



City of Mankato, MN
10 Civic Center Plaza
PO 3368
Mankato, MN 56002-3368.

MEMORANDUM

Date: 8/05/2026

To: Site Plan and Traffic Advisory Committee

From: Joe Smith, PE – Assistant City Engineer
Maury Hooper, PE – Traffic Engineer

Subject: Resolution for Directing Traffic Control Signage
W 5th Street and Owatonna Street Intersection

Construction Services staff recommend installing YIELD (R1-2) signs on the eastbound and westbound approaches of W 5th Street at the intersection of Owatonna Street. The signs will be mounted on new supports to ensure proper placement and visibility.

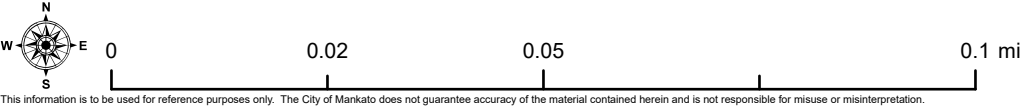


R1-2

This recommendation is in response to citizen concerns regarding safety and the lack of intersection control, particularly given the intersection's proximity to Roosevelt Elementary School. Construction Services staff evaluated the intersection against the Mn MUTCD guidance for YIELD control and found that it satisfies five of the six listed criteria, with the only unmet condition being the occurrence of two reported crashes within a 12-month period. While crash history is an important consideration, traffic engineering practice also recognizes the need to proactively address locations where roadway and operational characteristics indicate an elevated potential for conflict before crashes occur.

Although the intersection does not currently satisfy every Mn MUTCD criterion for YIELD sign installation, the criteria are intended to support, not replace, sound engineering judgment. Staff determined that the combination of school-related pedestrian activity, the intersection sightlines, resident concerns, and support from school officials collectively warrant enhanced traffic control at this location. Waiting for the crash criterion to be met would require a documented history of collisions before acting. Staff believe the proposed YIELD signs represent a reasonable and proactive measure to improve safety and clarify vehicle right-of-way expectations.

ArcGIS Web Map



26-18786-001 W 5th St & Owatonna Intersection Control

Tuesday, March 10, 2026 1:09 PM

Recommendation:

Install YIELD signs for W 5th Street approaches to Owatonna. The Mn MUTCD indicates that YIELD signs should be considered if all of the conditions of Section 2B.10 exist. In this case, 5 of the 6 conditions exist, with only the 2 crashes in 12 months condition not being satisfied. Given this intersection is adjacent to the elementary school, waiting for crashes to happen is not good engineering judgement.

Additionally, the school has indicated support for the addition of YIELD signs at the intersection.

Section 2B.10 Yield Control

Guidance:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs.

Yield control should be considered when engineering judgment indicates that all of the following conditions exist:

- A. Intersection sight distance is adequate on the approaches to be controlled by YIELD signs.
- B. All approaches to the intersection are a single lane and there are no separate turn lanes.
- C. One of the following crash-related criteria applies:
 - 1. For changing from no intersection control to yield control, there have been two or more reported crashes in the previous 12 months that are susceptible to correction by the installation of a YIELD sign.
 - 2. For changing from minor road stop control to yield control, there have been two or fewer reported crashes in the previous 12 months.
- D. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection averages less than 1,800 units per day or 140 units in the peak hour.
- E. The angle of intersection is between 90 and 75 degrees.
- F. The functional classification of the intersecting streets is either the intersection of two local streets or the intersection of a local street with a collector street.

Safety:

CRASH REVIEW: (SOURCE MCMAT2)

1 crash in last 10 years (side swipe)
0 right angle
0 non-motorized



The intersection has a light.

The intersection has marked crosswalks on all approaches. The adjacency of the school is the likely reason the intersection has existing markings on all four approaches (versus min ped volume).

Subject	Customer Service Request 26-18786-001
Link to Outlook Item	Click here
From	Smith, Joe
To	Maury Hooper
Sent	3/10/2026, 8:19:53 AM

Attachments



26-18786-001

*** WARNING: This email is from outside the company. Proceed with Caution***

Good morning Maury,

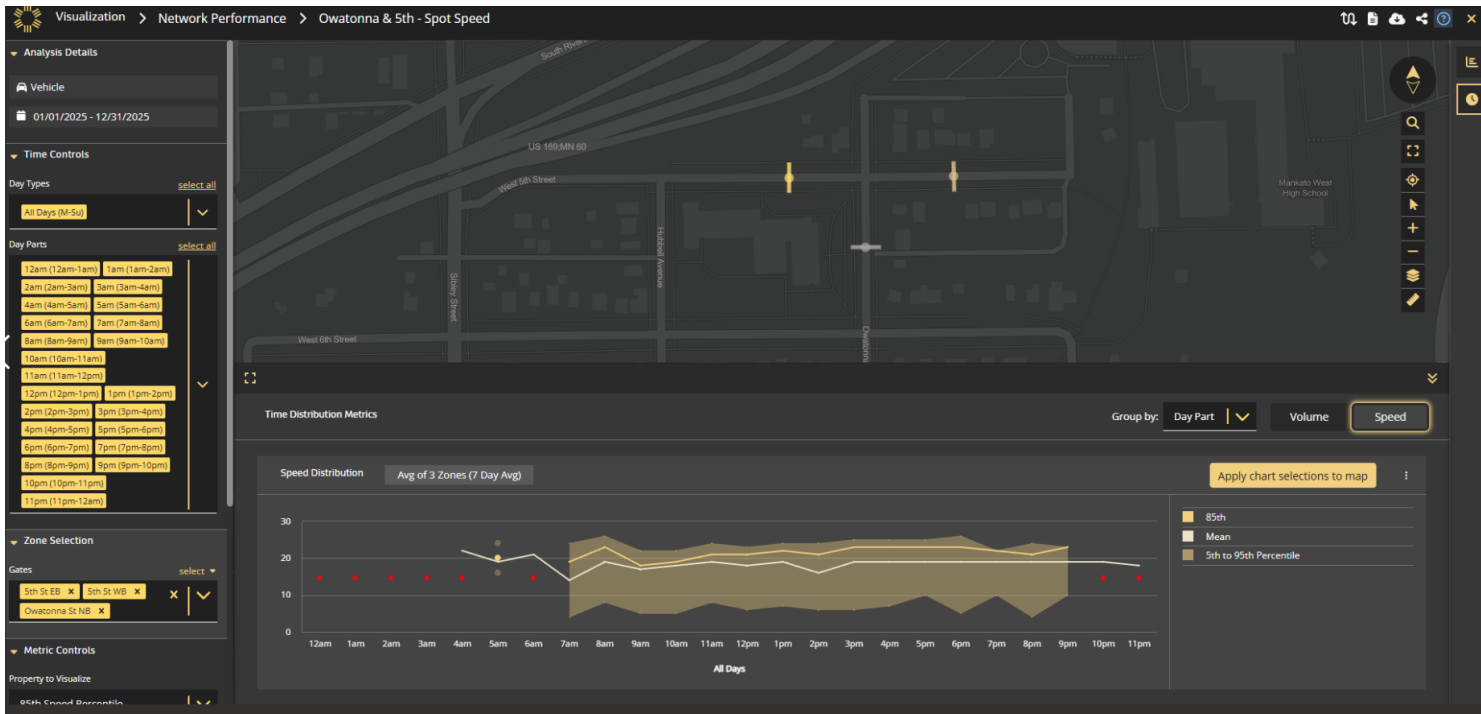
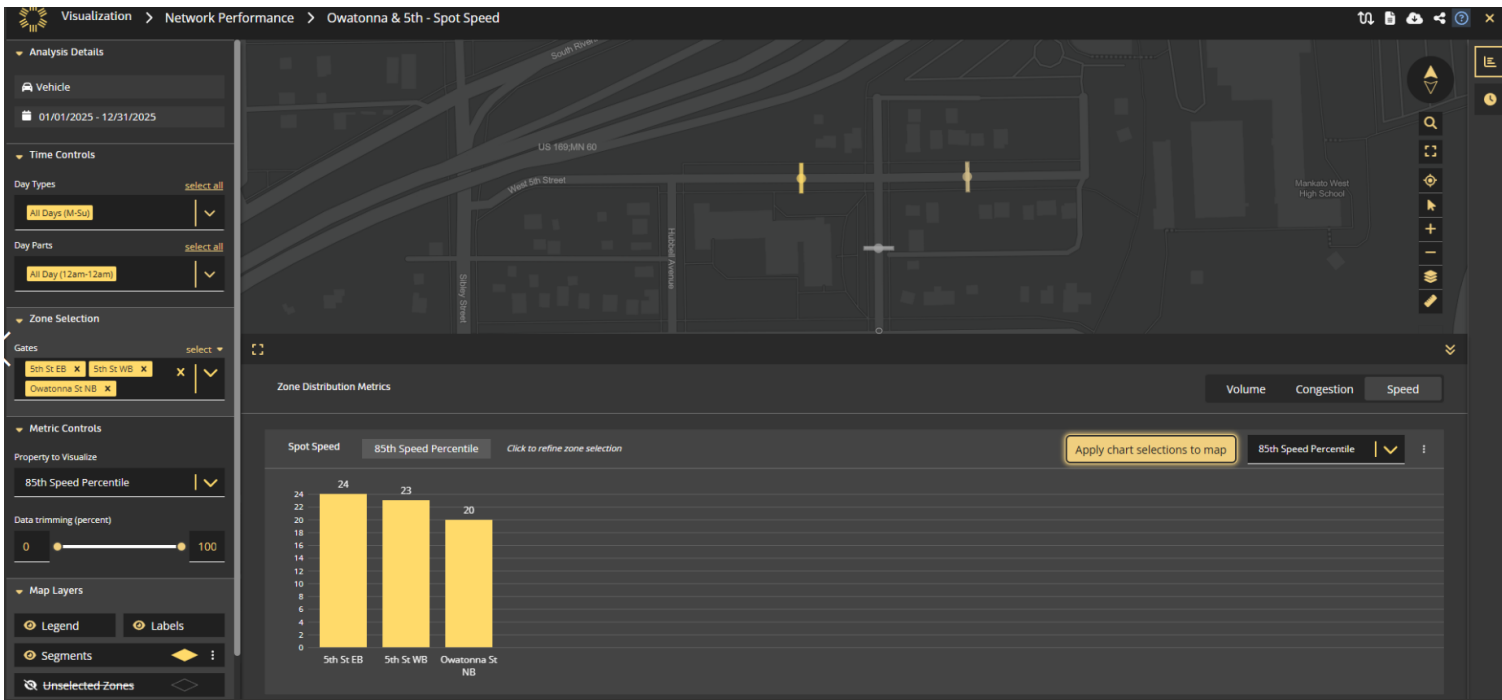
Please review and respond to the attached customer service request. The summary is below:

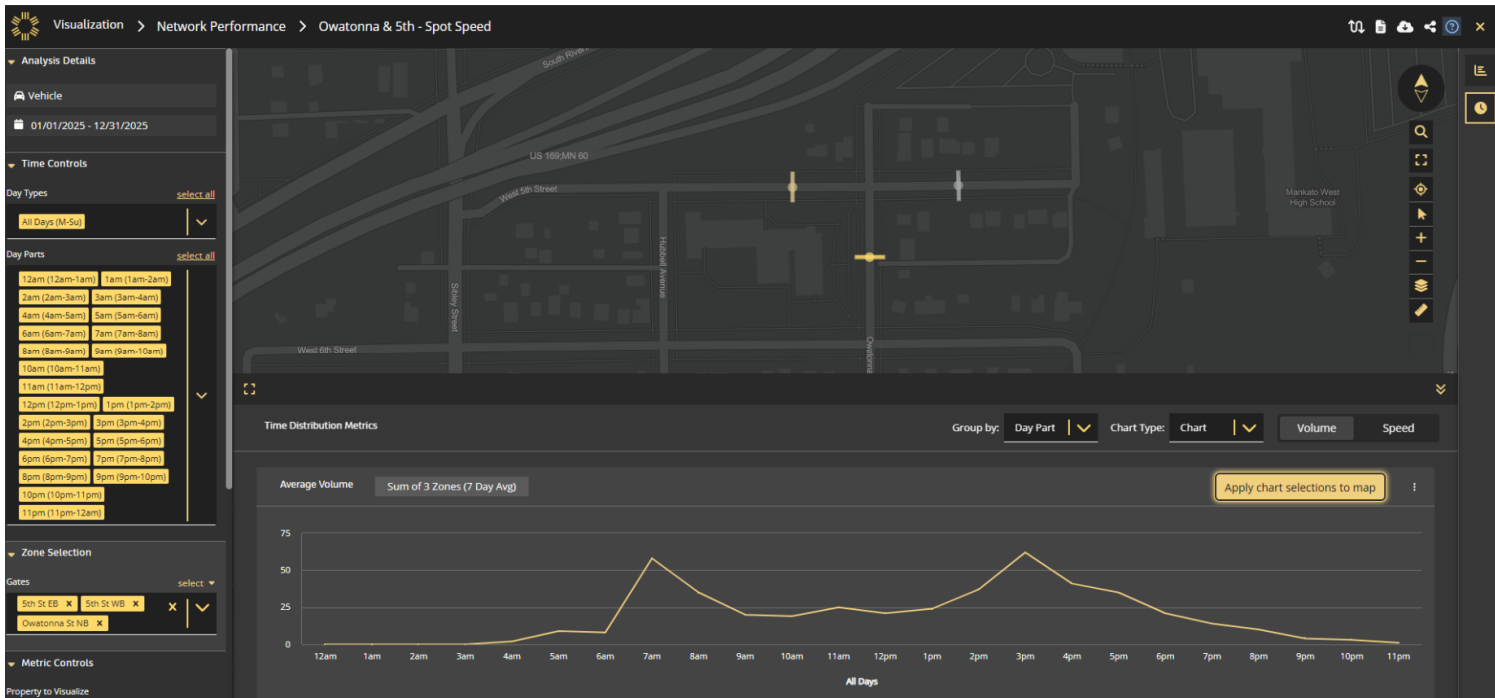
There is no stop or yield signs on the corner of Owatonna and W 5th street. If you are not familiar with the area there is no indication of who has the right of way. There's also no 20 mph school zone signs posted anywhere on either road. Traffic to the YMCA and West comes through fast, surprised there has not been an accident yet.

Thank you,

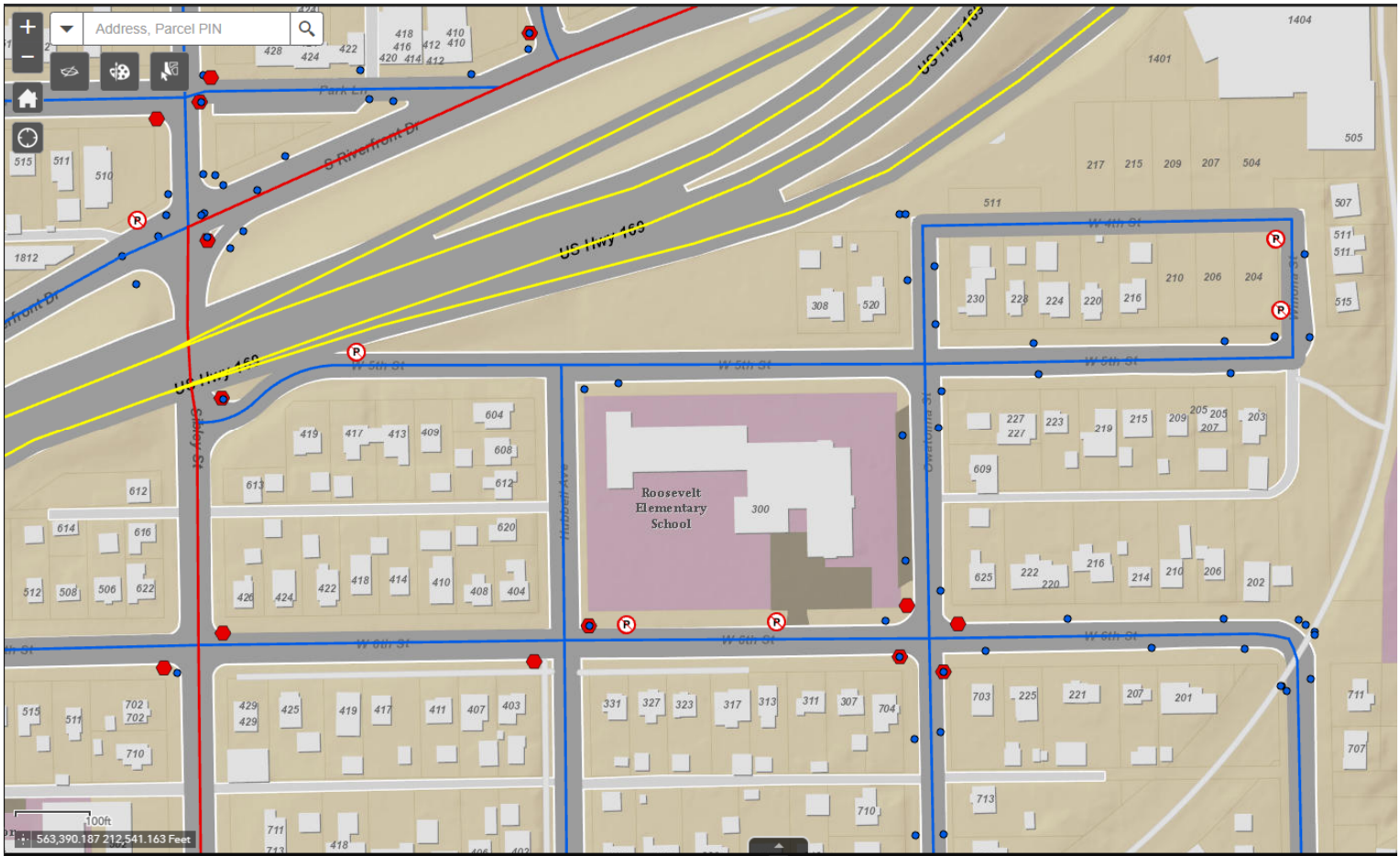
Joe Smith, P.E.
Assistant City Engineer

City of Mankato
Intergovernmental Center | 10 Civic Center Plaza | Mankato, MN 56001
Office: (507) 387-8643





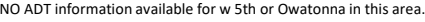
City GIS - Existing Signs
Functional Class of both 5th and Owatonna is LOCAL

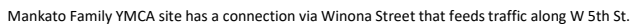


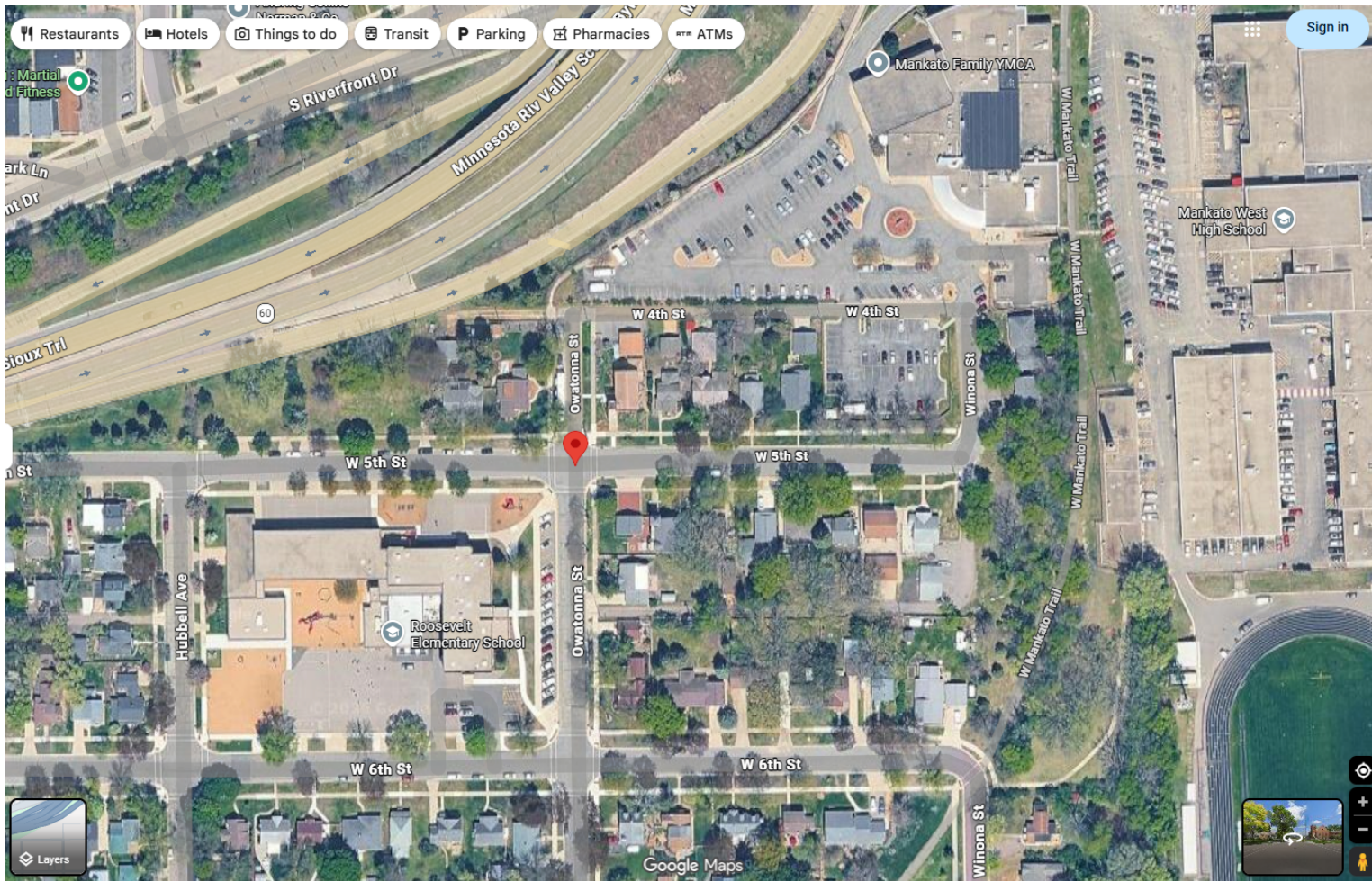
Roosevelt Elementary School SRTS Map (i.e. safe routes to school)

Feedback from Roosevelt School regarding interest in intersection control change:

“I think stop or yield signs at the intersection would be very helpful to slow traffic down on fifth street. We would support the addition.”







Section 2B.07 Determining the Minor Road for Unsignalized Intersections

Guidance:

- 01 *The selection of the minor road to be controlled by YIELD or STOP signs should be based on one or more of the following criteria:*
 - A. *A roadway intersecting a designated through or numbered highway,*
 - B. *A roadway with the lower functional classification,*
 - C. *A roadway with the lower traffic volume,*
 - D. *A roadway with the lower speed limit, and/or*
 - E. *A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.*
- 02 *When two roadways that have relatively equal volumes, speeds, and/or other characteristics intersect, the following factors should be considered in selecting the minor road for installation of YIELD or STOP signs:*
 - A. *Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
 - B. *Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and*
 - C. *Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.*