

(R-93-317)

RESOLUTION NUMBER R- 280611

ADOPTED ON SEP 14 1992

RESOLUTION AMENDING COUNCIL POLICY NO. 200-08
REGARDING CRITERIA FOR THE INSTALLATION OF
STOP SIGNS.

BE IT RESOLVED, by the Council of The City of San Diego,
that Council Policy No. 200-08 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- 280611.

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:pev
08/21/92
Or.Dept:E&D
R-93-317
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CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT	POLICY NUMBER	EFFECTIVE DATE	PAGE
	CRITERIA FOR THE INSTALLATION OF STOP SIGNS	200-08	

BACKGROUND

Stop signs are installed to establish right-of-way at intersections, 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. All-way stops are usually installed at the intersections of streets with similar traffic volumes or where justified by other criteria.

GENERAL

Only those intersections meeting certain criteria should be considered for stop signs. The criteria contained herein 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 made using engineering judgment based on the following criteria, and that such analyses, measurements, and computations as may be required in determining the appropriate traffic controls shall be the responsibility of the City Manager or 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 15 points.

1. Accident Experience - 9 points possible.

Three points are assigned for each accident, susceptible to correction by stop signs, that occurred during the previous year. The 15 point requirement may be waived and stop signs installed based entirely on accident experience.

2. Visibility Conditions - 9 points possible.

Where the critical approach speed to the intersection is less than 20 miles per hour, one point shall be assigned for each mile-per-hour under 20 miles per hour. The 15 point requirement may be waived and stop signs may be justified if the critical approach speed is 10 miles per hour or less.

DOCUMENT NO. RR-280611

FILED SEP 14 1992

CITY CLERK
SAN DIEGO, CALIFORNIA

COUNCIL POLICY

SUBJECT

CRITERIA FOR THE INSTALLATION OF STOP SIGNS

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3. Traffic and Pedestrian Volumes - 9 points possible.

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

4. Special Conditions - 3 points possible.

Special conditions include, but are not limited to schools, fire stations, playgrounds, steep hills, bus routes, strip commercial districts, parks, libraries, hospitals, and post offices. Points are assigned on the basis of engineering judgment. The 15 point requirement may be waived and stop signs may be justified based entirely on special conditions.

POINT ASSIGNMENT TABLES FOR TWO-WAY STOP SIGNS

Traffic and Pedestrian Volumes:

Total of Main Street Approach Vehicular Volumes		Combined Total of Side Street Approach Vehicular Volumes and Pedestrians Crossing the Side Street Approaches	
<u>24-Hour Volume</u>	<u>Points</u>	<u>Peak-Hour Volume</u>	<u>Points</u>
0 - 500	0	0 - 24	0
501 - 600	1	25 - 49	1
601 - 700	2	50 - 74	2
701 - 800	3	75 - 99	3
801 - 900	4	100 - over	4
901 - over	5		

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 at intersections that include a street classified as "Major." At other intersections, 20 or more points is sufficient.

1. Accident Experience - 15 points possible.

Three points are assigned for each accident, susceptible to correction by an all-way stop, that occurred during the previous year. The 25-point and 20-point installation requirement may be waived and an all-way stop may be justified if five or more accidents have occurred during the previous year and attempts using less restrictive controls have not corrected the problem.

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2. Special Conditions - 5 points possible.

Special conditions include, but are not limited to schools; fire stations; playgrounds; visibility conditions; steep hills; bus routes; strip commercial districts; parks; libraries; hospitals; post offices; pedestrian, bicycle, and vehicle circulation patterns; and other conditions that may be identified by the community. Points are assigned on the basis of engineering judgment. The 25-point and 20-point requirements may be waived and an all-way stop may be justified based entirely on special conditions, or if the criteria for the installation of traffic signals has been met in accordance with Council Policy 200-6.

3. Traffic Volumes - 15 points possible.

Points are dependent upon the magnitude of vehicular volumes entering the intersection from the main street approaches and the highest-volume side street approach during the four highest hours of an average day.

4. Traffic Volume Difference - 10 points possible.

All-way stops operate best when the traffic volumes on both intersecting streets are nearly equal. The traffic volume difference is calculated by subtracting double the highest-volume side street approach from the total of the main street approaches. If the result is a negative number, then use a traffic volume difference of zero for the purpose of assigning points.

5. Pedestrian Volumes - 5 points possible.

Points are assigned based on the volume of pedestrians crossing the main street approaches during the four highest hours of an average day.

POINT ASSIGNMENT TABLES FOR ALL-WAY STOPS

Traffic Volumes:

Total of Main Street Approaches		Highest-Volume Side Street Approach	
<u>4-hour Volume</u>	<u>Points</u>	<u>4-hour Volume</u>	<u>Points</u>
0 - 400	0	0 - 200	0
401 - 600	1	201 - 300	1
601 - 800	2	301 - 400	2
801 - 1000	3	401 - 500	3
1001 - 1200	4	501 - 600	4
1201 - 2600	5	601 - 700	5
2601 - 2900	4	701 - 800	6
2901 - 3200	3	801 - 900	7
3201 - 3500	2	901 - 1000	8
3501 - 3800	1	1001 - 1100	9
3801 - over	0	1101 - over	10

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

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Traffic Volume Difference:

<u>Traffic 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

Pedestrian Volumes:

<u>Pedestrian Volume Crossing Main Street Approaches in 4 Highest Hours</u>	<u>Points</u>
0	0
1 - 50	1
51 - 100	2
101 - 150	3
151 - 200	4
201 - over	5

HISTORY

Adopted by Resolution R-172823 09/27/62
 Amended by Resolution R-212198 12/12/74
 Amended by Resolution R-271496 07/25/88

COUNCIL POLICY 200-08

CRITERIA FOR THE INSTALLATION OF STOP SIGNS

BACKGROUND

Stop signs are installed to establish right-of-way at ~~any~~ intersections, 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 All-way stops signs are usually installed as an interim traffic control measure prior to signalization at the intersections of two through highways streets with similar traffic volumes or where justified by other criteria.~~

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 *made using engineering judgment, based on in accordance with* the following ~~minimum~~ criteria, and that such *analyses, measurements, and computations as may be required in determining eriteria qualification the appropriate traffic controls* 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 ~~48~~ 15 points.

1. Accident Experience - ~~Maximum~~ 9 points *possible*.

Three points Points are assigned for each accident, accidents susceptible to correction by stop signs, that occurred during one full the previous year prior to the investigation. The 15 point requirement may be waived and stop signs installed based entirely on accident experience.

2. **Visibility Conditions - Maximum 9 points possible.**

~~Points are assigned for critical approach speeds where visibility of intersecting traffic is severely restricted. Where the critical approach speed to the intersection is less than 20 miles per hour, one point shall be assigned for each mile-per-hour under 20 miles per hour. The 15 point requirement may be waived and stop signs may be justified if the critical approach speed is 10 miles per hour or less.~~

3. **Traffic and Pedestrian Volumes - Maximum 9 points possible.**

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

4. **Unusual Special Conditions - Maximum 3 points possible.**

~~Where unusual Special conditions exist, such as a include, but are not limited to schools, fire stations, playgrounds, steep hills, bus routes, strip commercial districts, parks, libraries, hospitals, and post offices etc., points. Points are assigned on the basis of engineering judgment. The 15 point requirement may be waived and stop signs may be justified based entirely on special conditions.~~

POINT ASSIGNMENT TABLES FOR TWO-WAY STOP SIGNS

Traffic and Pedestrian Volumes:

<i>Total of Main Street Approach Vehicular Volumes</i>		<i>Combined Total of Side Street Approach Vehicular Volumes and Pedestrians Crossing the Side Street Approaches</i>	
<u>24-Hour Volume</u>	<u>Points</u>	<u>Peak-Hour Volume</u>	<u>Points</u>
0 - 500	0	0 - 24	0
501 - 600	1	25 - 49	1
601 - 700	2	50 - 74	2
701 - 800	3	75 - 99	3
801 - 900	4	100 - over	4
901 - over	5		

B. **All-Way Stop Control Installation Criteria**

The total possible points is 50. ~~An all-way stops may be installed when justified by 25 or more points and by engineering judgement at intersections that include a street classified as "Major."~~ At other intersections, 20 or more points is sufficient.

1. **Accident Experience - Maximum 15 points possible.**

Three points are assigned for each accidents, susceptible to correction by an all-way stop control, that occurred during the ~~12-month period prior to the investigation~~

~~previous year. The 25 25-point and 20-point installation requirements may be waived and an all-way stop may be justified if five or more accidents have occurred during the in the preceding 12-month period previous year and attempts using less restrictive controls have not corrected the problem.~~

2. ~~Unusual Special Conditions - Maximum 5 points possible.~~

~~Where unusual Special conditions exist, such as include, but are not limited to schools; fire stations; playgrounds; visibility limitation conditions; steep hills; bus routes; strip commercial districts; parks; libraries; hospitals; post offices; pedestrian, bicycle and vehicle circulation patterns; and other special conditions that may be identified by the community points. Points are assigned on the basis of engineering judgement judgment. A school in itself is not sufficient justification for all-way stops. Locations with numerous unusual conditions may be assigned maximum points. The 25 25-point and 20-point requirements may be waived and an all-way stops may be justified based entirely on a combination of unusual special conditions, or when traffic signals are warranted and are scheduled to be installed within 18 months if the criteria for the installation of traffic signals has been met in accordance with Council Policy 200-6.~~

3. ~~Traffic Volumes - Maximum 15 points possible.~~

~~Points are dependent upon the magnitude of vehicular volumes entering the intersection from the main street approaches and the highest-volume side street approach during the four highest hours of an average day.~~

4. ~~Traffic Volume Difference - Maximum 10 points possible.~~

~~All-way stops operate best when the major and minor street approach traffic volumes on both intersecting streets are nearly equal. Points are assigned to the extent of volume difference between the major and minor approaches. The traffic volume difference is calculated by subtracting double the highest-volume side street approach from the total of the main street approaches. If the result is a negative number, then use a traffic volume difference of zero for the purpose of assigning points.~~

5. ~~Pedestrian Volumes - Maximum 5 points possible.~~

~~Consideration is given to large numbers Points are assigned based on the volume of pedestrians crossing the major main street approaches during the four highest hours of an average day.~~

~~POINT ASSIGNMENT FOR ALL-WAY STOP WARRANTS 1, 3, 4 AND 5 TABLES FOR ALL-WAY STOPS~~

~~1. 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:

<u>Total of Major Main Street Approaches Legs</u>		<u>Total of Highest-Volume Side Minor Approach Legs Street Approach</u>	
<u>4-hour Volume</u>	<u>Points</u>	<u>4-hour Volume</u>	<u>Points</u>
0 - 1000 400	0	0 - 400 200	0
1001 401 - 1300 600	1	401 201 - 600 300	1
1301 601 - 1600 800	2	601 301 - 800 400	2
1601 801 - 1900 1000	3	801 401 - 1000 500	3
1901 1001 - 2200 1200	4	1001 501 - 1200 600	4
2201 1201 - 2600	5	1201 601 - 1400 700	5
2601 - 2900	4	1401 701 - 1600 800	6
2901 - 3200	3	1601 801 - 1800 900	7
3201 - 3500	2	1801 901 - 2000 1000	8
3501 - 3800	1	2001 1001 - 2200 1100	9
3801 - over	0	2201 1101 - over	10

4. Traffic Volume Difference:

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>Traffic 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 Volume Crossing Major Main Street Approaches in 4 Highest Hours	Points
0	0
1 - 50	1
51 - 100	2
101 - 150	3
151 - 200	4
201 - over	5

HISTORY

Adopted by Resolution R-172823 09/27/62
Amended by Resolution R-212198 12/12/74
Amended by Resolution R-271496 07/25/88

Passed and adopted by the Council of The City of San Diego on **SEP 14 1992**
 by the following vote:

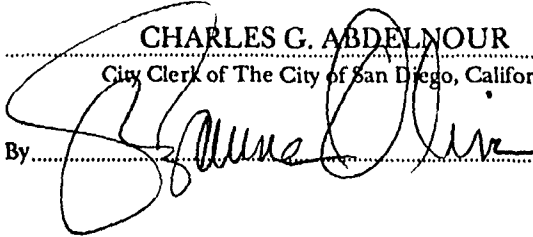
Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
George Stevens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Behr	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Valerie Stallings	<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

(Seal)

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

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

By  Deputy.

Office of the City Clerk, San Diego, California

Resolution **R-280611** SEP 14 1992
 Number Adopted

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