



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

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

AT ITS INTERSECTION WITH

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

II. DEPARTMENT CONTACT PERSONS

Lance Meyer, City Engineer	857-4100
Stephen Joersz, Traffic Engineer	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