

City of San Bernardino
WARRANTS FOR STOP SIGN INSTALLATION

Location	Existing Control	Prepared by/Date	Checked by/Date
Harwick Drive and Wier Road	EB Stop	AJ 08/05/2024	AJ 08/05/2024

POLICY

Stop sign may be warranted at an intersection where any of the following warrants A-1, A-2, B or C are met

A-1 STATE WARRANTS FOR MULTI-WAY STOP CONTROL

Warrant is satisfied if any of the following criteria are met

CRITERIA	REQUIREMENTS	REMARKS	Y	N
A-1.1	Traffic signals are warranted and urgently needed, multi-way stop need to be installed as interim measure until signal is installed			N
A-1.2	Five or more right angle and/or turning movement accidents in recent 12 months			N
A1.3: All 3 conditions listed to the right must be met to satisfy warrant A-1.3	A Combined vehicle volume on <u>major street</u> during any 8 hours averages 300+ veh/hr			N
	B Combined vehicle and pedestrian volume on <u>minor street</u> during the same 8 hours averages 200+ unit/hr, And Delay to <u>minor street</u> vehicles during the maximum hour of the same 8 hours averages 30 sec/hr			N
	C 85th percentile approach speed exceeds 40 mph (64 km/h), min. vehicular volume warrant is 70% of the above requirements			N
A-1.4	Where no single criterion is satisfied, but where Criteria A-1.2, A-1.3A, and A-1.3B are all satisfied to 80% of the minimum values			N
A-1.5	If visibility cannot otherwise be addressed, there is a need to control vehicle-pedestrian conflicts (or bicycle) near high pedestrian/bicycle generators, left-turn or right-angle conflicts, or the traffic operation of an intersection of two residential streets of similar design and operational characteristics would be improved with an All-way stop.	Line of sight is not sufficient	Yes	

A-1: IS STATE WARRANT FOR MULTI-WAY STOP CONTROL SATISFIED?

A-2 STATE WARRANTS FOR TWO/ONE-WAY STOP CONTROL

Warrant is satisfied if any of the following criteria are met

CRITERIA	REQUIREMENTS	REMARKS	Y	N
A-2.1	On the less important road at its intersection with a main road where accident history justifies the placement of Stop signs.			
A-2.2	On a county road or city street with its intersection with a State Highway.			
A-2.3	At the intersection with two main highways. The highway traffic to be stopped depends on the approach speeds, volumes and turning movements.			
A-2.4	On a street entering a legally established through highway or street.			
A-2.5	On a minor street where the safe speed is less than 10 mph (16 km/h).			
A-2.6	At an un-signalized intersection in a signalized area.			
A-2.7	At intersections where a combination of high speed, restricted view and accident records indicates a need for control by the Stop sign.			

A-2: IS STATE WARRANT FOR TWO/ONE-WAY STOP CONTROL SATISFIED?

**B.PETITION WARRANTS FOR LOCAL RESIDENTIAL STREETS
BY CITY ADMINISTRATIVE POLICY**

**Use only at residential street intersections excluding arterials, collectors, local collectors, where ADT do not
exceed 2,500 Vehicles on each Intersecting Street**

Warrant B is satisfied if B and any two of the criteria B-1 through B-12 are met

CRITERIA	REQUIREMENTS	REMARKS	Y	N
B.	Is there a petition signed by more than 60% of property owners/residents located within 600 feet of proposed stop sign; AND TWO OF THE FOLLOWING CRITERIA ARE MET.			
B-1.	School located within 600 feet of intersection and intersection is on "suggested route to school" .			
B-2.	Streets leading to intersection do not intersect at right angles.			
B-3.	One or more streets leading to intersection is at a grade of more than 5%.			
B-4.	Where one or more of the approaches, requiring the stop sign(s), does not meet the required minimum sight distance, due to permanent view obstruction or roadway geometry.			
B-5.	Intersection is abutting a park, major shopping center or other high pedestrian use facility.			
B-6.	Pedestrian volume greater than 480 units/hr in any 8 hour period.			
B-7.	The combined vehicular and pedestrian volume crossing the major street exceeds 125 units during at least two hours where at least 200 vehicles enter the intersection each hour from all approaches during any 8-hour period.			
B-8.	One approach of the intersection is a driveway serving a commercial area.			
B-9.	One approach of the intersection is a driveway servicing a residential property.			
B-10.	Pass through (non-local traffic) on the subject residential street exceeds 50 vehicles per hour and exceeds 40% of the vehicle traffic during the hours from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. on a non-holiday Tuesday, Wednesday, or Thursday, with local traffic defined as vehicles traversing/commuting through the neighborhood.			
B-11.	The vehicle volume entering the intersection from all approaches exceeds 600 units during any hour at an intersection.			
B-12.	Less than desirable pedestrian or vehicular conditions not listed above or contained in the criteria of the State of California for the installation of Stop signs exist at the intersection (as determined/verified by the City's licensed Traffic Engineer).			
B: IS B PLUS ANY TWO OF THE CRITERIA B-1 THROUGH B-12 SATISFIED?				

**C. ACCIDENTS AND SAFETY WARRANTS FOR LOCAL RESIDENTIAL STREETS
BY CITY ADMINISTRATIVE POLICY**

**Use Only at Residential Street Intersections Where ADT do not exceed 2,500 Vehicles on each Intersecting Street
Warrant C is satisfied if C and any two conditions C-1 through C-10 are met**

CRITERIA	REQUIREMENTS	REMARKS	Y	N
C.	Three or more accidents in a 12 month period susceptible to correction by stop signs; or at least 200 vehicles enter the intersection each hour from all approaches during any consecutive 8 hour period; AND TWO OF THE FOLLOWING CRITERIA ARE MET.			
C-1.	School located within 600 feet of intersection and intersection is on "suggested route to school" .			
C-2.	Streets leading to intersection do not intersect at right angles.			
C-3.	One or more streets leading to intersection is at a grade of more than 5%.			
C-4.	Where one or more of the approaches, requiring the stop sign(s), does not meet the required minimum sight distance, due to permanent view obstruction or roadway geometry.			
C-5.	Intersection is abutting a park, major shopping center or other high pedestrian use facility.			
C-6.	Pedestrian volume is greater than 480 units/hr in the 8-hour period.			
C-7.	The combined vehicular and pedestrian volume crossing the major street exceeds 125 units during at least two hours where at least 200 vehicles enter the intersection each hour from all approaches during any 8-hour period.			
C-8.	One approach of the intersection is a driveway serving a commercial area.			
C-9.	One approach of the intersection is a driveway servicing a residential property.			
C-10.	Pass through (non-local traffic) on the subject residential street exceeds 50 vehicles per hour and 40% of the vehicle traffic during the hours from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. on a non-holiday Tuesday, Wednesday, or Thursday, with local traffic defined as vehicles traversing/commuting through the neighborhood.			
C-11.	The vehicle volume entering the intersection from all approaches exceeds 600 units during any hour at an intersection.			
C-12.	Less than desirable pedestrian or vehicular conditions not listed above or contained in the criteria of the State of California for the installation of stop signs exist at the intersection (as determined/verified by the City's licensed Traffic Engineer).			

C: IS C PLUS ANY TWO CRITERIA C-1 THROUGH C-10 SATISFIED?

DID THIS LOCATION MEET ANY OF THE WARRANTS A-1, A-2, B OR C ABOVE?

IF YES, CHECK WARRANTS MET

A-1

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A-2

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B

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C

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IF ANY OF THE WARRANTS ARE MET, A STOP SIGN SHOULD BE INSTALLED AFTER APPROVAL BY MAYOR AND COMMON COUNCIL AND THE INTERSECTION IS DESIGNATED A "STOP INTERSECTION" BY THE MAYOR AND COMMON COUNCIL.

Good traffic engineering judgment must be exercised before installing stop signs at certain intersections (whether it meets the warrants or not)