



**TO:** Mayor Thomas Ross  
Members of the City Council

**FROM:** Stephen Joersz, PE, PTOE, Traffic Engineer

**DATE:** April 1, 2024

**SUBJECT: TRAFFIC CONTROL YIELD TO STOP CONVERSIONS**

**I. RECOMMENDED ACTION**

1. It is recommended that Council pass an ordinance on modifying the following approaches from Yield control to Stop control at the corresponding intersecting roadway:

**APPROACHING STREET**

17<sup>th</sup> Street NW  
17<sup>th</sup> Street NW  
18<sup>th</sup> Street W  
18<sup>th</sup> Street NW  
18<sup>th</sup> Street NW  
19<sup>th</sup> Street W  
19<sup>th</sup> Street NW  
19<sup>th</sup> Street NW  
20<sup>th</sup> Street W  
21<sup>st</sup> Street W  
21<sup>st</sup> Street NW  
21<sup>st</sup> Street NW  
22<sup>nd</sup> Street W  
22<sup>nd</sup> Street NW  
22<sup>nd</sup> Street NW  
22<sup>nd</sup> Street SW  
23<sup>rd</sup> Street W  
23<sup>rd</sup> Street NW  
24<sup>th</sup> Street W  
24<sup>th</sup> Street NW  
25<sup>th</sup> Street W  
27<sup>th</sup> Street W  
2<sup>nd</sup> Avenue NW  
5<sup>th</sup> Avenue NW  
Northwest Avenue  
Northwest Avenue  
University Avenue

**AT ITS INTERSECTION WITH**

5<sup>th</sup> Avenue NW  
University Avenue  
W Central Avenue  
2<sup>nd</sup> Avenue NW  
5<sup>th</sup> Avenue NW  
W Central Avenue  
5<sup>th</sup> Avenue NW  
7<sup>th</sup> Avenue NW  
W Central Avenue  
W Central Avenue  
5<sup>th</sup> Avenue NW  
7<sup>th</sup> Avenue NW  
W Central Avenue  
2<sup>nd</sup> Avenue NW  
5<sup>th</sup> Avenue NW  
5<sup>th</sup> Avenue SW  
W Central Avenue  
2<sup>nd</sup> Avenue NW  
W Central Avenue  
2<sup>nd</sup> Avenue NW  
W Central Avenue  
W Central Avenue  
25<sup>th</sup> Street NW  
21<sup>st</sup> Street NW  
Harrison Drive  
19<sup>th</sup> Street NW  
18<sup>th</sup> Street NW

**II. DEPARTMENT CONTACT PERSONS**

Lance Meyer, City Engineer  
Stephen Joersz, Traffic Engineer

857-4100  
857-4100

### III. DESCRIPTION

#### A. Background

As part of the yearly sign region replacement program, the Engineering Department staff reviewed the yield-controlled intersections within the region on compliance with the City of Minot ordinance 28-21. Additionally, several intersections will be impacted by 2024 watermain replacement projects. Those intersections were included in the recommended yield-to-stop conversion as well.

The City of Minot Ordinance 28-21 references AASHTO's guidelines for intersection sight triangles and is integral part on determining if conditions for an intersection can be uncontrolled, yield controlled or stop controlled. Often in an urban setting, the approach sight distance required for viewing crossing-street traffic is inadequate due to houses within the sight triangle.

Each intersection listed in the council memo was reviewed independently and has a yield vs stop control graphic depicted in Attachment A.

#### B. Proposed Project

N/a

#### 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:

For those signs that are a part of the 2024 region sign replacement. The stop signs will come out of the Traffic Department's inventory and the Traffic Department will perform the installation. For those signs that are a part of the 2024 watermain projects, those signs and costs will be included in those projects.

#### Project Costs

Traffic Department's budgeted funds

### V. CITY COUNCIL ASPIRATIONS

Safe and Welcoming

### VI. ALTERNATIVES

1. City Council could choose not to pass the ordinance in-part or in-whole. This has the potential to still have view obstructions at intersections. Which would be a safety concern.
2. Council could elect to modify intersections to all-way stop control. Staff does not recommend this alternative as the implementation of traffic control should be based on engineering judgement/study. 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 Graphics
- B. Proposed Ordinance