

# Install a STOP Sign

*Implementation of a STOP (R1-1) sign to establish that approaching drivers must always come to a complete stop before entering an intersection.*



Source: Lee Engineering, LLC

The STOP sign on this residential street is supplemented with a stop line and STOP word marking.



Source: VHB

This STOP sign controls two approach lanes.



Source: VHB

The STOP sign and Street Name signs are placed on the same sign support.

## Targeted Crash Types

- Right-angle
- Bicyclist
- Pedestrian

## Problems Addressed

- Inappropriate intersection traffic control
- Excessive intersection conflicts
- Inadequate intersection sight distance

## Conditions Addressed

- Crash history or observed conflicts due to lack of proper traffic control.
- Limited visibility on one or more intersection approaches such that a full stop at the intersection is warranted.

## Considerations

- Should be used to stop the lower-volume street based on a traffic study.
- Install the STOP sign on the near side of the intersection on the right-hand side of the approach to which it applies, as detailed in the MUTCD.
- STOP signs are not to be used as a speed control or traffic calming device.
- When a stop condition is new to an intersection approach, consider adding a NEW (W16-15P) plaque and/or red flag as a supplement to the STOP sign for an interim period to educate the public of a change.
- May also be supplemented with stop line, Stop Ahead (W3-1) sign, STOP pavement marking, median STOP sign, or red retroreflective material on the STOP sign support.

## Industry Standard

MUTCD

[Section 2A.16: Standardization of Location](#)

[Section 2B.05: STOP Sign \(R1-1\) and ALL WAY Plaque \(R1-3P\)](#)

[Section 2B.06: STOP Sign Applications](#)

[Section 2B.10: STOP Sign or YIELD Sign Placement](#)

## Other Resources

[ITE Traffic Engineering Handbook](#)

[ITE Traffic Control Devices Handbook](#)

