



County Road 50 & Flagstaff Ave.

Frequently asked questions:

1. Can a signal be installed at this intersection now?

Traffic signals are typically installed at locations with high conflicting traffic volumes to manage consistently high volumes of traffic throughout the day and throughout the year. Traffic signals rarely improve safety, rather they consistently have the highest crash rate (calculation considering both number of crashes and entering traffic) and severe crashes of all intersection types. The proposed design changes the geometry of the intersection to address the specific safety issues and demonstrated crash issues observed at the intersection.

2. Should a roundabout be considered at this intersection?

Roundabouts are an intersection tool to reduce crashes and improve traffic flow in areas with moderate to high volumes of traffic on each roadway. At this time the legs of this intersection have unbalanced volumes and Flagstaff has relatively low traffic volume throughout the day. The volumes on CSAH 50 compared to flagstaff can lead to difficulties for traffic on the side road finding gaps to enter the circulatory roadway. Based on this review, at this time, a roundabout is not an applicable traffic control for this area.

3. Will the design allow enough room for the southbound Flagstaff right turn to make a U-turn to travel back to the east?

The proposed design will allow the vehicles to utilize the existing left turn lane located about 850' west of Flagstaff Ave. If additional storage is needed, motorists could proceed west to the next left turn to complete a U-turn safely. County staff has evaluated the U-turn needs during the high school dismissal period to determine the current U-turn location can accommodate these movements. Staff will continue to monitor the queuing and turning levels this fall; a potential new U-turn location to provide additional storage could be considered.

4. Why is the signal at County Road 50 & County Road 31 (Pilot knob Road) needed but this intersection it is not?

A determination of the need for a traffic signal is based on several factors including side road traffic levels throughout the day. The levels of traffic turning left from Pilot Knob meet the volume thresholds for over 8 hours of the day. The volumes of traffic turning left from Flagstaff Ave. onto County Road 50 are about half the volume of southbound left turns occurring County Road 31 (Pilot Knob Road) when evaluating the traffic levels throughout the day.

5. What are the next steps following the proposed project improvements?

The county and city will continue to monitor the intersection to determine if a different traffic control is best for the location as development occurs. The level of traffic will need to grow substantially on Flagstaff to meet a level where a traffic control change is appropriate. The city and county will discuss potential of programming a preliminary design for this intersection to understand right of way needs and utility location needs to be prepared for a project in the future when a traffic control change is needed.