



As described in the *California Manual of Uniform Traffic Control Devices (CaMUTCD)*:

*“When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD signs or STOP signs on one or more approaches.”*

The following criteria are used to determine whether these types of signs are warranted at a given intersection:

#### Minimum Criteria

- 1) Stop signs will only be considered when at least one of the following conditions is met:
  - a. The principal street of the subject intersection experiences at minimum 500 vehicles per day or 50 vehicles per hour during the peak hour of any average day and the minor street experiences 50% of same volume criteria.
  - b. The subject intersection includes a designated “through street” and the minor street has no stop or yield sign in place.
  - c. The subject intersection has experienced three or more collisions susceptible to correction by stop signs within a one-year period.

#### Two-Way Stop Criteria

- 2) Stop signs on the minor street of an intersection are considered warranted when two of the above mentioned criteria have been met or when one of the above mentioned criteria and one of the following are met:
  - a. The principal street of the subject intersection experiences at minimum 1,000 vehicles per day or 100 vehicles per hour during the peak hour of any average day and the minor street experiences 50% of same volume criteria.
  - b. The intersection has experienced five or more types of collisions susceptible to correction by stop signs within a two-year period.
  - c. The available stopping sight distance along any approach to the intersection is less than what is recommended for the speed limit of the roadway per the AASHTO “Greenbook” methodology.
  - d. The principal street of the subject intersection experiences over 6,000 vehicles per day.

#### All-Way Stop Criteria

- 3) Stop signs are warranted on both the principal and minor street of an intersection if the Minimum Criteria have been met and at least one of the following conditions exist:
  - a. Total vehicular volume entering the intersection from all approaches averages 300 vehicles per hour for any eight hours of an average day and the volume on the minor street totals at least two-thirds of the volume of the principal street. Pedestrian and

- bicycle traffic may be included in the volume counts where their volumes are significant.
- b. The intersection has experienced five or more types of collisions susceptible to correction by stop signs within a one-year period.
  - c. The available stopping sight distance along at least one approach on the principal street is less than what is recommended for the design speed of the roadway per the AASHTO “*Greenbook*” methodology.

#### Stop Sign Exclusions

- 4) Stop signs will not be considered along approaches where any of the following conditions exist:
  - a. Another stop sign controlling traffic along the same path of travel exists within 800 linear feet of the proposed location.
  - b. New stop signs will not be placed on designated through streets.

#### Yield Signs

- 5) Yield signs may be considered for use instead of two-way stop control when both of the following criteria are met:
  - a. Traffic volumes contained in Warrant Criteria 1) a. are 75% met.
  - b. The subject intersection has experienced two or more collisions susceptible to correction by yield signs within a one-year period.

In accordance with *California Manual of Uniform Traffic Control Devices* guidelines, engineering judgment should always be utilized to identify unique conditions that might affect the feasibility of stop and yield signs in addition to the specific criteria contained within this policy.