



# County of Fresno

Hall of Records, Rm. 301  
2281 Tulare Street  
Fresno, California  
93721-2198

## Legislation Text

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**File #:** 18-1332, **Version:** 1

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**DATE:** December 4, 2018

**TO:** Board of Supervisors

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

**SUBJECT:** All-Way Stop at Leonard Avenue and Shields Avenue

### RECOMMENDED ACTION:

**Adopt Resolution designating the intersection of Leonard and Shields Avenues a stop intersection and authorizing additional stop signs at the intersection, stopping eastbound and westbound traffic on Shields 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 Shields Avenue to stop in the east and westbound directions. This item pertains to a location in District 5.

### ALTERNATIVE ACTION:

If the recommended action is not approved by your Board, the traffic controls at this location will remain unchanged and Shields Avenue will continue to be the through road with traffic on Leonard 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 and Planning personnel. Sufficient appropriations are included in the Department's Roads Org 4510 FY 2018-19 Adopted Budget.

### DISCUSSION:

Leonard Avenue and Shields Avenue are two-lane county roads that intersect east of Fresno. The intersection of Leonard and Shields is under the County's exclusive jurisdiction. The default speed limit is 55 MPH. The surrounding area is rural-agricultural in nature, with the Clovis city limits north of the Gould Canal. The pavement width on both roads is approximately 23 feet. Yellow centerline stripes separate the opposing traffic on both roadways. Traffic signs on Leonard Avenue consist of a Stop Ahead sign, and stop bar in each direction of travel. The combined traffic volume on Leonard Avenue and Shields Avenue is 1400 vehicles per day (VPD) and 2000 VPD, respectively. Currently, traffic on Leonard Avenue yields to traffic travelling on Shields Avenue.

All-way stop control can be useful as a safety measure at intersections where certain traffic conditions exist. 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 Leonard Avenue, for the peak hour evening traffic. The study measures the average traffic delay per vehicle, in seconds. On average, the delay was approximately 17 seconds per vehicle, about 81% of the minimum in which stop signs are considered. Between January 1, 2013 and May 31, 2018, there were ten collisions that may have been correctable by a stop sign, which meets the minimum threshold for a stop sign installation. The current traffic volume is at 94% 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 Shields Avenue 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