

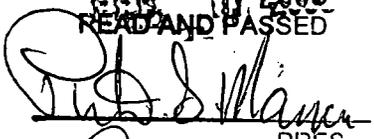
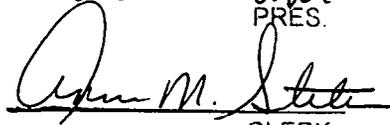
THE CITY OF PROVIDENCE  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

# RESOLUTION OF THE CITY COUNCIL

No. 81

EFFECTIVE ~~APPROX~~ FEBRUARY 17, 2008

RESOLVED, That the Traffic Engineer is requested to cause the installation of a "Three Way" Stop Sign at the intersection of Fair Oaks Avenue and Hilltop Avenue.

IN CITY COUNCIL  
FEB. 7, 2008  
READ AND PASSED  
  
PRES.  
  
CLERK

Effective without the  
Mayor's Signature:

  
Anna M. Stetson  
City Clerk

IN CITY COUNCIL  
OCT 18 2007  
FIRST READING  
REFERRED TO COMMITTEE ON  
PUBLIC WORKS  
Am M. Steiner CLERK

THE COMMITTEE ON  
Public Works  
Recommends  
Am M. Steiner  
CLERK  
11-28-07 - CA 4

THE COMMITTEE ON  
PUBLIC WORKS  
Approves Passage of  
The Within Resolution  
Am M. Steiner  
Clerk  
1-29-08



## Department of Public Works

Traffic Engineering Division  
"Building Pride in Providence"

# MEMORANDUM

**TO:** Anna Stetson, Office of the City Clerk

**FROM:** E. Bernard Leiby, Traffic Engineer *EBL*

**CC:** John D. Nickelson, PE, Director  
Councilman Leon F. Tejada, Chairman, Committee on Public Work

**DATE:** January 25, 2008

**SUBJECT:** Agenda Item # 16 - Resolution requesting the Traffic Engineer to cause the installation of a "Three Way" STOP sign at the intersection of Fair Oaks Avenue and Hilltop Avenue.

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The DPW-Division of Traffic Engineering has investigated the request for a 3-way STOP at the intersection of Fair Oaks Avenue and Hilltop Avenue and has the following to offer:

Out of all the possible warrants for stop sign applications, the only warrant that this request can be considered for review is the preventable accident history.

The accident history is as follows:

2000	0	2004	0
2001	0	2005	0
2002	0	2006	0
2003	0	2007	0

The average is 0 over an eight (8) year period. The requirement states that a crash problem may exist if there are five (5) or more reported accidents in a twelve (12) month period that are susceptible to correction by a multiway stop installation. Based on a review of the system warrant requirements, this intersection **DOES NOT** qualify for a multiway stop control according to the Manual of Uniform Traffic Control Devices. The installation of a multiway STOP control at this intersection is not justified nor warranted.

This is a "T" intersection which does not have any traffic control devices. The correction action that Traffic Engineering shall take at this intersection is to install a STOP sign on Fair Oaks Avenue, traveling east, at Hilltop Avenue.