



Board Agenda Item 58

DATE: August 6, 2019

TO: Board of Supervisors

SUBMITTED BY: Steven E. White, Director
Department of Public Works and Planning

SUBJECT: Stop Signs at Thirteen Intersections in Fresno County

RECOMMENDED ACTION(S):

Adopt Resolutions designating thirteen intersections within Fresno County as stop intersections, authorizing additional stop signs at nine intersections making them all-way stops, one intersection making it a two-way stop, and three intersections making them one-way stops.

Approval of the recommended action will allow the installation of additional stop signs at nine locations identified in the proposed resolution making them all-way stop intersections, improving traffic safety by requiring vehicles to stop from all approaches. In addition, allowing the installation of stop signs at one location identified in the proposed resolution making it a two-way stop intersection, improving traffic safety by requiring vehicles to stop on two approaches only. Lastly, allowing the installation of a stop sign at three locations identified in the proposed resolution making them one-way stop intersections, improving traffic safety by requiring vehicles to stop on one approach only. This item pertains to locations in District 1, 4, and 5.

ALTERNATIVE ACTION(S):

If the recommended action is not approved by your Board, the traffic controls at the thirteen intersections will remain unchanged.

FISCAL IMPACT:

There is no Net County Cost associated with the recommended action. The estimated cost for the proposed one-way, two-way, and all-way stops is \$4,200 for materials and \$1,550 for equipment and labor that will be performed by Department of Public Works and Planning personnel. Sufficient appropriations and estimated revenues are included in the Department's - Roads Org 4510 FY 2019-20 Recommended Budget Fund 0010, Subclass 11000, Account 7260 (Special Departmental Expense).

DISCUSSION:

One-way, two-way, and all-way stop control can be useful as a safety measure at intersections where certain traffic conditions exist. When the Department considers stop control at an intersection, it conducts an engineering study. Based upon the study, the Department will make a recommendation regarding the installation of stop signs. Criteria considered in an engineering study may include the collision history, traffic volume, traffic delays, line of sight, or any combination of the foregoing.

Studies indicate when traffic collisions, traffic volume, delays, line of sight, or any combination thereof justifies the installation of stop signs pursuant to guidelines in the California Manual on Uniform Traffic Control Devices. Furthermore, the studies would indicate whether stop sign installations would improve traffic safety at the intersections.

All-Way Stops

Belmont and Blythe Avenues

This location pertains to District 1. The intersection is in the County's exclusive jurisdiction. Both Belmont and Blythe Avenues are County maintained roads that intersect west of the City of Fresno. The terrain is flat, leveled, and intersect within a rural farming area.

Blythe Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 31 feet wide, from edge to edge. Signs and pavement markings include a painted yellow road centerline striping, Stop Ahead sign and pavement markings, Stop bar in each direction, Stop sign, and Cross Traffic Does Not Stop signs. The traffic volume is 1,800 VPD. The speed limit speed is 55 MPH.

Belmont Avenue has an easterly and westerly alignment, and is the through road at Blythe Avenue. The pavement measures approximately 34 feet wide, from edge to edge. There are left turn lanes onto Blythe Avenue. Signs and pavement markings include a painted yellow road centerline striping, white edge line striping, Speed Limit sign, and End Speed Limit sign. The traffic volume is 3,300 vehicles per day (VPD). A 50 mile per hour (MPH) speed limit sign is posted on the east leg, whereas the west leg is unposted thereby defaulting to 55 MPH.

Between January 1, 2014 and December 31, 2018, there were nine traffic collisions, with right-of-way (ROW) violation as the primary cause factor (PCF) in most collisions, resulting in numerous injuries, with no fatalities. This intersection meets the warrant for an all-way stop based on traffic volume, with both Belmont and Blythe Avenues exceeding the minimum threshold volumes for an all-way stop.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Belmont and Blythe Avenues, stopping eastbound and westbound traffic on Belmont Avenue.

Bethel and Dinuba Avenues

This location pertains to District 4. The intersection is in the County's exclusive jurisdiction. Both Bethel and Dinuba Avenues are County maintained roads that intersect east of the City of Selma and south of the City of Parlier. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Bethel Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 23 feet wide, from edge to edge. Signs and pavement markings include a painted yellow road centerline, Stop Ahead sign and pavement markings, Stop bar in each direction, Flashing Light-Emitting Diode (LED) Stop signs, Cross Traffic Does Not Stop sign, and rumble strips on each approach to Dinuba Avenue. The traffic volume is 1,500 VPD.

Dinuba Avenue has an easterly and westerly alignment, and is the through road at Bethel Avenue. The pavement measures approximately 22 feet, from edge to edge. Signs and pavement markings include a painted yellow road centerline striping. The traffic volume is 2,650 VPD.

Between January 1, 2014 and December 31, 2018, there were 34 traffic collisions, with ROW violation as the PCF in most collisions, resulting in numerous injuries, with no fatalities. Eleven traffic collisions may

have been avoided with an all-way stop installation, between March 26, 2018 and December 10, 2018.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Bethel and Dinuba Avenues, stopping eastbound and westbound traffic on Dinuba Avenue .

California and Cornelia Avenues

This location pertains to District 1. The intersection is under the County's exclusive jurisdiction. Both California and Cornelia Avenues are County maintained roads that intersect west of the City of Fresno. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Cornelia Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 21 feet wide. Signs and pavement markings include of a painted yellow road centerline, Stop Ahead signs and pavement markings, Stop bar in each direction, Stop signs, Cross Traffic Does Not Stop signs, and rumble strips on each approach to California Avenue. The traffic volume is 950 VPD.

California Avenue has an easterly and westerly alignment and is the through road at Cornelia Avenue. The pavement measures approximately 23 feet wide. Pavement markings include a painted yellow road centerline. The traffic volume is 1,150 VPD.

Between January 1, 2014 and December 31, 2018 there were 17 traffic collisions, with ROW violation as the PCF in most collisions, resulting in numerous injuries, with no fatalities. Five traffic collisions may have been avoided with an all-way stop, between January 1, 2018 and September 9, 2018.

Approval of the recommended action will authorize the installation of stop signs at the intersection of California and Cornelia Avenues, stopping eastbound and westbound traffic on California Avenue.

Clinton and Hayes Avenues

This location pertains to District 1. The intersection is under the County's exclusive jurisdiction. Both Clinton and Hayes Avenues are County maintained roads that intersect west of the City of Fresno. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Hayes Avenue has a northerly and southerly alignment and is the through road at Clinton Avenue. The pavement measures approximately 21 feet. Pavement markings include a painted yellow road centerline striping. The traffic volume is 1,250 VPD.

Clinton Avenue has an easterly and westerly alignment consisting of two lanes of traffic. The pavement measures approximately 18 feet wide. Signs and pavement markings include Stop Ahead signs and pavement markings for both directions, Stop bar in each direction, Stop signs, and Cross Traffic Does Not Stop signs. The traffic volume is 850 VPD.

Between January 1, 2014 and December 31, 2018 there were 16 traffic collisions, with ROW violation as the PCF in most collisions, resulting in numerous injuries, with no fatalities. Seven traffic collisions may have been avoided with an all-way stop, between April 13, 2018 and December 31, 2018.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Clinton and Hayes Avenues, stopping northbound and southbound traffic on Hayes Avenue.

Clovis and Mountain View Avenues

This location pertains to District 4. The intersection is under the County's exclusive jurisdiction. Both Clovis

and Mountain View Avenues are County maintained roads that intersect west of the City of Selma. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Clovis Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 21 feet. Signs and pavement markings include of a painted yellow centerline, Stop Ahead signs and pavement markings in both directions, Stop bar in each direction, Stop signs, and Cross Traffic Does Not Stop signs. The traffic volume is 850 VPD.

Mountain View Avenue has an easterly and westerly alignment and is the through road at Clovis Avenue. The pavement markings include a painted yellow road centerline striping. The traffic volume is 1,300 VPD.

Between January 1, 2014 and December 31, 2018, there were 18 traffic collisions with ROW violation as the PCF, resulting in numerous injuries, with no fatalities. Five traffic collisions may have been avoided with an all-way stop, between January 1, 2014 and March 6, 2015.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Clovis and Mountain View Avenues, stopping eastbound and westbound traffic on Mountain View Avenue.

Clovis and Nebraska Avenues

This location pertains to District 4. The intersection is under the County's exclusive jurisdiction. Both Clovis and Nebraska Avenues are County maintained roads that intersect west of the City of Selma. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Clovis Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 21 feet wide. Signs and pavement markings include of a painted yellow centerline striping, Stop Ahead signs and pavement markings in both directions, Stop bar in each direction, and Stop signs. The traffic volume is 1,350 VPD.

Nebraska Avenue has an easterly and westerly alignment and is the through road at Clovis Avenue. The pavement measures approximately 24 feet wide. Pavement markings include a painted yellow road centerline striping. The traffic volume is 1,250 VPD.

Between January 1, 2014 and December 31, 2018, there were nine traffic collisions with ROW violation as the PCF, resulting in numerous injuries, with no fatalities. Five traffic collisions may have been avoided with an all-way stop, between March 21, 2017 and January 23, 2018.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Clovis and Nebraska Avenues, stopping eastbound and westbound traffic on Nebraska Avenue.

Crawford and Manning Avenues

This location pertains to District 4. The intersection is under the County's exclusive jurisdiction. Both Crawford and Mountain View Avenues are County maintained roads that intersect east of the City of Reedley. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Crawford Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 24 feet wide. Signs and pavement markings include of a painted yellow centerline, Stop Ahead signs and pavement markings in both directions, Stop bar in each direction, Stop signs, and Cross Traffic Does Not Stop signs. The traffic volume is 1,550 VPD.

Manning Avenue has an easterly and westerly alignment and is the through road at Crawford Avenue. The pavement measures approximately 33 feet wide. Signs and pavement markings include of a painted yellow

centerline striping, and painted white edge line striping. The traffic volume is 5,950 VPD.

Between January 1, 2014 and December 31, 2018, there were 20 traffic collisions with ROW violation as the PCF, resulting in numerous injuries, with no fatalities. Six traffic collisions may have been avoided with an all-way stop, between September 29, 2016 and September 25, 2017.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Crawford and Manning Avenues, stopping eastbound and westbound traffic on Manning Avenue.

Hayes and Shields Avenues

This location pertains to District 1. The intersection is under the County's exclusive jurisdiction. Both Hayes and Shields Avenues are County maintained roads that intersect west of the City of Fresno. The terrain is flat, leveled, and intersect within a rural farming area. The speed limit on both roads is 55 MPH.

Hayes Avenue has a northerly and southerly alignment and consist of two lanes of traffic. The pavement measures approximately 21 feet wide. Signs and pavement markings include of a painted yellow centerline striping, Stop Ahead signs and pavement markings, Stop bar in both directions, and Flashing LED Stop signs. The traffic volume is 1,150 VPD.

Shields Avenue has an easterly and westerly alignment and is the through road at Hayes Avenue. The pavement measures approximately 24 feet wide. Signs and pavement markings include of a painted yellow centerline striping. The traffic volume is 2,000 VPD.

Between January 1, 2014 and December 31, 2018, there were 20 traffic collisions with ROW as the PCF, resulting in numerous injuries, with one fatality. Seven traffic collisions may have been avoided with an all-way stop, between November 15, 2017 and November 14, 2018.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Hayes and Shields Avenues, stopping eastbound and westbound traffic on Shields Avenue.

McKinley and Valentine Avenues

This location pertains to District 1. The intersection is under the County's exclusive jurisdiction. Both McKinley and Valentine Avenues are County maintained roads that intersect west of the City of Fresno. The terrain is flat, leveled, and intersect within a rural area.

Valentine Avenue has a northerly and southerly alignment consisting of two lanes of traffic. The pavement measures approximately 28 feet wide. Signs and pavement markings include of a painted yellow centerline striping, Stop Ahead signs and pavement markings, Stop Bar in both directions, Flashing LED Stop signs, and Speed Limit signs. A 40 MPH speed limit sign is posted on the north and south legs. The traffic volume is 1,700 VPD.

McKinley Avenue has an easterly and westerly alignment and consists of two lanes of travel with left turn pockets at Valentine Avenue. The pavement measures approximately 36 feet wide. Signs and pavement markings include of a painted yellow centerline striping, painted white left turn lane striping, and Speed Limit signs in both directions. A 45 MPH speed limit sign is posted on the east and west legs. The traffic volume is 5,900 VPD.

Between January 1, 2014 and December 31, 2018, there were 23 traffic collisions with ROW violation as the PCF, resulting in numerous injuries, with no fatalities. Six traffic collisions may have been avoided with an all-way stop, between April 7, 2017 and October 8, 2017.

Approval of the recommended action will authorize the installation of stop signs at the intersection of

McKinley and Valentine Avenues, stopping eastbound and westbound traffic on McKinley Avenue.

Two-Way Stop

Bliss and De Woody Avenues

This location pertains to District 4. The intersection is under the County's exclusive jurisdiction. Both Bliss and De Woody Avenues are County maintained roads which intersect in the unincorporated community of Laton. The terrain is flat, leveled and intersect within a residential area. The speed limit on both roads defaults to 25 MPH. Bliss and De Woody Avenues are uncontrolled; the normal rule of the road applies to the assignment of ROWs.

Bliss Avenue has a northerly and southerly alignment, and is a through road at De Woody Avenue. The pavement width measures approximately 26 feet wide. There are no signs or pavement markings present on Bliss Avenue. The traffic volume is 200 VPD.

De Woody Avenue has an easterly and westerly alignment, and is a through road at Bliss Avenue. The pavement width measures approximately 19 feet wide. There are no signs or pavement markings present on De Woody Avenue. The traffic volume is 200 VPD.

Between January 1, 2012 and November 30, 2017, there were three traffic collisions with ROW violation as the PCF, resulting in numerous injuries, with no fatalities. All three collisions may have been avoided with a two-way stop.

Approval of the recommended action will authorize the installation of stop signs at the intersection of Bliss and De Woody Avenues, stopping northbound and southbound traffic on Bliss Avenue.

One-Way Stops

Pittman Hill and Sample Roads

This location pertains to District 5. The intersection is under the County's exclusive jurisdiction. Both Pittman Hill and Sample Roads are County maintained roads that intersect northeast of the City of Clovis. The terrain is mountainous, rolling, and intersect within a rural area. The speed limit on both roads is 55 MPH.

Pittman Hill Road has a generally northerly and southerly alignment, which tees into Sample Road. The pavement measures approximately 20 feet wide. Signs and pavement markings include of a painted yellow centerline striping, a T-Intersection warning sign, a Double Arrow warning sign, and a yellow Object Marker. The traffic volume is 700 VPD.

Sample Road has a generally easterly and westerly alignment, which tees into Pittman Hill Road. The pavement measures approximately 24 feet wide. Signs and pavement markings include of a painted yellow centerline striping, Destination sign, Reverse Curve sign, and a Speed Advisory sign. The traffic volume is 1,500 VPD.

Between January 1, 2012 and December 31, 2016, there were zero traffic collisions. This intersection meets the warrant for a one-way stop based on the critical approach speed study, with the critical approach speed being 5 MPH, falling short of the 10 MPH minimum threshold.

Approval of the recommended action will authorize the installation of a stop sign at the intersection of Pittman Hill and Sample Roads, stopping northbound traffic on Pittman Hill Road.

Pittman Hill and Watts Valley Roads

This location pertains to District 5. The intersection is under the County's exclusive jurisdiction. Both Pittman Hill and Valley Watts Roads are County maintained roads that intersect northeast of the City of Clovis. The terrain is mountainous, rolling, and intersect within a rural area. The speed limit on both roads is 55 MPH.

Pittman Hill has a northerly and southerly alignment and is the through road at Watts Valley Road. The pavement measures approximately 21 feet wide. Pavement marking include a painted yellow centerline stripe. There are no signs on Pitman Hill Road. The traffic volume is 700 VPD.

West Valley Road has an easterly and westerly alignment, which tees into Pittman Hill Road. The pavement measures approximately 19 feet wide. Signs and pavement markings include of a Winding Road sign, Distance warning sign, and an Object Maker. The traffic volume is 200 VPD.

Between January 1, 2012 and December 31, 2016 there were two traffic collisions. This intersection meets the warrant for a one-way stop based on the critical approach speed study, with the critical approach speed being 4 MPH, falling short of the 10 MPH minimum threshold.

Approval of the recommended action will authorize the installation of a stop sign at the intersection of Pittman Hill and Watts Valley Roads, stopping westbound traffic on Watts Valley Road.

Richmond and Sunnyside Avenues

This location pertains to District 5. The intersection is under the County's exclusive jurisdiction. Both Richmond and Sunnyside Avenues are County maintained roads that intersect north of the City of Clovis. The terrain is flat, leveled, and intersect within a rural area. Richmond and Sunnyside Avenues are uncontrolled; the normal rule of the road applies to the assignment of ROWs.

Sunnyside Avenue has a northerly and southerly alignment with two lanes of traffic. The pavement measures approximately 24 feet wide. Signs and pavement markings include of a painted yellow centerline striping and a 45 MPH speed limit sign posted on the south leg. The traffic volume is 3,000 VPD.

Richmond Avenue has an easterly and westerly alignment, which tees into Sunnyside Avenue. The pavement measures approximately 25 feet wide. Signs include a Not a Through Street sign. There are no pavement markings present on Richmond Avenue. The traffic volume is 100 VPD.

Between January 1, 2012 and April 30, 2017, there were zero traffic collisions. This intersection meets the warrant for a one-way stop based on the critical approach speed study, with the critical approach speed falling short of the 10 MPH minimum threshold.

Approval of the recommended action will authorize the installation of a stop sign at the intersection of Richmond and Sunnyside Avenues, stopping eastbound traffic on Richmond Avenue.

ATTACHMENTS INCLUDED AND/OR ON FILE:

Vicinity Map
On file with Clerk - Resolutions (13)

CAO ANALYST:

Sonia M. De La Rosa