

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

Major Street: Freedom Parkway  
 Minor Street: Padova Drive  
 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)**. 4878 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?

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

     Yes   X   No

## 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

     No

     No

     No

Freedom Parkway E/O Padova Drive 85-th % Speed: 57 MPH  
 Freedom Parkway W/O Padova Drive 85-th % Speed: 43 MPH

Hours	Northbound Padova Drive				Southbound None				Eastbound Freedom Parkway				Westbound Freedom Parkway			
	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total	Veh	Peds	Bikes	Total
6:00-7:00	40			40	0			0	265			265	39			39
7:00-8:00	70			70	0			0	188			188	71			71
8:00-9:00	47			47	0			0	179			179	75			75
14:00-15:00	57			57	0			0	173			173	103			103
15:00-16:00	43			43	0			0	180			180	173			173
16:00-17:00	51			51	0			0	147			147	159			159
17:00-18:00	69			69	0			0	196			196	199			199
18:00-19:00	53			53	0			0	147			147	91			91

