

**RESOLUTION NO. T- 9836**

**RESOLUTION ESTABLISHING YIELD AND STOP SIGN POLICY AND WARRANTS**

**WHEREAS**, the California Vehicle Code Section 21101 allows the local authorities to adopt rules and regulations by resolution designating any intersection as a stop intersection and requiring all vehicles to stop at one or more entrances to a intersection;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DIXON** establish a Policy and Warrants for the Standard Applications of Yield and Stop signs attached as Exhibit (A).

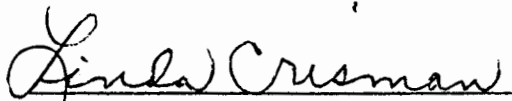
**PASSED AND ADOPTED THIS 14<sup>TH</sup> DAY OF APRIL 1998 BY THE FOLLOWING VOTE:**

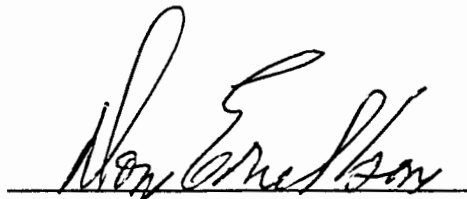
**AYES:** Manson, Salaber, Ferrero, Courville, Erickson

**NOES:** none

**ABSENT:** none

**ATTEST:**

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
Mayor

**Exhibit (A)**

**CITY OF DIXON  
POLICY AND WARRANTS FOR THE STANDARD APPLICATION OF  
YIELD AND STOP SIGNS**

**GENERAL**

Policy statements are intended to define locations where yield signs and stop signs are appropriate intersection control devices.

Warrants provide specific conditions where yield signs and stop signs should be considered. The satisfaction of a warrant does not mandate the installation of a yield or stop sign, nor does the non-satisfaction of a warrant prevent such installations but should be used in conjunction with traffic engineering judgement.

The purpose of yield and stop signs is to control the right-of-way assignment at intersections, give preference to major traffic movements and reduce potential for some types of accidents. Stop signs are not installed for speed control purposes, but the speed of approaching vehicles is an important consideration relative to the sight distance and conflicting traffic movements at an intersection. Yield and stop sign installations should be consistent with the magnitude of traffic conflicts; their indiscriminate use results in unnecessary delay and energy usage.

**YIELD SIGNS**

The purpose of a yield sign is to control right-of-way assignments at intersections where control is advisable and a stop sign is not warranted or is unreasonably restrictive.

Yield signs should control the minor flow of traffic at an intersection. They should not be erected where there are stop signs on one or more approaches, except, under special circumstances, to provide minor movement control within a complex intersection.

A yield sign may be warranted:

1. On a minor street entrance to an intersection where it is necessary to assign right-of-way to the major street where a stop is not necessary at all times and the safe approach speed on the minor road exceeds 10 miles per hour; or
2. Where there is a separate or channelized right-turn lane, without an adequate acceleration lane.

## ONE-WAY AND TWO-WAY STOP SIGNS

The purpose of one-way and two-way stop signs is to control the right-of-way at an intersection where traffic conflicts are not significant. Typically, stop signs are installed on local streets where they intersect collector or arterial streets, and on collector streets where they intersect arterial streets. Stop signs will not typically be installed on residential courts with six or fewer lots or on any street where the centerline extends less than 150 feet unless abnormal circumstances are identified by the traffic engineer. Since stop signs cause energy use and inconvenience to motorists, they should be used only where warranted.

A stop sign may be warranted at:

1. An the intersection of a minor street with a major street where application of the normal right-of-way rule is unduly hazardous; or
2. On a street entering an arterial or collector; or
3. An intersection where a combination of high speed, restricted view, and accident records indicates the need for control by the stop sign.

## MULTIWAY STOP SIGNS

The multiway stop installation is useful as a safety measure at some locations by controlling the right-of-way assignments for vehicles approaching from all directions. It should ordinarily be used only where the volume of traffic on the intersecting roads is approximately equal. Multiway stop installations are not a cure-all and are not a substitute for other traffic control devices. Many times the need for a multiway stop can be eliminated if the sight distance is increased by removing obstructions.

Multiway stop sign installations may be warranted:

1. When one or more of the three warrants are satisfied on the City of Dixon Multiway Stop Sign Evaluation; or
2. Where traffic signals are warranted a multiway stop can be quickly installed as an interim measure to control traffic while arrangements are being made for the signal installation.

# MULTIWAY STOP SIGN EVALUATION CITY OF DIXON

Location: \_\_\_\_\_ / \_\_\_\_\_ 4-Way: \_\_\_\_\_ Tee: \_\_\_\_\_

By: \_\_\_\_\_ Date: \_\_\_\_\_

Traffic Count Date: \_\_\_\_\_

VOLUME:	APPROACH VEHICLE VOLUMES					
	HOUR	N/B	S/B	E/B	W/B	TOTAL
1						
2						
3						
4						
5						
6						
7						
8						
<b>TOTAL</b>	<b>8 HOURS</b>	0	0	0	0	0
*DENOTES MINOR STREET APPROACH		VOLUMES FOR ANY 8 HOURS				

### WARRANT 1 RESIDENTIAL VS. NON-RESIDENTIAL

IF ALL OF THE FOLLOWING ARE TRUE, THE INTERSECTION SHALL BE EVALUATED FOR THE VOLUME WARRANT USING SECTION "A". IF NOT, COMPLETE SECTION "B".

- |    |   | TRUE  |  | FALSE |
|----|---|-------|--|-------|
| 1) | Both streets have residential frontage and existing 25 mph speed limits.  | _____ |  | _____ |
| 2) | Neither street is an adopted through street (arterial or collector).  | _____ |  | _____ |
| 3) | Neither street exceeds 40 feet in roadway width.  | _____ |  | _____ |
| 4) | No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet.       | _____ |  | _____ |
| 5) | Intersection has streets extending 800 feet or more away from the intersection on at least three sides.             | _____ |  | _____ |
| 6) | Installation of a multiway stop sign is compatible with overall traffic circulation needs for the residential area. | _____ |  | _____ |

### SECTION A- RESIDENTIAL AREA VOLUME WARRANT

ALL OF THE FOLLOWING CONDITIONS MUST BE MET TO SATISFY THE RESIDENTIAL VOLUME WARRANT.

- |    |  | TRUE  |  | FALSE |
|----|--|-------|--|-------|
| 1) | Total vehicular volume entering the intersection from all approaches must average at least 180 vehicles per hour for any 8 hours of an average day (or at least 135 vph for a "T" intersection).<br>Total Vehicle Volume _____ / 8 hours = _____ Average Vehicles/Hour | _____ |  | _____ |
| 2) | In addition, the vehicular volume entering the intersection from the minor street or streets for the same 8 hours must average at least 72 vehicles per hour (or 54 vph for a "T" intersection).<br>Minor Street Volume _____ / 8 hours = _____ Average Vehicles/Hour  | _____ |  | _____ |

**SECTION B- NON-RESIDENTIAL AREA VOLUME WARRANT**

ALL OF THE FOLLOWING CONDITIONS MUST BE MET TO SATISFY THE NON-RESIDENTIAL VOLUME WARRANT.

- |    |  |           |
|----|--|-----------|
|    | TRUE      FALSE  |           |
| 1) | Total vehicular volume entering the intersection from all approaches must average at least 300 vehicles per hour for any 8 hours of an average day (or at least 225 vph for a "T" intersection).<br>Total Vehicle Volume _____ / 8 hours = _____ Average Vehicles/Hour | <br>_____ |
| 2) | In addition, the vehicular volume entering the intersection from the minor street or streets for the same 8 hours must average at least 120 vehicles per hour (or 90 vph for a "T" intersection).<br>Minor Street Volume _____ / 8 hours = _____ Average Vehicles/Hour | <br>_____ |

**WARRANT 2- ACCIDENT EXPERIENCE**

MINIMUM OF 5 ACCIDENTS WITHIN A TWELVE MONTH PERIOD THAT ARE SUSCEPTIBLE TO CORRECTION BY THE INSTALLATION OF A MULTIWAY STOP.

	DATE	ACCIDENT NUMBER	TYPE OF ACCIDENT
1			
2			
3			
4			
5			

**WARRANT 3- SIGHT DISTANCE**

THE STOPPING SIGHT DISTANCE ON THE MAJOR STREET APPROACH(ES) FOR VEHICLES OR PEDESTRIANS CROSSING THE STREET AT THE INTERSECTION IS LESS THAN THE STANDARD USED BY THE CITY OF DIXON.

**SUMMARY**

A MULTIWAY STOP SIGN INSTALLATION MAY BE CONSIDERED IF ONE OR MORE OF THE FOLLOWING WARRANTS IS SATISFIED.

- |  |                 |
|--|-----------------|
|  | TRUE      FALSE |
| SECTION "A" OR "B" OF THE VOLUME WARRANT SATISFIED | <br>_____       |
| ACCIDENT EXPERIENCE SATISFIED                      | <br>_____       |
| SIGHT DISTANCE WARRANT SATISFIED                   | <br>_____       |