Technical Memorandum

To:	Alex Jordan, PE *City of Shakopee*
From:	Hannah Johnson, AICP Karl Hallstand, PE, PTOE, RSP1 Dean Chamberlain, PE, PTOE, RSP1 *Alliant Engineering*
Date:	9/30/2026
Subject:	**Supplemental Activity #1: 10th Avenue Safety Analysis – Safety Analysis and Recommendations**

1. Introduction

Alliant Engineering is working with the City of Shakopee to develop a Safe Streets and Roads for All (SS4A) Safety Action Plan (SAP) and related supplemental planning activities. This effort will produce the City's first comprehensive, multimodal traffic safety analysis and prioritization tool. When complete, the SAP will identify priority projects and policy improvements while fostering a stronger, traffic safety-focused culture across both agency stakeholders and the broader community.

This memorandum summarizes the outcomes of the 10th Avenue Safety Analysis, a supplemental activity to the SAP. The purpose of this activity is to refine and advance safety improvement recommendations for the 10th Avenue corridor, which is scheduled for construction in 2028 & 2029. This memorandum follows the July 2026 ***Data Collection and Issues Identification Technical Memorandum***.

2. Study Area

The study corridor includes approximately two miles of 10th Avenue between Harrison Street and Marschall Road, connecting Sweeney Elementary School, Shakopee East Middle School, Pearson Early Learning Center, and Shakopee West Middle School. Together, these schools serve more than 2,600 students and their families.

10th Avenue is a 55-foot wide, four-lane, undivided roadway, experiencing high traffic volumes and speeds, features several multi-threat pedestrian crossings, and lacks dedicated pedestrian and bicycle facilities on the north side of the road. The posted speed limit along the two-mile length is 30 miles per hour (mph) with School Speed Zone signs adjacent to each of the mentioned schools reducing it to 20 mph when children are present. The study area is presented in **Figure 1**.

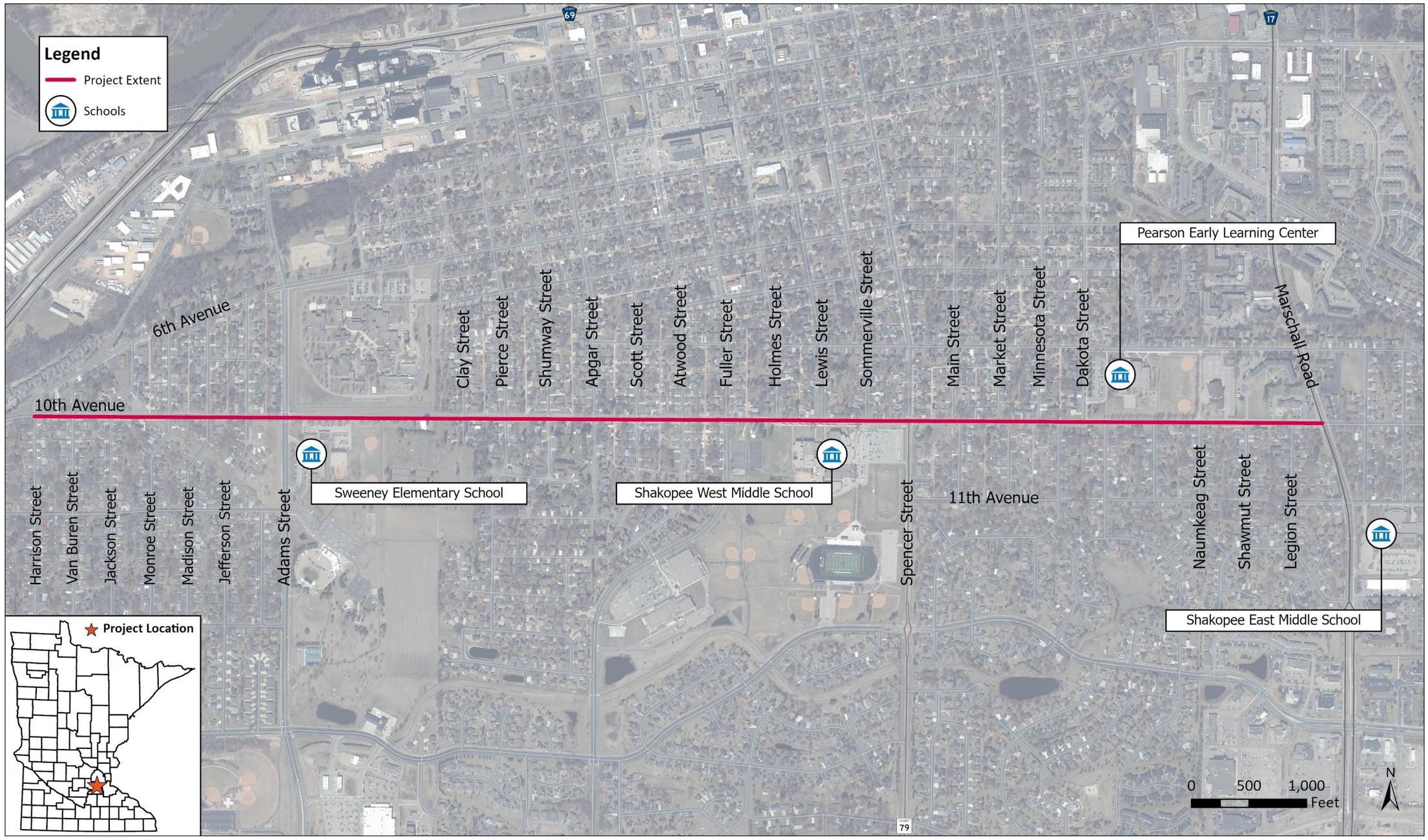


Figure 1. Study Area

3. Summary of Data Collection and Issues

As noted above, this memorandum follows the July 2026 ***Data Collection and Issues Identification Technical Memorandum***. The sections below provide a brief summary of the information provided in that memo.

3.1 2025 SRTS DESIGN ASSISTANCE STUDY SUMMARY

In 2025, a Safe Routes to School (SRTS) Design Assistance Study recommended a cohesive package of improvements to make walking, biking, and rolling to Sweeney Elementary School, Shakopee East Middle School, and Shakopee West Middle Schools safer and more convenient. In the Sweeney Elementary School and Shakopee West Middle School areas, the primary recommendation is to fill gaps in the pedestrian and bicycle networks and reduce crossing risks primarily along 10th Avenue through measures such as shared-use paths, new sidewalks, curb extensions, pedestrian refuge islands, and crossing enhancements. The study emphasized a roadway reconfiguration of 10th Avenue, adding traffic calming elements, and enhancing visibility at crossings to address concerns about high speeds, long crossing distances, and limited existing facilities for active transportation.

3.2 DATA COLLECTION

Turning movement counts and speed radar data were collected on May 5th, 2026. Based on the turning movement counts, the AM peak hour was determined to be 7:15 – 8:15 AM and the PM peak hour was determined to be 3:45 – 4:45 PM. At the time of data collection, Marystown Road/Adams Street south of 10th Avenue was closed due to roundabout construction at the Vierling Drive and Windermere Way intersections. These closures are assumed to have had an influence on travel patterns and affected the turning movement volumes observed, which is further discussed in the previous memo.

The posted speed limit across the corridor is 30 miles per hour (mph) except near the schools where signs are posted for 20 mph when children are present along the corridor. The existing speed data shows that drivers are traveling above the posted speed limit at all hours of the day. The 85th percentile speed, the speed at which 85% of drivers drive at or slower, varies between 5-10 mph over the 30 mph posted speed limit and varies between 15-20 mph over the 20 mph posted school zone speed limit.

3.3 HISTORICAL CRASH ANALYSIS

The most recent 10 full years (2016-2025) of crash data were collected and analyzed.

- Over that 10-year period,
  - There have been no fatal crashes, three severe injury crashes, two minor injury crashes, 15 possible injury crashes, and 57 property damage only crashes
  - There have been five pedestrian/cyclist-involved crashes with two resulting in severe injuries and three resulting in possible injuries. Four of those five crashes occur on the 1,600-foot stretch between Fuller Street and Spencer street, adjacent to Shakopee West Middle School.
- Supplemental crash reports were provided by the City of Shakopee related to three crashes in 2026 that involved an injury or fatality for a pedestrian
  - Lewis Street intersection: Pedestrian crash (serious injury)
  - Sommerville Street intersection: Pedestrian crash (possible injury)
  - Marschall Road intersection: Pedestrian crash (fatal)

3.4 KEY ISSUES

The following list summarizes key issues from early community engagement, the data collection and existing conditions understanding, and past documentation through SRTS.

- Driver speeding along corridor at all hours of the day. No observable change in driving behavior during the school speed zones, and public input also includes concerns about drivers speeding
- Pedestrian/bicycle crash frequency is highest around Shakopee West Middle School
- Inconsistent bike facilities and unclear pavement markings for bikes. The only bike lane pavement markings present along the corridor are in front of Shakopee West Middle School and in other locations bicyclists typically use the shoulder.
- Pick up/drop off at Shakopee West Middle School circulation could be improved to enhance pedestrian safety and reduce exposure to conflict, and parked cars and buses at Shakopee West Middle School create visibility challenges for pedestrians.
- Community desire for RRFBs, particularly near Shakopee West Middle School
- Concerns about pedestrian crossings at Clay Street, with public comments about close calls here and an observation from a Sweeney Elementary School safety patrol that there are frequent issues with vehicles not stopping for pedestrians with intent to cross at school arrival
- Community desire for trail on north side of 10th Avenue where there currently is none, particularly around each of the schools
- Public observations of drivers failing to stop at stop signs along 10th Avenue

4. Community Engagement

The following events and activities have been conducted or are planned:

- Prior to this study: ongoing coordination with all schools along the corridor related to Safe Routes to School programs and planning activities
- Phase 1: Understanding (Spring 2026)
  - Online open comment period, primarily advertised to general community through school channels (staff meetings, emails to families from principals)
  - Pop up event at Family Fun Night on May 19th, 2026, at Sweeney Elementary School
  - Meetings with principals and other key staff at Sweeney Elementary School and at Shakopee West Middle School on June 5th, 2026
- Phase 2: Alternatives (Summer 2026)
  - Open House on August 17th, 2026 at the Shakopee Community Center
- Future Engagement
  - At the SAP Open House (tentatively Spring 2027), the final recommendation will be shared with public city-wide
  - Corridor-specific engagement will continue through design and construction phases

A summary of the public open house event is provided in the ***Open House Summary Memorandum***.

5. Alternatives Evaluation

The following alternatives were evaluated for traffic operations and safety, with detailed results documented in **Appendix A**.

- Corridor Typical Section: 4-Lane (maintain existing), 3-Lane with Trail, 2-Lane with Trail
- Intersections
  - Adams Street: All-way stop (maintain existing), Roundabout
  - Fuller Street: All-way stop (maintain existing), Roundabout
  - Spencer Street: All-way stop (maintain existing), Roundabout
  - Dakota Street: All-way stop (maintain existing), Two-way stop
- Pedestrian crossing improvements: Installation of High Visibility Crosswalks, Pedestrian Refuge Islands, Rectangular Rapid Flashing Beacons, Curb Extensions

Coordination with the project team removed the inclusion of roundabouts from consideration for a number of reasons, including constrained right-of-way and context concerns.

The improvement options carried forward and presented to the public focus on the typical section changes (2-Lane and 3-Lane), with options with and without shoulder, and a pedestrian improvement toolbox. These can be found in the Appendix of the ***Open House Summary Memorandum***. A summary of the evaluation is shown in **Table 1**.

Table 1. Alternative Evaluation Summary

	Safety for people in vehicles	Safety for people walking and biking	Traffic flow	Traffic circulation
4 Lane (Existing)	★★★	★★	★★★★★	★★★★★
	Today there are safety issues along 10th Avenue, particularly for people walking and biking		Today the road is under capacity (meaning, the lanes can handle more vehicles than we see driving the corridor today). **20-year projection:** 16% of total capacity	
3 Lane	★★★★	★★★★	★★★★★	★★★★★
	Total crash reduction: 47% **Injury crash reduction:** 34-64%		A 3-lane section would still be under capacity **20-year projection:** 26% of total capacity	
2 Lane	★★★★	★★★★	★★★★★	★★★★
	Total crash reduction: up to 59% if some intersections have access closures with a median running through them* **Injury crash reduction:** up to 72% if some intersections have access closures with a median running through them*		A 3-lane section would still be under capacity, but some re-routing would be needed if intersections have access closures* **20-year projection:** 26% of total capacity	

**This represents a higher-impact option than the 3-Lane. A median could be constructed through low-volume intersections to reduce turning movements, also affecting driveways and alleys. This would provide increased safety benefits, but the tradeoff is that these locations would require motorists to drive to a different location for left turns. Intersections for this consideration would include offset intersections (such as Main Street), or locations where young pedestrians cross 10th Ave often (such as Lewis Street). Higher-volume roads (like Adams Street or Spencer Street) would have turn lanes.*

6. Recommendation and Funding Approach

Based on the results described above, consideration of costs, and public and agency input, the following summarizes the recommended improvements. The full layout is shown in **Appendix B**.

- 3-lane typical section
  - 11' through travel lanes with 11' two-way left turn lane (TWLTL)
  - 8' trail on north side, with boulevard separation from travel lanes (curb to move south)
  - Maintain existing sidewalk and curb on south side
  - 5' shoulder along most of the corridor, with parking available along corridor near schools (as outlined below) and at a home without access via another street
- Pedestrian improvements
  - Mid-block crossing enhancements with refuge island and bump outs mid-block between Adams Street and Clay Street
  - Refuge islands in place of left turn lane at the following 3-leg intersections: Lewis Street, Sommerville Street, Dakota Street, Naumkeag Street
  - Bump-outs at Adams Street, Holmes Street, Lewis Street, and Sommerville Street
- School parking
  - 8' parking along corridor near Sweeney Elementary School
  - 10' bus/parking along corridor near Shakopee West Middle School, with extension of bus lane at Shakopee West Middle School to accommodate for parking space lost to bump-outs
  - All inbound traffic at Shakopee West Middle School to utilize Spencer Street parking lot entrance (driveway on 10th Avenue to be exit only)
- The following to be evaluated further in preliminary design:
  - Geometry at Spencer Street intersection (coordinate with Scott County)
  - Traffic control at Dakota Street intersection
  - Geometry at Marschall Road intersection (coordinate with Scott County)
  - Location(s) of RRFBs
  - ADA improvements to curb ramps on the south side

Funding for the roadway improvements is included in the City's Capital Improvement Plan in 2028 and 2029. Funding for the trail improvements is expected to be obtained using grant funding (have applied for Regional Solicitation, and may apply for Safe Routes to School, Local Road Improvement Program, or other sources as needed).

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Appendix A

TRAFFIC OPERATIONS AND SAFETY ANALYSIS

City of Shakopee Safe Streets & Roads for All Safety Action Plan
Technical Memorandum

4001016-00

		Operations		Safety[1]
		AM Peak Hour	PM Peak Hour	
Intersections	Adams Street	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 1-2 seconds per vehicle. The longest queues at the intersection are also reduced from about 2 vehicles to about 1 vehicle.	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 1-2 seconds per vehicle. The longest queues at the intersection are also reduced from about 2 vehicles to about 1 vehicle.	Conversions of AWSC to a single-lane roundabout have shown to reduce the frequency of all crashes by 72%, injury crashes by 88%, bicycle crashes by 4%, and pedestrian crashes by 56%.
	Fuller Street	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 2 seconds per vehicle. The longest queues at the intersection are also reduced from about 3 vehicles to about 1 vehicle.	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 1-2 seconds per vehicle. The longest queues at the intersection are also reduced from about 4 vehicles to about 2 vehicles.	Conversions of AWSC to a single-lane roundabout have shown to reduce the frequency of all crashes by 72%, injury crashes by 88%, bicycle crashes by 4%, and pedestrian crashes by 56%.
	Spencer Street	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 2-3 seconds per vehicle. The longest queues at the intersection are also reduced from about 5 vehicles to about 1 vehicle.	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 4-6 seconds per vehicle. The longest queues at the intersection are also reduced from about 7 vehicles to about 2 vehicles.	Conversions of AWSC to a single-lane roundabout have shown to reduce the frequency of all crashes by 72%, injury crashes by 88%, bicycle crashes by 4%, and pedestrian crashes by 56%.
	Dakota Street	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 1-5 seconds per vehicle. The longest queues at the intersection increase from about 0 vehicles to about 2 vehicles. By removing the stop signs on 10th Avenue, the southbound approach vehicles have a slightly harder time finding a gap to complete their movement, which results in slightly higher queue length but slightly less delay.	When converting from the existing AWSC to a single-lane roundabout, average vehicle delays decrease by about 1-5 seconds per vehicle. The longest queues at the intersection remain about 2 vehicles in length. By removing the stop signs on 10th Avenue, the southbound approach vehicles have a slightly harder time finding a gap to complete their movement, which results in slightly higher delays but roughly the same queues.	Conversions of AWSC to a TWSC have shown to increase the frequency of all crashes by 154%, injury crashes by 262%, bicycle crashes by 4%, and pedestrian crashes by 56%.
Corridor	4-Lane (Existing)	Currently at about 11% of total roadway capacity (well under capacity). Assuming some traffic growth (2% annually) and a 20-year horizon, a 4-lane typical section would still be at 16% of total roadway capacity.		
	3-Lane	A 3-lane typical section would operate at 19% of total roadway capacity (well under capacity). Assuming some traffic growth (2% annually) and a 20-year horizon, a 3-lane typical section would still be at 26% of total roadway capacity.		Road diets converting a 4-lane section to a 3-lane section have been shown to reduce the number of total crashes along a segment by 47% and reduce injury crashes by about 37-64%.
	2-Lane	A 2-lane typical section would operate at 19% of total roadway capacity (well under capacity). Assuming some traffic growth (2% annually) and a 20-year horizon, a 3-lane typical section would still be at 26% of total roadway capacity.		Road diets converting a 4-lane section to a 2-lane section have been shown to reduce the number of total crashes along a segment by 59% and reduce injury crashes by about 50-72%.
Ped improvements	Location Specific			**Installation of High Visibility Crosswalks** Have been shown to reduce pedestrian crash frequency by 37% and reduce pedestrian injury crash frequency by 40%. **Pedestrian Refuge Island** Have been shown to reduce pedestrian crash frequency by 56%, reduce all injury crash frequency by 9%, and reduce fatal bike/ped crash frequency by 86%. **Rectangular Rapid Flashing Beacon (RRFB)** Have been shown to reduce pedestrian crash frequency by 47-69% and increase motorist yielding rates by up to 98%. **Curb Extensions** No official CMF or reduction data exists but extensions reduce overall pedestrian crossing distance, increase pedestrian visibility, and are a traffic calming device.

[1]The safety statistics presented should be taken with a grain of salt as they represent conditions slightly different than what the 10th Avenue modifications would be. For example, the CMFs and crash reductions presented assume an existing 2-lane typical section rather than the existing 4-lane section on 10th Avenue.

AM Traffic Operations Results (7:15-8:15 AM)			Adams Street*	Fuller Street*	Spencer Street	Dakota Street
Existing	Overall Intersection	Control Type	AWSC	AWSC	AWSC	AWSC (offet intersection)
		Delay (s/veh)	5.0	7.4	8.6	6.2
		LOS	A	A	A	A
	Worst Approach	Approach	Eastbound	Eastbound	Northbound	Eastbound
		Delay (s/veh)	6.1	7.9	10.1	7.3
		LOS	A	A	B	A
		95% Queue (~veh)	2	3	5	0
Alternative	Overall Intersection	Control Type	1x1 RAB	1x1 RAB	1x1 RAB	TWSC (N-S Stop)
		Delay (s/veh)	3.9	5.5	6.4	1.2
		LOS	A	A	A	A
	Worst Approach	Approach	Eastbound	Northbound	Westbound	Southbound
		Delay (s/veh)	4.1	5.7	7.3	6.0
		LOS	A	A	A	A
		95% Queue (~veh)	1	1	1	2

*Turning movement count volumes used for analysis impacted by Marystown Road Corridor Improvement Project

PM Traffic Operations Results (3:45-4:45 PM)			Adams Street*	Fuller Street*	Spencer Street	Dakota Street
Existing	Overall Intersection	Control Type	AWSC	AWSC	AWSC	AWSC (offet intersection)
		Delay (s/veh)	5.7	7.6	12.1	6.6
		LOS	A	A	B	A
	Worst Approach	Approach	Westbound	Eastbound	Southbound	Eastbound
		Delay (s/veh)	6.3	8.1	16.2	7.7
		LOS	A	A	C	A
		95% Queue (~veh)	2	4	7	2
Alternative	Overall Intersection	Control Type	1x1 RAB	1x1 RAB	1x1 RAB	TWSC (N-S Stop)
		Delay (s/veh)	4.6	6.3	7.5	1.3
		LOS	A	A	A	A
	Worst Approach	Approach	Westbound	Eastbound	Eastbound	Southbound
		Delay (s/veh)	4.8	7.1	9.5	8.7
		LOS	A	A	A	A
		95% Queue (~veh)	1	2	2	2

*Turning movement count volumes used for analysis impacted by Marystown Road Corridor Improvement Project

Traffic Safety Results				Adams Street	Fuller Street	Spencer Street	Dakota Street
Existing	Crashes (2016-2026)	All Crashes	Count	3	4	24	3
			Frequency (Crashes per Year)	0.3	0.4	2.2	0.3
			Rate (Crashes per Million Entering Vehicles)	0.14	0.11	***0.46***	0.12
		Injury Crashes	Count	0	1	5	2
			Frequency (Crashes per Year)	0.0	0.1	0.5	0.2
			Rate (Crashes per Million Entering Vehicles)	0.00	0.03	0.10	0.08
		Bike/Pedestrian Crashes	Count	0	1	1	1
			Frequency (Crashes per Year)	0.0	0.1	0.1	0.1
			Rate (Crashes per Million Entering Vehicles)	0.00	0.03	0.02	0.04
Alternative	Estimated Reduction of Crashes		Control Type Change	AWSC -> 1x1 RAB	AWSC -> 1x1 RAB	AWSC -> 1x1 RAB	AWSC -> TWSC (N-S Stop)
		All Crashes	CMF ID	206	206	206	3130
			CMF	0.28	0.28	0.28	2.54
			Percent Reduction	72%	72%	72%	-154%
			Source*	CMF Clearinghouse	CMF Clearinghouse	CMF Clearinghouse	Inverse of the CMF from Clearinghouse
			Estimated Frequency (Crashes per Year)	0.1	0.1	0.6	0.7
			Estimated Rate (Crashes per Million Entering Vehicles)	0.0	0.0	0.1	0.3
		Injury Crashes	CMF ID	210	210	210	3131
			CMF	0.12	0.12	0.12	3.62
			Percent Reduction	88%	88%	88%	-262%
			Source*	CMF Clearinghouse	CMF Clearinghouse	CMF Clearinghouse	Inverse of the CMF from Clearinghouse
			Estimated Frequency (Crashes per Year)	0.0	0.0	0.1	0.3
			Estimated Rate (Crashes per Million Entering Vehicles)	0.0	0.0	0.0	0.1
		Bike/Pedestrian Crashes	CMF ID				313
			CMF				1.75
			Percent Reduction	56% for Pedestrian Crashes & 4% for Bike Crashes	56% for Pedestrian Crashes & 4% for Bike Crashes	56% for Pedestrian Crashes & 4% for Bike Crashes	-75%
			Source**	MnDOT Study	MnDOT Study	MnDOT Study	Inverse of the CMF from Clearinghouse
			Estimated Frequency (Crashes per Year)				
			Estimated Rate (Crashes per Million Entering Vehicles)				

Indicates the crash rate is above the statewide average for AWSC (0.29 per MEV)

*Reviewed both the MnDOT "A Study of the Traffic Safety at Roundabouts in Minnesota" and the CMF Clearinghouse. Because existing crash rates at 3 of the four intersections are already lower than statewide averages, it was determined to do a CMF application instead of assuming a conversion to a roundabout would increase the crash rate.

**Reviewed the Ped-Bike Addendum to the MnDOT "A Study of the Traffic Safety at Roundabouts in Minnesota" which concluded that pedestrian crash rates were reduced by about 58% and bicycle crash rates were reduced by about 4%

Traffic Operations Results	4-Lane (Existing)	3-Lane	2-Lane
Maximum Existing AADT	4,222		
Arbitrarily Selected Assumed Growth Rate	2%		
Estimated Future Year	2046		
Estimated Future AADT	5,911		
FDOT QLOS Context Class	C3R		
FDOT QLOS Capacity (LOS D to LOS E)	37,300	22,400	
Existing FDOT QLOS LOS*	C or better	C or better	C or better
Existing Volume % of Capacity	11%	19%	
Estimated Future Year FDOT QLOS LOS	C or better	C or better	C or better
Estimated Future Volume % of Capacity	16%	26%	

*FDOT QLOS tables only present thresholds for LOS C or D

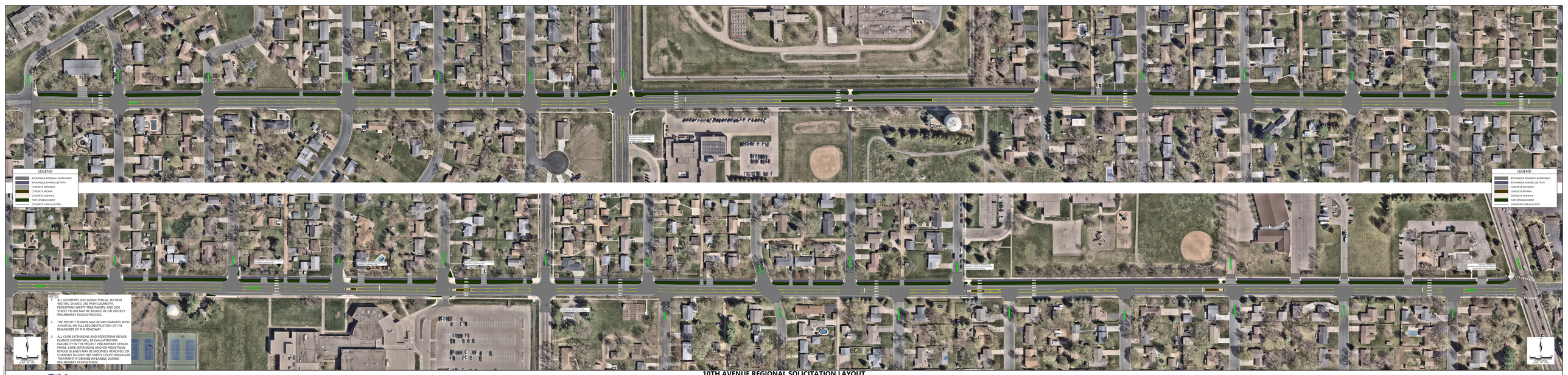
Traffic Safety Results				4-Lane (Existing)	3-Lane	2-Lane
Existing	Crashes (2016-2026)	All Crashes	Count	4		
			Frequency (Crashes per Year)	0.4		
			Rate (Crashes per Million Vehile Miles)	0.11		
		Injury Crashes	Count	1		
			Frequency (Crashes per Year)	0.1		
			Rate (Crashes per Million Vehile Miles)	0.05		
		Bike/Pedestrian Crashes	Count	0		
			Frequency (Crashes per Year)	0.0		
			Rate (Crashes per Million Vehile Miles)	0.00		
Alternative	Estimated Reduction of Crashes	All Crashes	CMF ID		2841	2841 and then 2514
			CMF		0.53	0.77 * 0.53 = 0.41
			Percent Reduction		47%	59%
			Source		CMF Clearinghouse	CMF Clearinghouse
			Estimated Frequency (Crashes per Year)		0.2	0.1
			Estimated Rate (Crashes per Million Entering Vehicles)		0.1	0.0
		Injury Crashes	CMF ID		7829, 11129, 11134, 11136	CMFs for road diet and then 2519
			CMF		From 0.36 to 0.63	From 0.79 * 0.36 = 0.28 to 0.79 * 0.63 = 0.50
			Percent Reduction		From 37% - 64%	From 50% - 72%
			Source		CMF Clearinghouse	CMF Clearinghouse
			Estimated Frequency (Crashes per Year)		0.03 - 0.06	0.03 - 0.05
			Estimated Rate (Crashes per Million Entering Vehicles)		0.02 - 0.03	0.01 - 0.03
		Bike/Pedestrian Crashes	CMF ID		-	-
			CMF		-	-
			Percent Reduction		-	-
			Source		-	-
			Estimated Frequency (Crashes per Year)		-	-
			Estimated Rate (Crashes per Million Entering Vehicles)		-	-

Traffic Safety Results		Crosswalk Striping	Pedestrian Refuge Island	Rectangular Rapid Flashing Beacon (RRFB)	Curb Extensions
Pedestrian Improvements	CMF ID	4123	175	9024	-
	CMF	0.60	0.54	0.53	0.55
	Percent Reduction	40% for ped injury crashes / 37% for ped crashes	56% for ped crashes / 9% for all injury crashes 86% for fatal bike & ped crashes	47% for ped crashes / 69% for ped crashes	45% for all crashes (does not specify ped only)
	Source	FHWA Proven Safety Countermeasures / The Big Book of Ideas	FHWA Proven Safety Countermeasures / The Big Book of Ideas	FHWA Proven Safety Countermeasures / The Big Book of Ideas	MnDOT
	Notes	The highest value is shown for crossing locations without a marked crosswalk currently. Positive but diminishing returns for locations with existing crosswalk that needs revitalization.	Inherently integrated on modern roundabout approaches with crosswalks (splitter islands). A median with a marked crosswalk shows a 46% reduction in ped crashes.	Can also increase motorist yielding rates by up to 98%. Most effective when paired with pedestrian refuge or roundabouts.	While no pedestrian specific CMFs have been developed or statistically significant conclusions have been made, curb extensions reduce pedestrian crossing distance (and thus vehicle exposure), increase pedestrian visibility to vehicular traffic, and serve as a traffic calming device, narrowing the roadway.

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Appendix B

RECOMMENDED LAYOUT



10TH AVENUE REGIONAL SOLICITATION LAYOUT

CITY OF SHAKOPEE, MN

DRAFT 9/23/2026