



# County of Fresno

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

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**File #:** 18-0502, **Version:** 1

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**DATE:** June 5, 2018

**TO:** Board of Supervisors

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

**SUBJECT:** Stop Sign at Dakota and Vineland Avenues

### RECOMMENDED ACTION(S):

**Adopt Resolution designating the intersection of Dakota and Vineland Avenues a stop intersection and authorizing a stop sign at the intersection, stopping eastbound traffic on Dakota Avenue, making it a one-way stop.**

Approval of the recommended action will allow the installation of a stop sign at this location, improving traffic safety by requiring vehicles on Dakota Avenue to stop in the eastbound direction. This item pertains to a location in District 1.

### ALTERNATIVE ACTION(S):

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

### FISCAL IMPACT:

There is no Net County Cost associated with the recommended action. The estimated cost for the one-way stop is \$175 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:

Dakota and Vineland Avenues are two-lane roads that intersect when Dakota tees into Vineland, north of Kerman. The intersection of Dakota and Vineland is under the County's exclusive jurisdiction. The speed limit is 55 MPH. Pavement markings on Dakota consist of the yellow centerline stripes, separating opposing traffic in the east and westbound directions. Traffic signs consist of the yellow double arrow sign and yellow object marker for eastbound traffic on Dakota Avenue. The pavement width is approximately 18- feet. The roadway on Vineland is approximately 15-foot wide, and there are no centerline stripes separating opposing traffic in the north and southbound directions. Traffic volume on Dakota and Vineland Avenues is 200 vehicles per day.

Each intersection has the potential for several different types of vehicular conflicts. Right-of-way assignment for uncontrolled intersections is defined in the California Vehicle Code (CVC). A basic rule of the road, at an intersection where no traffic-control devices are present, requires the vehicle on the left to yield to the vehicle on the right if they arrive at approximately the same time. Section 21800(a) of the CVC states that "The driver of a vehicle approaching an intersection shall yield the right-of-way to any vehicle which has entered the intersection from another highway." For intersections not controlled by yield signs, stop signs, or traffic

signals, the driver of a vehicle approaching an intersection should be able to see potentially conflicting vehicles in sufficient time to stop before reaching the intersection. Stopping sight distance is provided continuously along each highway or street, including intersection approaches, is fundamental to intersection operation. Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid colliding in the intersection.

One-way stop control can be useful as a safety measure at intersections where certain traffic conditions exist. When considering a one-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 a stop sign(s). Criteria considered in an engineering study may include the collision history, traffic volume, traffic delays, line of sight studies, or any combination of the foregoing.

Studies performed by Department staff indicate the line of sight for eastbound traffic on Dakota at Vineland Avenue is limited in a manner that justifies the installation of a stop sign stopping eastbound traffic on Dakota at Vineland. Studies performed by Department staff also indicated that a stop sign stopping eastbound traffic on Dakota at Vineland 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