

City of Alameda Guidelines for Multiway STOP Sign Installation on Neighborhood Streets

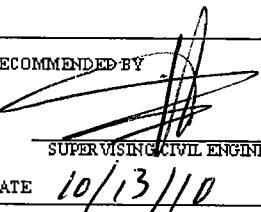
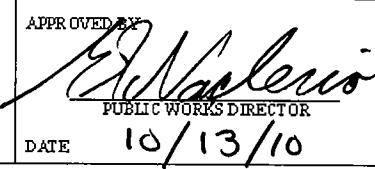
Multiway STOP signs should not be used for speed control (California Manual on Traffic Control Devices, Section 2B.05). They are ordinarily used where the volume of traffic on the intersecting roads is approximately equal.

These neighborhood warrants are applied to the subject intersection if all of the following factors are met:

- A. The traffic volume of the non-stopped street does not exceed 5,000 vpd
- B. Residential frontage on both streets with a 25-mph speed limit.
- C. Neither street width exceeds 40 feet
- D. No other STOP signs or signals within 600 feet
- E. Intersection is located near an activity center (e.g. school, park, pool) AND at least 25 children walk or bike through the intersection during any two hours during the day

An intersection meeting at least one of the criteria below is considered a candidate for a multiway STOP sign installation. The need for multiway STOP signs is not solely based on these criteria. Delay, congestion, approach conditions, driver confusion, land use or other evidence of the need for right-of-way assignment must be demonstrated.

1. Average of four or more collisions per year over a three-year period or four collisions within a 12-month period with an upward trend of collisions. Collision types must be correctable through STOP sign installation.
2. Minimum traffic volumes:
 - (a) Total intersection vehicle volume must be equal to or greater than 300 vehicles per hour for at least eight hours during the day (which is 60% of the California State Warrants). Pedestrian and vehicular volumes can be combined.
AND
 - (b) Minor street intersection volumes must be at least 1/3 of the total intersection vehicle volume for the same eight hours.
3. The average delay to minor street traffic is at least 30 seconds per vehicle during the maximum hour.
4. At an intersection where a special problem or circumstance exists and where an engineering study indicates that the problem may be susceptible to correction by the use of multiway STOP signs.

CITY OF ALAMEDA	RECOMMENDED BY  SUPERVISING CIVIL ENGINEER	APPROVED BY  PUBLIC WORKS DIRECTOR
<u>GUIDELINES FOR MULTIWAY</u> <u>STOP SIGN INSTALLATION ON</u> <u>NEIGHBORHOOD STREETS</u>	DATE 10/13/10	DATE 10/13/10

August 12, 2010