TRANSPORTATION ENGINEERING DIVISION
FACT SHEETS

All-Way STOP Control

Why can't more all-way stops be installed in our neighborhood?

Can an all-way stop be installed to reduce speeding?

Where can all-way stop control be used ?

Why can't more all-way stopss be installed in our neighborhood?

In accordance with state law, the city is required to follow the Federal Manual on Uniform Traffic Control Devices (MUTCD) for the installation and application of all traffic control devices including all-way stop control (AWSC). To provide for effective and uniform applications, the MUTCD recommends that the decision to install AWSC be based on an engineering study that considers multiple factors (see below).

When stop signs are installed at unwarranted locations, they can increase crash potential by encouraging mid-block speeding and motorist disrespect for stop signs that leads to poor and erratic compliance behavior. Unwarranted stop signs unnecessarily increase delay, motor vehicle operating costs and emissions, and the use of AWSC at intersections with substantially differing approach volumes can reduce the effectiveness of AWSC for all roadway users.

Can an all-way stop be installed to reduce speeding?

The MUTCD states that stop signs should not be used for speed control. Many studies have shown that installations of unwarranted stop signs are not an effective means of controlling speeds. Although motorists must slow down to comply with the stop sign, they often increase their speed quickly to make up for lost time and top-end speeding is actually increased at mid-block locations.

Where can AWSC be used?

The MUTCD recommends the engineering study conducted for AWSC installations analyze factors contained in the five AWSC warrants listed below and detailed in the MUTCD at the link at the bottom of the page.

Warrant A.	Crash Experience
Warrant B.	Sight Distance
Warrant C.	Transition to traffic signal control or to yield control at a circular intersection
Warrant D.	Eight-Hour volume (vehicles, pedestrians, & bicycles)
Warrant E.	Other factors that include the need to control left-turn conflicts, control the intersection of two similar residential neighborhood collector streets, and/or control vehicular conflicts with pedestrians and bicyclists.

The MUTCD further notes that warrants are not a substitute for engineering judgement, and that the fact a warrant is met or not met is not conclusive justification to install or not install AWSC.

Want More Information?

This flyer is for general purposes only. For more information, please contact the city of Las Vegas Department of Public Works, Transportation Engineering Division at (702) 229-6331 or https://seeclickfix.com/las-vegas

NOTE: The **Manual on Uniform Traffic Control Devices (MUTCD)** is used throughout the country as the standard by which traffic control decisions are made. Nevada Revised Statute 484A.430 requires its use for placement of all traffic control devices. Find the ***complete*** **MUTCD** at https://mutcd.fhwa.dot.gov/ or scan the QR code.

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