

City of San José, California

COUNCIL POLICY

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BACKGROUND

Stop signs are installed to establish right-of-way at intersections between motorists, cyclists, and pedestrians, reduce delay, and enhance safety for all roadway users.

PURPOSE

To state Council Policy relative to the designation of stop intersections.

POLICY

It is the policy of the City Council that the City install stop signs in locations where the City Traffic Engineer, in the exercise of his/her engineering judgment, determines that such installation is appropriate. The City Traffic engineer should consider installation of a stop sign at an intersection that meets or exceeds the minimum guidelines set forth in this Policy. Potential conflicting City policies such as the Intersection Level of Service shall be considered, and may form the basis for the denial of stop signs despite other justifying factors. It is also the policy of the City Council that stop signs be installed at intersections as authorized by the City Traffic Engineer under the direction of the City Council or the Traffic Appeals Commission. In addition, stop signs are placed at entrances to through highways designated by the City Traffic Engineer or at intersections designated by the City Traffic Engineer as stop intersections in accordance with Title 11, Chapter 11.36, Section 11.36.030, 11.36.035 of the Municipal Code.

CRITERIA FOR INSTALLATION OF STOP SIGNS

A. Two-Way (or One-Way) Stop Sign Analysis.

The City Traffic Engineer should consider installation of two-way (or one-way) stop signs if an intersection obtains a minimum of 18 points as determined below:

1. **Volume conflicts (maximum 9 points)**
 - a. **Higher Volume Street:** One point for every 100 vehicles per day entering the intersection in excess of 600 vehicles per day. (Maximum 5 points).
 - b. **Lower Volume Street:** One point for every 100 vehicles per day entering the intersection in excess of 300 vehicles per day. (Maximum 4 points).
2. **Visibility Conditions** - One point for each one MPH that the safe approach speed to the intersection is less than 20 MPH.
3. **Crash experience** - Six points for each crash during any 12-month period within two years prior to investigation that might have been prevented by the vehicles complying with properly placed stop signs.
4. **School Warrant (maximum 6 points)** - The City Traffic Engineer shall assign points for the intersection being adjacent to or within two blocks from the school (kindergarten to twelfth grade).

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If an intersection is adjacent to or within two blocks of several schools, then additional points will be assigned using the same point distribution:

INTERSECTION	SCHOOL 1	SCHOOL 2	SCHOOL 3
Adjacent	3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Block	1 point	1 point	1 point

5. **Unusual conditions (maximum 9 points)**

Points may be assigned considering the severity of:

- a. High pedestrian and bicycle activity because of proximity to recreational facilities including school facilities, parks, senior centers, high-density housing, neighborhood library, transit stops, and other facilities that generate high pedestrian and bicycle activity;
- b. Average speeds in excess of the speed limit;
- c. Visual signs of emergency maneuvers such as skid marks and crash debris;
- d. Unique geometric conditions exist.

B. **All Way Stop Sign Analysis For Non-General Plan Streets.**

The criteria for the all-way stop analysis recognizes that delays are superseded by the desire to reduce potential crashes. An intersection qualifies for this analysis if it has residential frontage, a street not on the City's adopted General Plan, and does not exceed an average daily traffic volume of 6,000. If both streets at an intersection are residential, then the installation of all-way stop signs should be considered if the intersection obtains a minimum of 20 points as determined below.

1. **Volume conflicts (maximum 12 points)** - One point for every 100 conflicting movements per day in excess of the first 400 conflicting movements for a four-way intersection. One point for every 100 conflicting movements per day in excess of the first 300 conflicting movements for a three-way intersection.
2. **Crash experience** - Six points for each crash during any 12-month period within two years prior to investigation that might have been prevented by the vehicles complying with properly placed stop signs.
3. **School Warrant (maximum 6 points)** - Points shall be assigned for the intersection being adjacent to or within two blocks from the school. Multiple schools will generate additional points using the same point distribution:

INTERSECTION	SCHOOL 1	SCHOOL 2	SCHOOL 3
Adjacent	3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Block	1 point	1 point	1 point

5. **Unusual conditions (maximum 12 points)**

Points may be assigned considering the severity of:

- a. High pedestrian and bicycle activity because of proximity to recreational facilities including school facilities, parks, senior centers, high-density housing, neighborhood library, transit stops, and other facilities that generate high pedestrian and bicycle activity;
- b. Intersections within a pedestrian corridor or zone as identified in the General Plan;
- c. Average speeds in excess of the speed limit;
- d. Visual signs of emergency maneuvers such as skid marks and crash debris;
- e. Unique geometric conditions exist;
- f. Visibility concerns exist.

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C. All-Way Stop Sign Analysis for General Plan Streets.

The criteria for non-residential General Plan streets recognizes the desire to enhance safety reduce potential crashes and the desire to minimize unnecessary delays. The City Traffic Engineer should consider installing all-way stop signs if the intersection obtains a minimum of 28 points as determined below:

1. Volume conflicts and overall delays (maximum 15 points)

Higher Volume Approach Four-Hour Volume	Points	Lower Volume Approach Four-Hour Volume	Points
0—1400	0	600—800	1
1401—1700	1	801—1000	2
1701—2000	2	1001—1200	3
2001—2300	3	1201—1400	4
2301—2600	4	1401—1600	5
2601—2900	5	1601—1800	6
2901—3200	4	1801—2000	7
3201—3500	3	2001—2200	8
3501—3800	2	2201—2400	9
3801—4100	1	2401—Over	10
4101—Over	0		

2. Delay on higher volume street (maximum 5 points)

Points assigned in accordance with the following table:

**Higher Volume Street to Lower Volume Street
24-Hour Volume Ratio**

Volume Ratio	Points
1.0:1 to 1.4:1	5
1.5:1 to 1.9:1	4
2.0:1 to 2.9:1	3
3.0:1 to 3.9:1	2
4.0:1 to 4.9:1	1
Greater than 5.0:1	0

3. Crash Experience - Six points for each crash during any 12-month period within two years prior to investigation that might have been prevented by the vehicles complying with properly placed stop signs.

4. School Warrant (maximum 6 points) - Points shall be assigned for the intersection being adjacent to or within two blocks from the school. Multiple schools will generate additional points using the same point distribution:

INTERSECTION	SCHOOL 1	SCHOOL 2	SCHOOL 3
Adjacent	3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Block	1 point	1 point	1 point

5. Unusual conditions (maximum 12 points)

Points may be assigned considering the severity of:

- a. High pedestrian and bicycle activity because of proximity to recreational facilities including school facilities, parks, senior centers, high-density housing, neighborhood library, transit stops, and other facilities that generate high pedestrian and bicycle activity;
- b. Intersections within a pedestrian corridor or zone as identified in the General Plan;
- c. Average speeds in excess of the speed limit;

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- d. Visual signs of emergency maneuvers such as skid marks and crash debris;
 - e. Low volume street;
 - f. Unique geometric conditions exist;
 - g. Visibility concerns exist.
6. The City Traffic Engineer shall do an analysis of the following items prior to installing an all-way stop on a General Plan street:
- a. Determine the crash rate for the intersection for the previous one year and three year period and compare with the City-wide average of that particular type of intersection (e.g., major collector/local controlled by two-way stop);
 - b. Determine the proximity of the subject intersection with existing traffic signals and planned traffic signals;
 - c. Determine if the subject intersection is warranted for a traffic signal;
 - d. Determine the possible diversion of through traffic due to delays caused by an additional stop, including an assessment of the impact on other streets;
 - e. Level of service shall be calculated for the intersection to assess peak hour congestion.

APPEAL OF DENIAL OF REQUEST FOR STOP SIGNS

If, after a citizen request to install stop signs at a particular intersection, the City Traffic Engineer decides for any reason not to install such stop signs, then the Traffic Appeals Commission is authorized, pursuant to the San José Municipal code, to hear an appeal. If, after hearing all the facts presented to it on appeal, the Traffic Appeals commission determines that installation of a stop sign is appropriate and safe, then it shall order the City Traffic Engineer to install such stop sign. The Traffic Appeals Commission shall order the installation of a stop sign that does not meet the warrants set forth in this Council Policy only upon making a specific written determination that installation of such stop sign is consistent with the public safety. The City Traffic Engineer shall be authorized to install stop signs as directed by the Traffic Appeals Commission.