

## Multi-way Stop Application Evaluation

### S Plum Ave at Lee St – May 2022

Section 2B.07 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD) provides support and guidance for the application of multi-way (all-way) stop applications. Table 1 provides the guidance criteria and current traffic data and Table 2 provides other criteria that may be considered in the engineering study.

**Table 1. Multi-way Stop Guidance Criteria (TMUTCD Section 2B.07)**

Criteria	Minimum Values	Current Values	Criteria Met?
A. Traffic signal <ul style="list-style-type: none"><li>Interim measure for the installation of a traffic signal.</li></ul>	-	-	No
B. Crashes <ul style="list-style-type: none"><li>Right- and left-turn and right-angle collisions</li><li>12-month period</li></ul>	5	0	No
C.1. Major street volume <ul style="list-style-type: none"><li>Total of both approaches</li><li>Average of any 8 hours of an average day; <b>and</b></li></ul>	300	27	No
C.2. Minor street volume <ul style="list-style-type: none"><li>Total of both approaches</li><li>Average of same 8 hours of major street with an average delay of at least 30 seconds per vehicle during the highest hour; but</li></ul>	200	7	
C.3. High-speed criteria <ul style="list-style-type: none"><li>85th-percentile approach speed of the major-street traffic exceeds 40 mph.</li></ul>	Major street 85 <sup>th</sup> -percentile approach speed = <b>28 mph</b>		
<ul style="list-style-type: none"><li>70 percent of major street volume</li></ul>	210	27	No
<ul style="list-style-type: none"><li>70 percent of minor street volume</li></ul>	140	7	
D. Combination crash/volume criteria <ul style="list-style-type: none"><li>Where no single criterion is satisfied</li></ul>	Criteria B, C.1 and C.2 Met? <b>No</b>		
80 percent of crashes	4	0	No
80 percent of major street volume	240	27	No
80 percent of minor street volume	160	7	

**Table 2. Multi-way Stop Other Criteria (TMUTCD Section 2B.07)**

Criteria	Criteria Met?
A. The need to control left-turn conflicts;	No
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;	No
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	No
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.	No