

(R-88-2046)

RESOLUTION NUMBER R- 271496

ADOPTED ON JUL 25 1988

RESOLUTION AMENDING COUNCIL POLICY NO. 200-8
REGARDING CRITERIA FOR THE INSTALLATION OF
STOP SIGNS.

BE IT RESOLVED, by the Council of The City of San Diego, that Council Policy No. 200-8 entitled, "CRITERIA FOR THE INSTALLATION OF STOP SIGNS," be and it is hereby amended as set forth in the Council Policy filed in the office of the City Clerk as Document No. RR- 271496 .

BE IT FURTHER RESOLVED, that the City Clerk is hereby instructed to add the aforesaid to the Council Policy Manual.

APPROVED: John W. Witt, City Attorney

By



John K. Riess
Deputy City Attorney

JKR:wk
04/11/88
Or.Dept:E&D
R-88-2046
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COUNCIL POLICY

SUBJECT

POLICY
NUMBER

200-8

CRITERIA FOR THE INSTALLATION OF STOP SIGNSEFFECTIVE
DATE

5/1/88

BACKGROUND

Stop signs are installed to establish right-of-way at any intersection, reduce vehicle delay and decrease accidents. Stop signs are placed at entrances to designated through highways or at any intersection designated by resolution as a stop intersection in accordance with Section 82.20 of the Municipal Code. Three-way or four-way stop signs are usually an interim traffic control measure prior to signalization at the intersection of two through highways.

GENERAL

Only those intersections meeting certain criteria should be considered for stop signs. The minimum criteria contained herein are used by many large cities and state highway departments, and have general national acceptance as factors to be analyzed to determine where stop signs should be installed. In special situations stop signs may not be advisable because of the adverse effect they could cause in a total area traffic pattern despite other justifying factors.

POLICY

It is the policy of the City Council that the installation of stop signs shall be in accordance with the following minimum criteria, and that such measurements and computations as may be required in determining criteria qualification shall be the responsibility of the City Manager or his designated alternate.

CRITERIA**A. 2-Way Stop Control Installation Criteria**

The total possible points is 30. The installation of 2-way stop control is justified with a total of 18 points.

1. Accident Experience - Maximum 9 points.

Points are assigned for accidents susceptible to correction by stop signs during one full year prior to the investigation.

2. Visibility Conditions - Maximum 9 points.

Points are assigned for critical approach speeds where visibility of intersecting traffic is severely restricted.

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SAN DIEGO, CALIFORNIA

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3. Traffic Volumes - Maximum 9 points.

Points are dependent upon the 24-hour major street volume and the peak hour minor street volume. The minor street volume also considers pedestrians crossing the minor street during the peak hour.

4. Unusual Conditions - Maximum 3 points.

Where unusual conditions exist, such as a school, fire station, playground, steep hill, etc., points are assigned on the basis of engineering judgment.

B. All-Way Stop Control Installation Criteria

The total possible points is 50. All-way stops may be installed when justified by 25 or more points and by engineering judgement.

1. Accident Experience - Maximum 15 points.

Points are assigned for accidents susceptible to correction by all-way stop control during the 12-month period prior to the investigation. The 25-point requirement may be waived and an all-way stop may be justified if five or more accidents have occurred in the preceding 12-month period and attempts using less restrictive controls have not corrected the problem.

2. Unusual Conditions - Maximum 5 points.

Where unusual conditions exist, such as a school, fire station, playground, visibility limitation, steep hills, bus route, etc., points are assigned on the basis of engineering judgement. A school in itself is not sufficient justification for all-way stops. Locations with numerous unusual conditions may be assigned maximum points. The 25-point requirement may be waived and all-way stops may be justified based on a combination of unusual conditions, or when traffic signals are warranted and are scheduled to be installed within 18 months.

3. Traffic Volumes - Maximum 15 points.

Points are dependent upon the magnitude of vehicular volumes entering the intersection during the four highest hours of an average day.

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4. Traffic Volume Difference - Maximum 10 points.

All-way stops operate best when the major and minor street approach traffic volumes are nearly equal. Points are assigned to the extent of volume difference between the major and minor approaches.

5. Pedestrian Volumes - Maximum 5 points.

Consideration is given to large numbers of pedestrians crossing the major street during the four highest hours of an average day.

POINT ASSIGNMENT FOR ALL-WAY STOP WARRANTS 1, 3, 4 AND 51. Accident Experience Warrant

Three points shall be assigned for each accident in the previous 12-months that was susceptible to correction by all-way stops.

3. Traffic Volumes Warrant

Points shall be assigned in accordance with the following tables:

Total of Major Approach Legs		Total of Minor Approach Legs	
<u>4-hour Volume</u>	<u>Points</u>	<u>4-hour Volume</u>	<u>Points</u>
0 - 1000	0	0 - 400	0
1001 - 1300	1	401 - 600	1
1301 - 1600	2	601 - 800	2
1601 - 1900	3	801 - 1000	3
1901 - 2200	4	1001 - 1200	4
2201 - 2600	5	1201 - 1400	5
2601 - 2900	4	1401 - 1600	6
2901 - 3200	3	1601 - 1800	7
3201 - 3500	2	1801 - 2000	8
3501 - 3800	1	2001 - 2200	9
3801 - over	0	2201 - over	10

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CRITERIA FOR THE INSTALLATION OF STOP SIGNS

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All-way stops operate best where the total minor approach legs volume and the total major approach legs volume are nearly equal. Points shall be assigned in accordance with the following table:

**Major Approach Legs
less Minor Approach Legs**

<u>Volume Difference</u>	<u>Points</u>
0 - 150	10
151 - 300	9
301 - 450	8
451 - 600	7
601 - 750	6
751 - 900	5
901 - 1050	4
1051 - 1200	3
1201 - 1350	2
1351 - 1500	1
1501 - over	0

5. Pedestrian Volumes

**Pedestrian Crossing
Major Street
in 4 Highest Hours**

<u>Points</u>	
0	0
1	1 - 50
2	51 - 100
3	101 - 150
4	151 - 200
5	201 - over

120

JUL 25 1988

Passed and adopted by the Council of The City of San Diego on.....
by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gloria McColl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Wes Pratt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ed Struiksmma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Bruce Henderson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

MAUREEN O'CONNOR
Mayor of The City of San Diego, California.

(Seal)

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California.

By *Charles G. Abdelnour*, Deputy.

Office of the City Clerk, San Diego, California

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