

COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY

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Policy:

A. Two-Way Stop Signs

Stop signs are considered to be warranted on the minor street approaches to an intersection when any of the following conditions are satisfied:

1. Upon all approaches to a designated through street or State Highway.
2. When the critical approach speed on the minor street is less than eight (8) miles per hour; and
 - a. Average hourly (24 hour) traffic volume on the major street is at least 50 vehicles per hour; or
 - b. There is an obvious accident potential disclosed by investigation or evidenced by a history of reported accidents of a type considered susceptible of correction with right-of-way control, and there are no correctable physical conditions which may have been the proximate cause of the accidents.
3. When the critical approach speed on the minor street is eight (8) miles per hour or greater, but not greater than 15 miles per hour; or
 - a. Average hourly (24 hour) traffic volume on the major street is at least 100 vehicles per hour; or
 - b. There is an obvious severe accident potential disclosed by investigation or evidenced by the occurrence of an unusually severe accident history of types considered susceptible to correction by right-of-way control and there are no correctable physical conditions which may have been the proximate cause of the accidents.
4. When the critical approach speed on the minor street is greater than 15 miles per hour; and
 - a. Average hourly (24 hour) traffic volume on the major street is over 150 vehicles per hour; or

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- b. There is an obvious accident hazard disclosed by investigation or evidenced by a pattern of accidents of a the considered susceptible of correction by right-of-way control and there are no correctable physical conditions which may have been the proximate cause of the accidents.

B. All-Way Stop Intersections

1. Where traffic signals are warranted and urgently needed, the all-way stop is an interim measure that can be installed quickly to control traffic.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible to correction by an all-way stop installation in a recent 12 consecutive month period.
3. Minimum traffic volume criteria for an all-way stop include at least one of the following:
 - a. The total vehicular volume entering the intersection from all approaches must total at least 500 vehicles per hour for any six hours of an average 24-hour day with at least 40 percent of the traffic entering from the minor street.
 - b. The combined vehicular and pedestrian volume from the minor street or highway crossing the major street or highway must total at least 200 units per hour for any six hours of an average 24-hour day.
 - c. While the 85 percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular warrant is 350 vehicles per hour for section “3 a” above, and 140 units per for hour for section “3 b” above.
4. When the center point of an intersection is within 500 meters from the nearest point along the property line of any public elementary school, or public junior high school (middle school), the following conditions warrant all-way stop sign installation:
 - a. The total vehicular volume entering the intersection from all approaches must total at least 500 vehicles per hour for any

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four hours of an average 24-hour day with at least 40 percent of the traffic entering from the minor street.

- b. At least 20 pedestrians of any age crossing an uncontrolled leg of the intersection in any one-hour period of an average day.
 - c. An accident problem as indicated by five or more reported accidents of any type in a recent 12 consecutive month period.
 - d. The above conditions related to school locations may not apply if, in the judgment of the Director of Transportation, it is not beneficial to establish such all-way stop signs on arterial and major collector streets or roads.
5. A sight distance that only allows the average driver a time interval of 5.0 seconds or less to cross or enter upon an uncontrolled street based on an 85th percentile approach speed.

C. Yield Intersections

- 1. On a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a stop is not necessary at all times, and where the safe approach speed on the minor road exceeds 10 miles per hour.
- 2. On the entrance ramp to a freeway or expressway where adequate acceleration lanes are not provided.
- 3. Where there is a separate or channelized right turn lane without an adequate acceleration lane.
- 4. At any intersection where a special problem exists and an engineering study indicates the problem to be susceptible to correction by use of "Yield" signs.

D. Speed Limit Regulations

The Vehicle Code provides that no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent, having due regard for traffic and the surface and width of the street or highway, and in no event at a speed which endangers the safety of persons or property.

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The Vehicle Code establishes or provides the means of establishing speed limits by:

1. Blanket regulations set by statute applied on a state-wide basis or for special areas e.g. maximum speed, school zones, business and residential districts.
2. Prima facie speed limits established by local authorities within their jurisdiction on the basis of traffic and engineering investigation using the 85 percentile speed as the critical level unless extenuating circumstances dictate otherwise.

E. Curb Parking Restrictions

1. Red Curb Zones: (No Parking): It is the policy to establish regulations prohibiting parking at locations where such action is necessary in the best interest for the preservation of public health and welfare or the efficient operation and control of traffic.
2. White Curb Zones: Passenger Loading Zones for the loading and unloading of passengers are only recommended at locations adjacent to points of public assemblage in areas of heavy pedestrian activity and intense parking demand, e.g. adjacent to theaters, hotels, churches, public agencies and curb side mail drop boxes.
3. Yellow Curb Zones: Commercial loading zones are recommended only at locations where it has been determined that the amount and/or type of loading and unloading in relation to the demand for curb parking is such to cause double parking or result in insufficient commercial access to abutting property.
4. Green Curb Zones: Time limit zones are recommended only at locations that have a high turn-over rate of vehicles parking for short intervals.

Reference:

Minute Order dated 01/28/75
Minute Order 4.11 of 04/19/83
Minute Order 11.6 of 05/04/93
Minute Order 3.4 of 12/18/07