
18:00-19:00	97			97	0			0	250			250	150			150
19:00-20:00	84			84	0			0	233			233	115			115

