



County of Fresno

Hall of Records, Rm. 301
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Fresno, California
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Legislation Text

File #: 18-0504, **Version:** 1

DATE: June 5, 2018
TO: Board of Supervisors
SUBMITTED BY: Steven E. White, Director
Department of Public Works and Planning
SUBJECT: All-Way Stop at Bethel and South Avenues

RECOMMENDED ACTION:

Adopt Resolution designating the intersection of Bethel and South Avenues a stop intersection and authorizing additional stop signs at the intersection, stopping eastbound and westbound traffic on South Avenue, making it an all-way stop.

Approval of the recommended action will allow the installation of additional stop signs at this location, improving traffic safety by requiring vehicles on South Avenue to stop in the east and westbound directions. This item pertains to a location in District 4.

ALTERNATIVE ACTION:

If the recommended action is not approved by your Board, the traffic controls at this location will remain unchanged and South Avenue will continue to be the through road with traffic on Bethel Avenue stopping.

FISCAL IMPACT:

There is no Net County Cost associated with the recommended action. The estimated cost for the all way stop is \$250 for materials and \$100 for equipment and labor performed by Department of Public Works personnel. Sufficient appropriations are included in the Department's Roads Org 4510 FY 2017-18 Adopted Budget Fund 0010, Subclass 11000, Account 7260 (Special Departmental Expense).

DISCUSSION:

Bethel and South Avenues are two-lane roads that intersect west of Parlier. The intersection of Bethel and South is under the County's exclusive jurisdiction. The default speed limit is 55 MPH. The surrounding area is rural and agricultural in nature. The pavement width on both roads is approximately 24-feet; however, the north leg of Bethel is 32-feet. Yellow centerline stripes separate opposing traffic on both roadways. Traffic on Bethel Avenue yields to traffic travelling east and west on South Avenue. Traffic signs on Bethel Avenue consist of a Stop Ahead sign and pavement markings, Stop Sign, and a stop bar in each direction of travel. The combined approach traffic volume on Bethel and South Avenues is approximately 1500 vehicles per day (VPD) and 1300 VPD, respectively.

All-way stop control can be useful as a safety measure at intersections where certain traffic conditions exists. When the Department considers all-way stop control at an intersection, the Department will conduct an engineering study. Based upon the information gathered during the engineering 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 or any combination of the foregoing . Staff conducted a traffic delay study on Bethel Avenue, for the peak hour evening traffic. The study measures the average delay per vehicle, in seconds. On average, the delay was approximately 13 seconds per vehicle, about 60% of the minimum in which stop signs are considered. Between August 15, 2016 and August 15, 2017 there were eight accidents that may have been correctable by a stop sign, which meets the minimum threshold for stop sign installation. The current traffic volume is at 58% of the minimum in which stop signs are considered.

The foregoing studies indicate that the traffic collision history at this intersection justifies the installation of stop signs, pursuant to guidelines in the California Manual on Uniform Traffic Control Devices. Furthermore, the studies indicate that stop sign installation for eastbound and westbound South Avenue is appropriate and will improve traffic safety at this intersection.

ATTACHMENTS INCLUDED AND/OR ON FILE:

Vicinity Map
On file with Clerk - Resolution

CAO ANALYST:

Sonia M. De La Rosa