

City of San José, California

COUNCIL POLICY

TITLE CRITERIA FOR THE INSTALLATION OF STOP SIGNS	PAGE 1 of 5	POLICY NUMBER 8-1
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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 Transportation Analysis Policy, 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 Appeals Hearing Board. 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, Sections 11.36.030 and 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

- a. **Higher Volume Street:** One point for every 100 vehicles per day entering the intersection in excess of 600 vehicles per day.
- b. **Lower Volume Street:** One point for every 100 vehicles per day entering the intersection in excess of 300 vehicles per day.

- 2. **Visibility Conditions** - One point for each MPH that the safe approach speed to the intersection is less than 20 MPH.

3. **Crash History** - Six points for each crash during any consecutive 24-month period within the three years prior to investigation that might have been prevented by the vehicle(s) complying with properly placed stop signs.
4. **School Warrant** - Points shall be assigned for the intersection being adjacent to or within two blocks from the school (kindergarten to twelfth grade). 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	SCHOOLS		
Adjacent	4 points		
One Block	2 points		
Two Blocks	1 point		

5. **Special 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 or community center, commercial center, transit stops, and other facilities that generate high pedestrian and bicycle activity;
 - b. Prevailing (85th percentile) speed is four (4) miles per hour or more in excess of the posted 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 Local 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 neither street is an Arterial or Collector, and does not exceed an average daily traffic volume of 6,000. 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** - 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 History** - Six points for each crash during any consecutive 24-month period within the three years prior to investigation that might have been prevented by the vehicles complying with properly placed stop signs.
3. **School Warrant** - Points shall be assigned for the intersection being adjacent to or within two blocks from the school (kindergarten to twelfth grade). 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	SCHOOLS		
Adjacent	4 points		
One Block	2 points		
Two Blocks	1 point		

4. **Special 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 or community center, commercial center, 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. Prevailing (85th percentile) speed is four (4) miles per hour or more in excess of the posted speed limit;
- d. Visual signs of emergency maneuvers such as skid marks and crash debris;
- e. Unique geometric conditions exist;
- f. Visibility concerns exist;
- g. In residential neighborhoods, there is not an existing stop sign or traffic signal on the higher volume street within a distance of 800 feet, and the intersection has streets extending 800 feet or more away from the intersection on at least three sides.

C. **All-Way Stop Sign Analysis for Arterial or Collector Streets.**

The criteria for Arterial or Collector streets recognizes the desire to enhance safety and reduce potential crashes and the desire to minimize unnecessary delays. When the average daily traffic on the major street is 6,000 vehicles or less, the City Traffic Engineer may analyze the intersection using the All-Way Stop Sign Analysis for Local Streets. 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** - Points assigned in accordance with the following table:

Higher Volume Approach Four-Hour Volume	Points	Lower Volume Approach Four-Hour Volume	Points
0 — 1,400	0	600 — 800	1
1,401 — 1,700	1	801 — 1,000	2
1,701 — 2,000	2	1,001 — 1,200	3
2,001 — 2,300	3	1,201 — 1,400	4
2,301 — 2,600	4	1,401 — 1,600	5
2,601 — 2,900	5	1,601 — 1,800	6
2,901 — 3,200	4	1,801 — 2,000	7
3,201 — 3,500	3	2,001 — 2,200	8
3,501 — 3,800	2	2,201 — 2,400	9
3,801 — 4,100	1	2,401 — Over	10
4,101 — Over	0		

2. **Delay on Higher Volume Street** - 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 History** - Six points for each crash during any consecutive 12-month period within the three years prior to investigation that might have been prevented by the vehicles complying with properly placed stop signs.
4. **School Warrant** - Points shall be assigned for the intersection being adjacent to or within two blocks from the school (kindergarten to twelfth grade). 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	SCHOOLS		
Adjacent	4 points		
One Block	2 points		
Two Blocks	1 point		

5. **Special 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 or community center, commercial center, 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. Prevailing (85th percentile) speed is four (4) miles per hour or more in excess of the speed limit;
 - 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 consider the following items prior to installing all-way stop control on an Arterial or Collector street:
 - a. Whether the crash rate for the intersection for that particular type of intersection (e.g., major collector/local controlled by two-way stop) is typical of other intersections of that type in the City;
 - b. The proximity of the subject intersection with existing traffic signals and planned traffic signals;
 - c. Whether the subject intersection is warranted for a traffic signal;
 - d. Possible diversion of through traffic due to delays caused by an additional stop onto other streets, particularly other local residential streets;
 - e. Impacts to peak hour congestion on the major (Arterial or Collector) street.

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 Appeals Hearing Board 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 Appeals Hearing Board 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 Appeals Hearing Board 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 Appeals Hearing Board.