



County of Fresno

Hall of Records, Rm. 301
2281 Tulare Street
Fresno, California
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Legislation Text

File #: 16-1624, **Version:** 1

DATE: March 28, 2017

TO: Board of Supervisors

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

SUBJECT: Stop signs at the intersection of Blythe and Olive Avenues

RECOMMENDED ACTION:

Adopt a resolution authorizing stop signs at the intersection of Blythe and Olive Avenues, stopping eastbound and westbound traffic on Olive Avenue, making it an all-way stop.

The stop signs at this location will improve traffic safety and service by requiring all vehicles to stop at the intersection.

ALTERNATIVE ACTION:

If the recommended action is not approved, the intersection will remain a two-way stop, with traffic on Blythe Avenue stopping for traffic on Olive Avenue.

FISCAL IMPACT:

There is no Net County Cost associated with the recommended action. The estimated cost is \$100 for materials and \$300 for labor and equipment for a total estimated cost of \$400. Appropriations for this work are included in the Public Works and Planning - Roads Org 4510 FY 2016-17 Adopted Budget. County personnel will perform the work.

DISCUSSION:

Both Blythe Avenue and Olive Avenue are 2-lane county roads located in a rural residential area west of Fresno. Blythe Avenue is controlled by stop signs in the north and south directions at Olive Avenue. The traffic volume on Blythe Avenue is approximately 1,150 vehicles per day (VPD) and 2,800 VPD on Olive Avenue.

Between January 1, 2011 and October 17, 2016, there were 17 traffic accidents, which resulted in 10 injuries and 1 death. There have been 5 collisions in a consecutive 12-month period that could have been correctable by a four-way stop. The traffic volumes for both Blythe and Olive Avenues are at a level where the installation of an all-way stop is recommended. The delay for motorists stopped on Blythe at Olive is 33 seconds per vehicle. This location meets the requirement of a 4-way stop, as outlined in the California Manual of Uniform Traffic Control Devices (CA-MUTCD). Less restrictive measures, such as the installation of "Cross Traffic Does Not Stop" signs have been tried to alleviate the issue with no acceptable effect.

Traffic studies performed by Department staff indicate the stop signs for eastbound and westbound traffic on Olive Avenue are appropriate and will improve traffic safety at this intersection.

ATTACHMENTS INCLUDED AND/OR ON FILE:

Vicinity Map
On file with Clerk - Resolution

CAO ANALYST:

John Hays