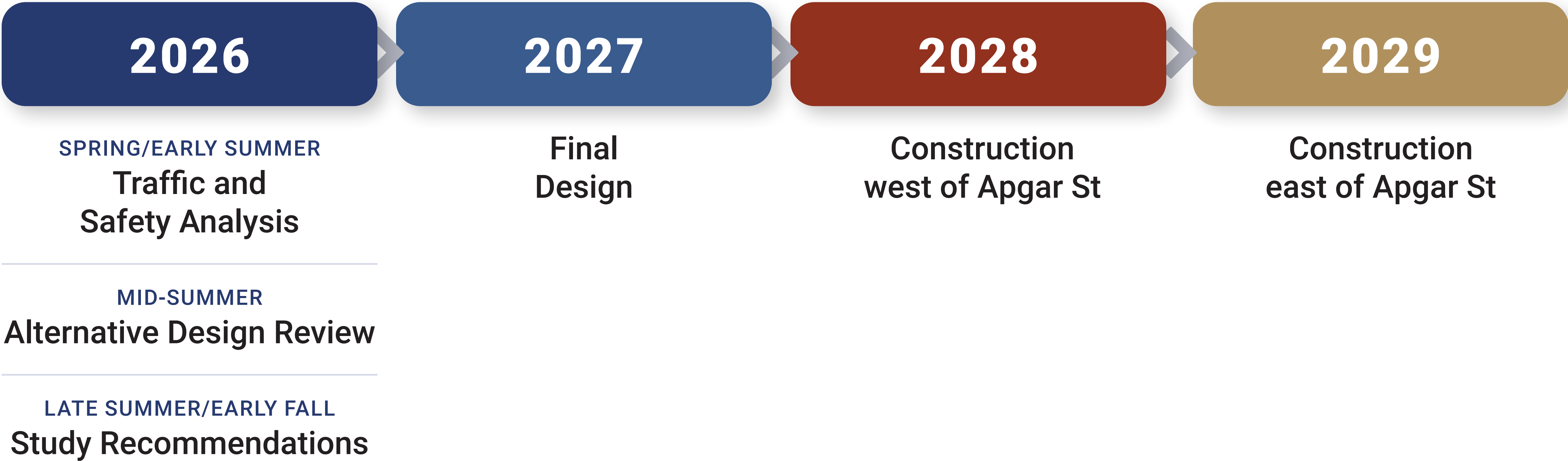


Project Overview

The City of Shakopee is evaluating roadway safety along 10th Avenue, with a comprehensive corridor study spanning from Harrison Street to Marschall Road/County Road 17. This work will explore potential design improvements to enhance safety, accessibility, and mobility for everyone who travels along the corridor. A construction project is programmed for 2028 & 2029 to improve 10th Avenue.



SCHEDULE



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[www.ShakopeeMN.gov/
10thAvenue](http://www.ShakopeeMN.gov/10thAvenue)



Existing Issues

Legend

TOTAL CRASH DENSITY



Sparse (All Crashes) Dense (All Crashes)

Public Engagement Comment

OVER SPEED LIMIT



SITE 3:

AM School Start Speed Limit: 20 MPH			PM School Start Speed Limit: 20 MPH			All Other Times Speed Limit: 30 MPH		
	EB	WB		EB	WB		EB	WB
85th Percentile Speed	33	34	85th Percentile Speed	35	36	85th Percentile Speed	34	36
Median Speed	30	31	Median Speed	32	33	Median Speed	31	32

SITE 4: All Times
Speed Limit: 30 MPH
(20 MPH when Children are Present)

	EB	WB
85th Percentile Speed	40	39
Median Speed	35	35

SITE 1: All Times
Speed Limit: 30 MPH

	EB	WB
85th Percentile Speed	38	39
Median Speed	33	34

SITE 2:

AM School Start Speed Limit: 20 MPH			PM School Start Speed Limit: 20 MPH			All Other Times Speed Limit: 30 MPH		
	EB	WB		EB	WB		EB	WB
85th Percentile Speed	38	40	85th Percentile Speed	38	39	85th Percentile Speed	37	39
Median Speed	33	36	Median Speed	34	36	Median Speed	34	34

Alternatives

What would this look like compared to today?

Here is an example of a 3-Lane option over a photo of what it looks like today. All of these options would largely be able to fit in the existing roadway/sidewalk footprint.



**With the shoulder option, the southern curb line and sidewalk could be kept in place without needing to reconstruct those elements. This would lead to reduced construction costs, but may not be as comfortable for pedestrians.*

***With the 2-lane Alternative, a median could be constructed through low-volume intersections to reduce turning movements. There are tradeoffs to consider with this, as described on the Alternative Evaluation board*

Alternative Evaluation

	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.*

Pedestrian Improvement Toolbox



HIGH VISIBILITY CROSSWALKS

- Reduce total pedestrian crashes by 37%
- Reduce pedestrian injury crashes by 40%



PEDESTRIAN REFUGE ISLANDS

- Reduce total pedestrian crashes by 56%
- Reduce all injury crashes by 9%
- Reduce fatal bike/ped crashes by 86%



RECTANGULAR RAPID FLASHING BEACONS (RRFBS)

- Reduce pedestrian crashes by 47-69%
- Increase driver yielding by up to 98%

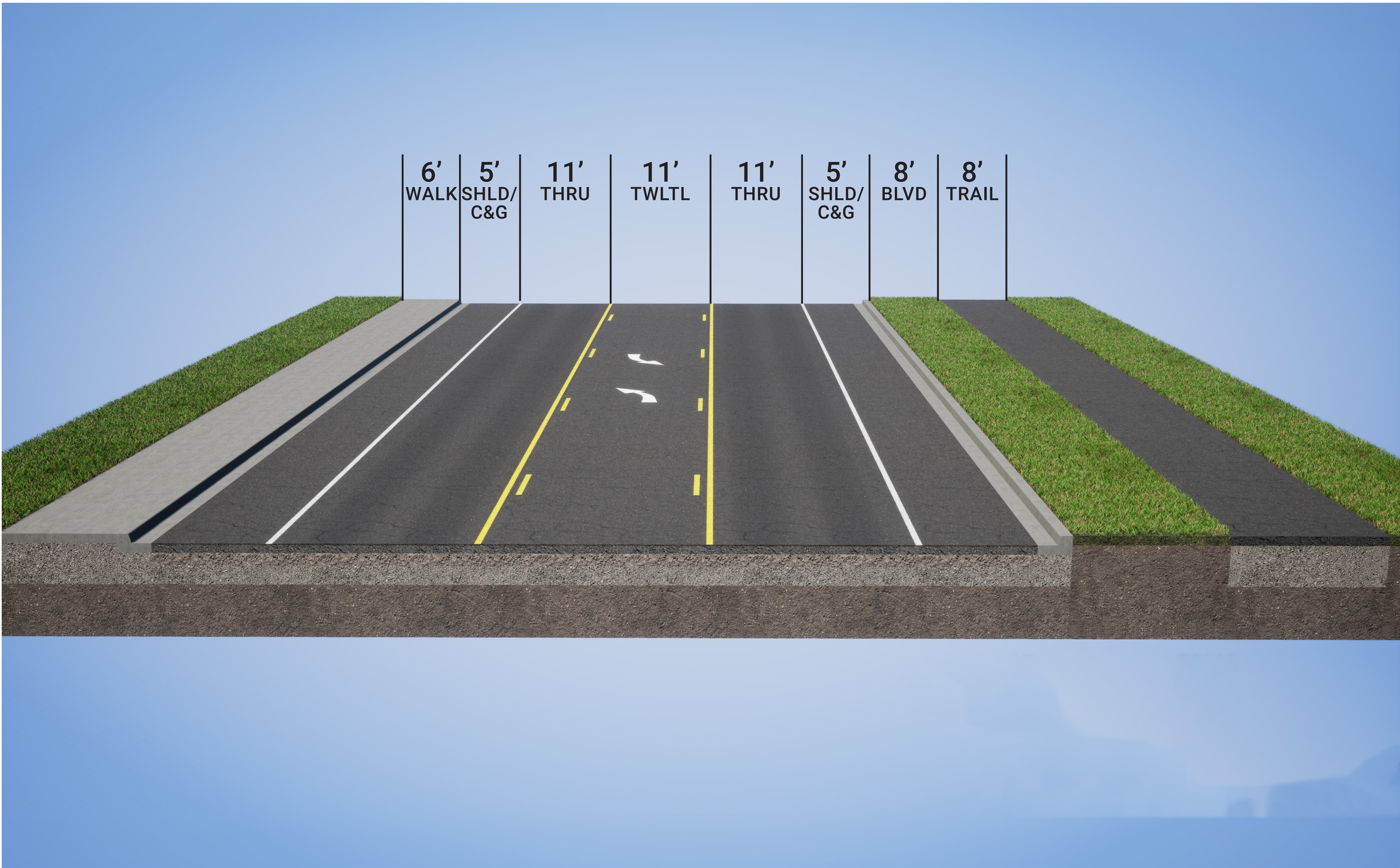


CURB EXTENSIONS

- Reduce overall pedestrian crossing distance
- Increase pedestrian visibility
- Promote traffic calming device

Typical Sections

3-LANE ALTERNATIVE



2-LANE ALTERNATIVE

