

ATTACHMENT B
County of San Mateo
Department of Public Works Regulatory Sign Policy

Stop Sign Policy

New stop signs may be installed at qualified intersections on County maintained roads.

To qualify for 1-way or 2-way stop control, one or more of the following warrants from the California Manual on Uniform Traffic Control Devices¹ (MUTCD) Sections 2B.05-07 shall be met:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the stop sign.

Multiway stop (3-way or more) installations are regulated with additional criteria because research has proven² that drivers disobey unwarranted stop signs. To qualify for a multiway stop, one or more of the following warrants shall be met:

- A. Where traffic signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangement are being made for the installation of the traffic control signal;
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

¹ FHWA's MUTCD 2003 Revision 1, as amended for use in California

² <http://www.ite.org/traffic/documents/AHA99B49.pdf>

In addition, the Department may also consider the following for a multiway stop:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve operational characteristics of the intersection.

Yield Sign Policy

The Department may choose to install a Yield sign on a County maintained road if engineering judgment indicates that one or more of the MUTCD Section 2B.08-10 conditions are met:

- A. Where the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the 85th-percentile speed to pass through the intersection or to stop in a reasonably safe manner.
- B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
- C. The second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

Regulatory Speed Limit Sign Policy

The Department follows the California Vehicle Code (CVC) to assign speed limits. CVC Section 22352 states that the prima facie speed limits on highways that are not State highways shall be as follows:

- A. 25 miles per hour
 - 1. Residential Districts
 - 2. Business Districts
 - 3. Next to a Senior Citizen facility with posted "Senior" sign
 - 4. School Zones (when children are present) with posted "School" sign
- B. 15 miles per hour
 - 1. Railroad grade crossing with obstructed view
 - 2. Uncontrolled highway intersection with obstructed view
 - 3. Alleys

The prima facie speed limits listed above and in the CVC do not require posting of a speed limit sign to be enforced therefore it is unnecessary to pass a resolution to

add speed limit signs to an established prima facie speed zone.

However, if any portion of a County maintained road is determined by an “Engineering and Traffic Survey” to require an increase or decrease in the prima facie speed, an ordinance will be required.

Parking Zone Signs Policy

Will be addressed under the Department’s Parking Zone Policy

Other Regulatory Signs Policy

Other Regulatory Signs such as those relating to turning restrictions, weight limits, and other enforced rules of the road shall be studied on a case-by-case basis, using the MUTCD for guidance. An appropriate traffic study may be performed for each request.

Updating Signs Master Lists

The locations of signs on County maintained streets are currently documented on GIS Maps in the Department of Public Works, and will be made available in list form on the Department’s web site. The master lists will be updated to reflect the recommended changes if your Board approves the proposed resolutions.