

**ARLINGTON COUNTY WARRANTS FOR MULTIWAY STOP SIGNS
V2.1 - NOVEMBER 2019**

Any of the following conditions may warrant a multiway stop sign installation:

1. Signal Installation:

Where traffic signals are warranted and urgently needed, a multiway stop sign is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation. (2009 MUTCD)

2. Traffic Collisions:

- a) A collision trend, as indicated by five or more reported collisions of a type susceptible of correction by a multiway stop sign installation in a 12-month period. Such collisions include right- and left-turn collisions, as well as right-angled collisions (2009 MUTCD), **or**
- b) Where the total number of reported collisions of a type susceptible of correction by a multiway stop sign within the most recent 12-month period is fewer than five, but where the number of collisions has averaged three or more per year over the past five years. (Arlington County Warrant)

3. Minimum Traffic Volumes:

- a) For any street (2009 MUTCD):
 - 1) The total vehicular volume entering an intersection **from the major street approaches only** must average at least 300 vehicles per hour for any eight hours of an average day, **and**
 - 2) The combined pedestrian, bicycle, and motor vehicle volume from the minor street approaches must average at least 200 units per hour for the same eight hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.
 - 3) If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular warrants are 70 percent of the above values.
- b) For neighborhood streets (Arlington County Warrant):
 - 1) The combined pedestrian, bicycle and motor vehicle volume entering the intersection from **all approaches** must average at least 300 weighted units* per hour for any eight hours of an average day, **and**
 - 2) The combined pedestrian, bicycle and motor vehicle volume from the minor street approaches must average at least 120 weighted units* per hour for the same eight hours. (*See Note 1*)

4. Combination Warrants:

Where no single criterion from the MUTCD is satisfied, but where Criteria 2.a, 3.a.1, and 3.a.2 are all satisfied to 80 percent of the minimum values. Criterion 3.a.3 is excluded from this condition. (2009 MUTCD)

or:

A multiway stop sign installation may also be considered at intersections where at least **two** of the following three conditions are met:

- a) The combined pedestrian, bicycle and motor vehicle volumes on each street approaching the intersection are no fewer than 1,000 total weighted units* for any eight hours of an average day and have a volume distribution within the range of 50/50 to 60/40. (Arlington County Warrant)
- b) The total number of reported collisions of a type susceptible of correction by a multiway stop sign has averaged three or more per year for the past three years. (Arlington County Warrant)
- c) There is a significant restricted visibility problem which limits the pedestrians', bicyclists', or motorists' views of oncoming traffic to less than 200 feet, measured from the most distant decision point, that cannot be corrected by normal maintenance activity (vegetation trimming) or the installation of parking restrictions. (Arlington County Warrant)

5. **Crossing Safety Warrant:** (Arlington County Warrant)

A multiway stop sign installation may be considered, after an engineering study, in exceptional cases where other measures have not been effective or are not considered feasible in regulating crossing safety for pedestrians, bicyclists, or motorists. An engineering study includes, but is not limited to, the consideration of the following factors: reported collisions; pedestrian, bicycle and motor vehicle volumes; pedestrian, bicyclist and motor vehicle patterns; marked or observed crossings near schools and parks; existing roadway conditions and geometry; and operating characteristics.

6. **Unimpeded Travel Distance Warrant on Neighborhood Streets:** (Arlington County Warrant)

Following an engineering study finding that overall intersection safety would not decrease, if the unimpeded travel distance on a neighborhood street exceeds 1,200 feet and there is a minor street along it with a pedestrian, bicycle and motor vehicle volume exceeding 500 total weighted units* for any eight hours of an average day, a multiway stop sign installation **may** be installed at the most appropriate minor street intersection location. The unimpeded distance is that which is free of measures that assign right-of-way (signals, stop signs, and yield signs) and of physical measures (e.g., traffic circles, speed humps) to influence speeds.

** Weighted units (total of motor vehicles, bicyclists, and pedestrians) are weighted by doubling non-motor vehicles, to reflect their higher injury potential in collisions.*