

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING AMENDMENTS TO CITY COUNCIL POLICY 8-1, "CRITERIA FOR THE INSTALLATION OF STOP SIGNS"**

**WHEREAS**, on April 3, 2001, the City Council of the City of San José ("City") adopted the current version of City Council Policy No. 8-1, entitled "Criteria for the Installation of Stop Signs", which is based on Caltrans standards and establishes criteria used to determine if stop signs should be considered for installation in San José to establish rights-of-way at intersections, enhance safety for all roadway users, and reduce vehicle delays; and

**WHEREAS**, the City desires to revise City Council Policy No. 8-1 to align with the San José Complete Streets Design Standards and Guidelines adopted by the City Council on May 1, 2018, City Council Policy No. 5-1 "Transportation Analysis Policy", prior City Council action on the consolidation of various boards, bureaus and commissions, and with stop sign installation guidelines used by other cities;

**NOW, THEREFORE**, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

The City Council Policy No. 8-1, entitled "Criteria for the Installation of Stop Signs", attached hereto as Exhibit A and incorporated herein by this reference as though fully set forth herein, is hereby approved and shall, as of the date and time of adoption of this Resolution, supersede City Council Policy No. 8-1, adopted by the City Council on April 3, 2001.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2019, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

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SAM LICCARDO  
Mayor

ATTEST:

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TONI J. TABER, CMC  
City Clerk

## EXHIBIT A

### *City of San José, California*

## COUNCIL POLICY

<b>TITLE</b> CRITERIA FOR THE INSTALLATION OF STOP SIGNS	<b>PAGE</b> 1 of 5	<b>POLICY NUMBER</b> 8-1
<b>EFFECTIVE DATE</b> April 3, 1972	<b>REVISED DATE</b>	
<b>APPROVED BY COUNCIL ACTION</b> 4/3/72; 7/5/79—Item 9a; Ordinance Nos. 204 & 20500 adopted 2/10/81; 5/7/85—Item 12a; 3/22/94—Item 9l; 4/3/01, Item 6.3, Resolution No. 70257.		

### 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, ~~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 Appeals Hearing Board ~~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, 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 ~~e~~Conflicts ~~(maximum 9 points)~~

- Higher Volume Street:** One point for every 100 vehicles per day entering the intersection in excess of 600 vehicles per day. ~~(Maximum 5 points).~~
- 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 ~~History~~experience** - Six points for each crash during any ~~12-month period within two years 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 ~~(maximum 6 points)~~** - ~~The City Traffic Engineer shall assign p~~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	SCHOOL <del>S</del> 1	SCHOOL 2	SCHOOL 3
Adjacent	<del>4</del> 3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Blocks	1 point	1 point	1 point

5. **Unusual 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. Average-Prevailing (85<sup>th</sup> percentile) speeds in 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 ~~Non-General Plan~~ 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, 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 t~~The installation of all-way stop signs should be considered if the intersection obtains a minimum of 20 points as determined below.

1. **Volume ~~e~~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 ~~History~~experience** - Six points for each crash during any ~~12-month period within two yearsconsecutive 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 ~~(maximum 6 points)~~** - 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 Multiple schools will generate additional points will be assigned using the same point distribution:

INTERSECTION	SCHOOL <del>S</del> 1	SCHOOL 2	SCHOOL 3
Adjacent	<del>4</del> 3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Blocks	1 point	1 point	1 point

4. **Unusual-Special Conditions (maximum 12 points)** - Points may be assigned considering the severity of:

- 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;
- Intersections within a pedestrian corridor or zone as identified in the General Plan;
- Average-Prevailing (85<sup>th</sup> percentile) speeds is four (4) miles per hour or more in excess of the posted speed limit;
- Visual signs of emergency maneuvers such as skid marks and crash debris;
- Unique geometric conditions exist;
- Visibility concerns exist;
- 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 General Plan Arterial or Collector Streets.**

The criteria for ~~non-residential~~ General Plan 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 cConflicts and eOverall dDelays (maximum 15 points) - 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 ~~h~~Higher ~~v~~Volume ~~s~~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 ~~History~~Experience** - Six points for each crash during any consecutive 12-month period within the threetwo 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 (kindergarten to twelfth grade). If an intersection is adjacent to or within two blocks of several schools, then Multiple schools will generate additional points will be assigned using the same point distribution:

INTERSECTION	SCHOOL <del>S</del> 1	SCHOOL 2	SCHOOL 3
Adjacent	<del>4</del> 3 points	3 points	3 points
One Block	2 points	2 points	2 points
Two Block <del>s</del>	1 point	1 point	1 point

5. **Unusual Special Conditions (maximum 12 points)** - Points may be assigned considering the severity of:
- 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;
  - Intersections within a pedestrian corridor or zone as identified in the General Plan;
  - Average Prevailing (85<sup>th</sup> percentile) speeds is four (4) miles per hour or more in excess of the speed limit;
  - Visual signs of emergency maneuvers such as skid marks and crash debris;
  - Low volume street;
  - Unique geometric conditions exist;
  - Visibility concerns exist.
6. The City Traffic Engineer shall consider do an analysis of the following items prior to installing an all-way stop control on an Arterial or Collector-General Plan street:
- Determine Whether 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) is typical of other intersections of that type in the City;

- b. ~~Determine if~~ Whether the proximity of the subject intersection with existing traffic signals and planned traffic signals;
- c. ~~Determine if~~ Whether 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 onto other streets, particularly other local residential streets including an assessment of the impact on other streets;~~
- e. ~~Level of service shall be calculated for the intersection to assess 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 ~~Traffic Appeals Commission~~ 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~~ 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~~ 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 ~~Traffic Appeals Commission~~ Appeals Hearing Board.