



TO: Mayor Thomas Ross
Members of the City Council

FROM: Stephen Joersz, PE, PTOE, Traffic Engineer

DATE: May 1, 2023

**SUBJECT: ENGINEERING STUDY AT THE INTERSECTION OF W CENTRAL AVENUE
AND 30TH STREET W**

I. RECOMMENDED ACTION

1. It is recommended that Council pass an ordinance to add stop control to W Central Avenue at the intersection with 30th Street W.

STOP STREET

W Central Avenue

AT ITS INTERSECTION WITH

30th Street W

II. DEPARTMENT CONTACT PERSONS

Lance Meyer, City Engineer

857-4100

Stephen Joersz, Traffic Engineer

857-4100

III. DESCRIPTION

A. Background

An investigation was recently completed regarding motorist safety at the uncontrolled controlled intersection of W Central Avenue and 30th Street W. The engineering study consisted of applying AASHTO's guidelines for intersection sight triangles, per City of Minot Ordinance 28-21, as well as factoring in the NDDOT Century Code 39-10-22.1 regarding intersection right-of-way.

While the intersection is currently unmarked, per the NDDOT Century Code, westbound W Central Avenue is to yield to 30th Street W.

NDDOT Century Code 39-10-22.1 "If a vehicle approaches or enters an intersection that does not have an official traffic-control device and another vehicle approaches or enters from a different highway at approximately the same time, the driver of the vehicle on the left shall yield the right of way to the vehicle on the right. If the intersection is T-shaped and does not have an official traffic-control device, the driver of the vehicle on the terminating street or highway shall yield to the vehicle on the continuing street or highway."

The approach sight distance required for viewing northbound and southbound traffic on the through street (30th Street W) is inadequate for drivers on the terminating street (W Central Avenue) to determine potentially conflicting vehicles approaching the intersection. This is in largely due to house-structures obstructions in the approach sight distance triangle.

B. Proposed Project

Actual conditions at the intersection do not meet AASHTO's sight distance recommendations for a yield controlled intersection. The use of a stop sign instead of a yield sign should be considered.

C. Consultant Selection

N/a

IV. IMPACT:

A. Strategic Impact:

A safer and more visible intersection for general traffic.

B. Service/Delivery Impact:

N/a

C. Fiscal Impact:

The stop signs will come out of the Traffic Department's inventory. The Traffic Department will perform the installation.

Project Costs

Traffic Department's budgeted funds

V. CITY COUNCIL ASPIRATIONS

Safe and Welcoming

VI. ALTERNATIVES

1. Council could elect to not pass this recommended ordinance; however, existing building(s) would still be a view obstruction.
2. Council could elect to modify the ordinance to an all-way stop. Staff does not recommend this alternative as the implementation of traffic control should be based on engineering judgement/study and the traffic volume and crash history do not warrant all-way stop control. Studies have shown that the implementation of unwarranted stop signs have the potential to increase vehicle speeds, increase vehicle noise, reduce vehicle stop compliance and provide a false sense of security for pedestrians.

V. TIME CONSTRAINTS

N/a

VI. LIST OF ATTACHMENTS

- A. Sight Triangle Graphic for W Central Avenue and 30th Street W
- B. Proposed Ordinance for W Central Avenue and 30th Street W