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

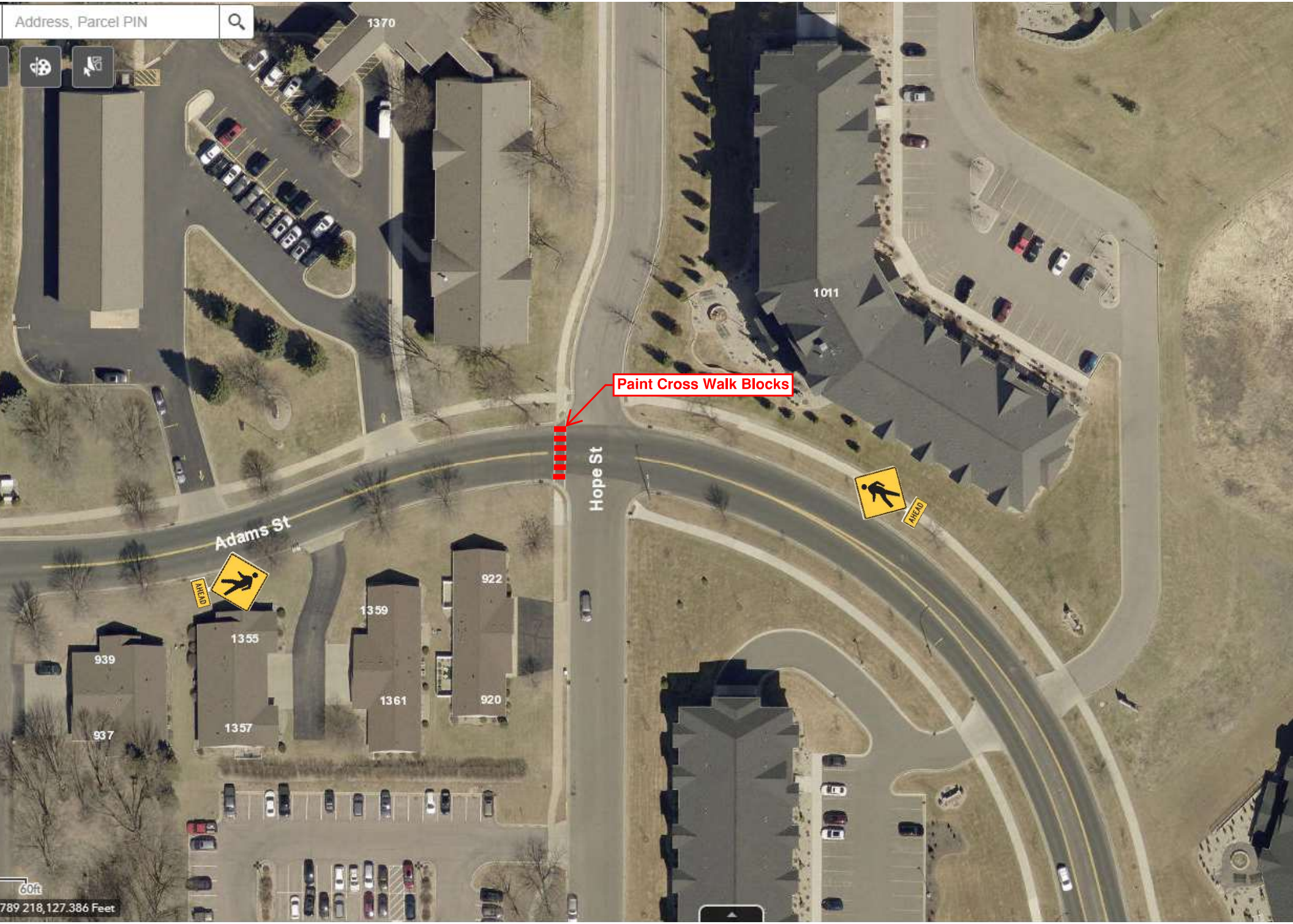
Subject: Resolution for Directing Traffic Control Signage
Adams Street and Hope Street Intersection

Construction Services staff recommend installing advanced PEDESTRIAN CROSSING (W11-2) signs with supplemental AHEAD (W16-9P) signs on the eastbound and westbound approaches of Adams Street at the intersection of Hope Street. These signs will support the existing signed and marked crosswalk at Hope Street. The signs will be mounted on new supports to ensure proper placement and visibility. The advanced placement shall be 200', which conforms to Table 2C-3 Guidelines for Advanced Placement of Warning Signs for the posted speed of 30 MPH, specified in the Mn MUTCD.

W11-2

W16-9P

The absence of advanced warning signs was noted as part of a separate study that evaluated the intersection for all-way stop control due to citizen safety concerns. The intersection did not meet warrants for an all-way stop condition. Updating the existing parallel crosswalk lines to higher visibility crosswalk blocks was also recommended in that separate study. The recommended pavement marking updates were implemented in the summer of 2026.


Address, Parcel PIN
1370
1011
Paint Cross Walk Blocks
Hope St
Adams St
AHEAD
AHEAD
922
1359
1355
939
1361
920
1357
937
60ft
789 218,127.386 Feet

Real People. Real Solutions.

MEMORANDUM

Date: July 22, 2026

To: Cory Bienfang, PE – City Engineer

From: Maury Hooper, PE – City Traffic Engineer

Subject: Hope Street and Adams Street Intersection
All-Way Stop Evaluation

City staff reviewed the Hope Street and Adams Street intersection to determine whether all-way stop control would be appropriate. The evaluation considered factors commonly used in all-way stop control warrants, including traffic volumes, crash history, sight distance, and intersection operations.

Based on the review, the intersection does not currently meet the established engineering warrants for installation of an all-way stop presented in Mn MUTCD Section 2B.11 (June 2026 Revision). Therefore, installation of an all-way stop at Hope Street and Adams Street is not recommended at this time. Instead, the City should advance lower-impact pedestrian crossing enhancements and reevaluate the intersection in the future should a change in conditions indicate that all-way stop control or additional crossing enhancement may be warranted.

The all-way stop warrant evaluation is presented below.

Warrant A – Crash Experience:

Observed Existing Condition

Hope Street and Adams Street intersection has 4 reported crashes in the last 10 years. Three of these occurred in the last 5 years (1 in 2022 and 2 in 2025).

Source: Minnesota's crash database (MnCMAT2)

Warrant Requirements (4-leg Intersection)

Five or more reported crashes within a 12-month period or six or more reported crashes within a 36-month period, which are of a type susceptible to correction by the installation of all-way stop control.

Conclusion

Warrant A is not met.

Warrant B – Sight Distance:

Observed Existing Condition

For the posted speed of 30 mph, which is close to the 85th-percentile speed of 32 mph obtained from Streetlight Data Analytics, a minimum sight distance of 335 feet measured along the roadway in both directions is required. Based on review of Google Maps and Street View imagery, the intersection currently provides sufficient sight distance.

Warrant Requirements

All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major uncontrolled road.

Conclusion

Warrant B is not met.

Warrant C – Transition to a Signal Control or Circular Intersection:

Observed Existing Condition

This intersection is not programmed for a traffic signal or circular intersection.

Warrant Requirements

All-way stop control may be installed at locations where an all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal or circular intersection.

Conclusion

Warrant C is not met.

Warrant D – 8 Hour Volume:

Observed Existing Condition

Intersection volumes were estimated using current average daily traffic (ADT) and a typical hourly distribution for an urban roadway. Based on this exercise, entering volumes on Adams Street are expected to be less than 300 vehicles/hour for all hours of the day, likewise, the entering volumes on Hope Street are expected to be less than 200 vehicles/hour for all hours of the day.

Speed data pulled from Streetlight Data Analytics indicates an 85th percentile speed of 32 mph on Adams Street approaches.

Warrant Requirements

All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major- street approaches is at least 300 units per hour for each of any 8 hours of a typical day; **and**

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor- street approaches is at least 200 units per hour for each of any of the same 8 hours.

If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrant may be reduced to 70 percent of the values given in Items A and B.

Conclusion

Warrant D is not met.

Warrant E – Other Factors:

Observed Existing Conditions

The crash history and lower volumes do not indicate a left-turn conflict issue at the intersection.

Adams Street and Hope Street differ in operating characteristics, with Adams Street functionally classified as a minor collector and serving a more significant role on the network. Hope Street is functionally classified as a local road and is not a through-street.

Pedestrian and bicyclist activity is not anticipated to be significant based on the volume review previously described under Warrant D.

Warrant Requirements

All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Conclusion

Warrant E is not met.

While the intersection does not meet the criteria for an all-way stop at this time, the concerns raised by the constituent are recognized. During this evaluation, the following potential improvements to enhance pedestrian crossing safety at the intersection were noted:

- Pedestrian crossing ahead signs are lacking, adding these signs to the Adams Street approaches for the in-place signed pedestrian crosswalk would enhance awareness and improve crossing safety.
- The existing crosswalk is marked with parallel bars, changing the crosswalk markings to high-visibility crosswalk blocks would enhance visibility of the crossing and improve awareness.

These potential improvements could be implemented without introducing operational issues that may result from installing an unwarranted all-way stop.

The City should reevaluate the intersection if traffic volumes increase, crash patterns change, pedestrian or bicycle activity grows, or other conditions indicate that all-way stop control or additional crossing enhancements may be warranted.