

WELCOME

MARSHALL AREA

HWY 23

SAFETY ASSESSMENT

Public Open House, April 12, 2016



Today's Agenda

- ✓ Provide update on assessment.
- ✓ Discuss concerns we've heard so far.
- ✓ Review traffic counts, safety history, and corridor speeds.
- ✓ Learn about strategies for addressing issues and concerns.
- ✓ Discuss next steps.

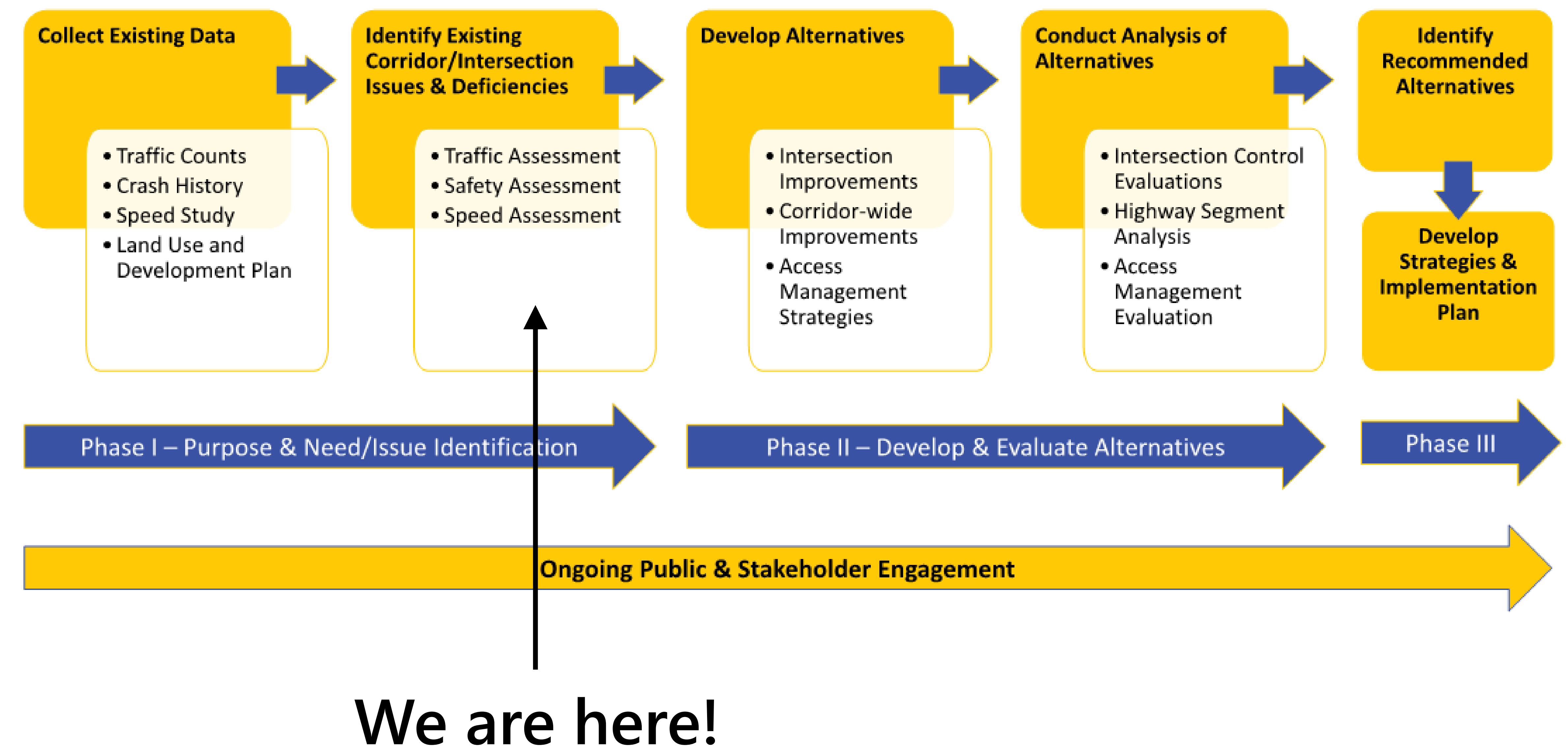


Mission Statement:

Develop a common vision and guidance for managing the Highway 23 corridor now and into the future.

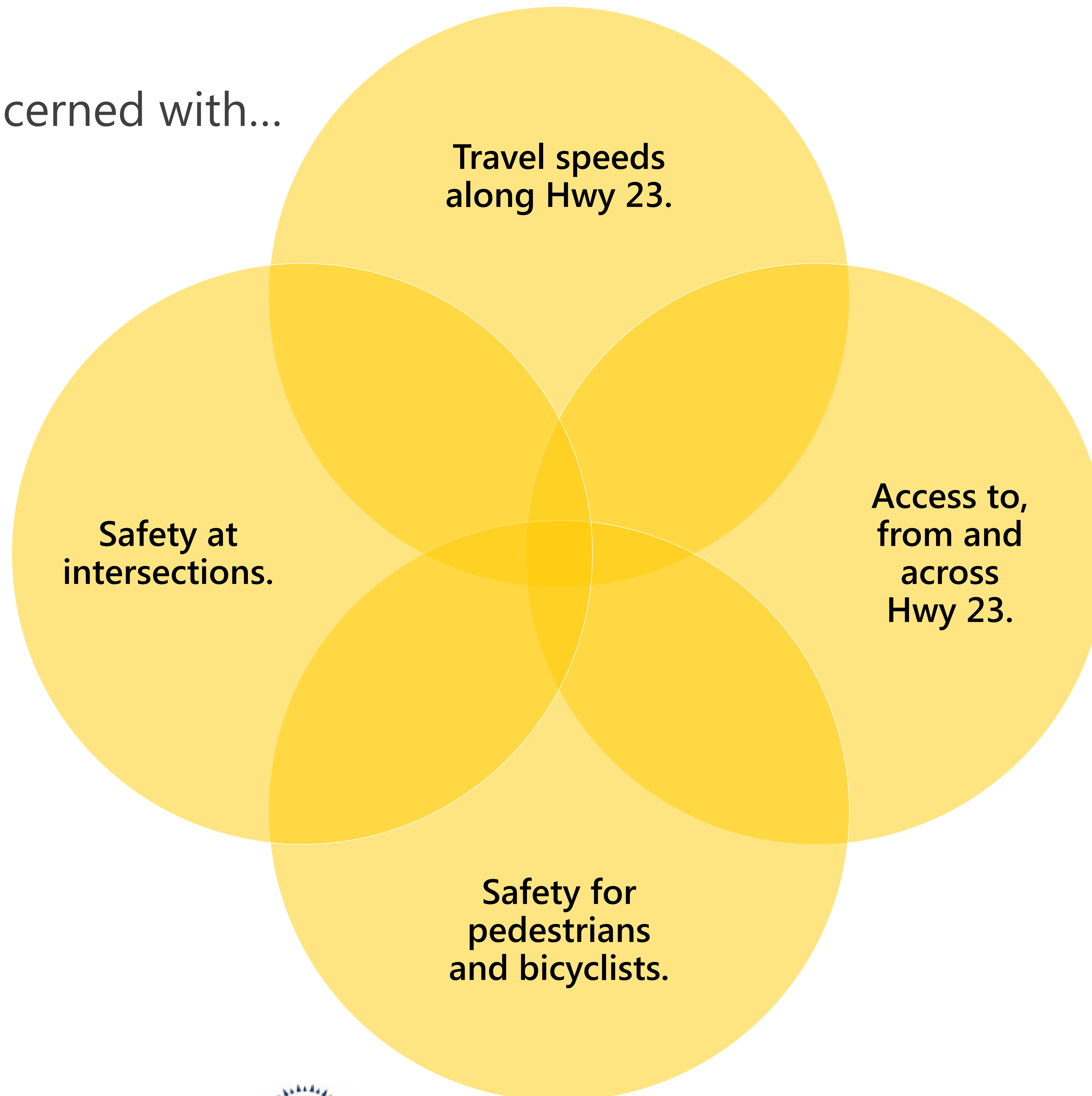
Where are we at in the assessment process?

- ✓ Data collection is complete.
- ✓ Preliminary traffic, safety and speed assessment is complete.
- ✓ Currently defining purpose and need.
- ✓ Developing preliminary strategies for improvements.
- ✓ Stakeholder engagement is ongoing.



What have we heard so far?

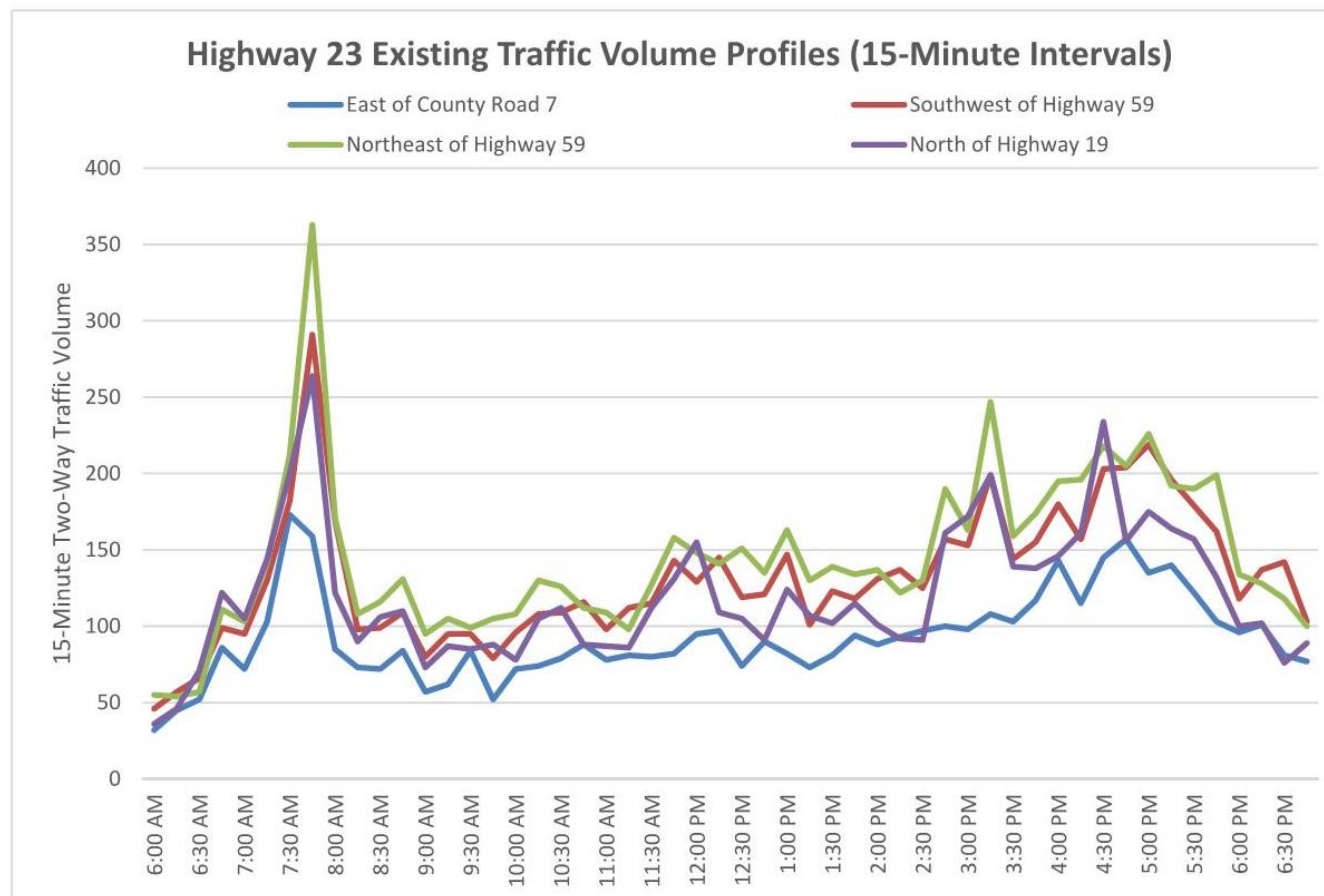
We are concerned with...



What is the assessment telling us?

Traffic Assessment (January 2016)

- ✓ There is a peak that occurs at 7:45 a.m., which coincides with shifts starting at 8:00 a.m. and school start times.
- ✓ Some intersections experience longer delays for a short time in the morning.

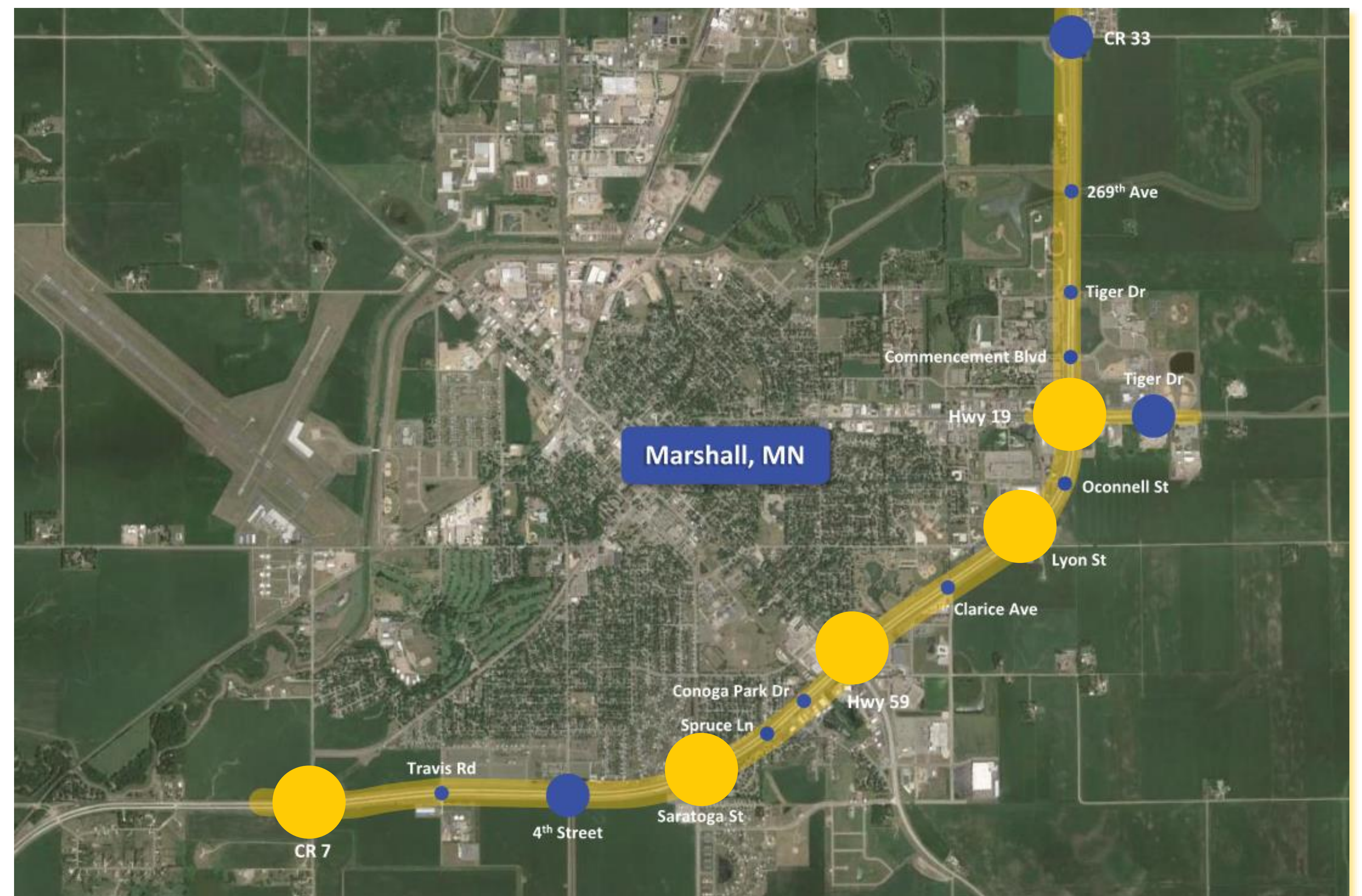


What is the assessment telling us?

Safety Assessment (2010-2014*)

- ✓ Total intersection crashes = 137
 - ✓ Right-angle crashes = 41 (30%)
 - ✓ Rear-end crashes = 33 (24%)
 - ✓ Side-swipe/passing crashes = 20 (15%)
 - ✓ Other = 43 (31%)

- ✓ Higher crash locations ●:
 1. Hwy 23/CR 7
 2. Hwy 23/Saratoga Street*
 3. Hwy 23/Hwy 59
 4. Hwy 23/Hwy 19
 5. Hwy 23/Lyon St

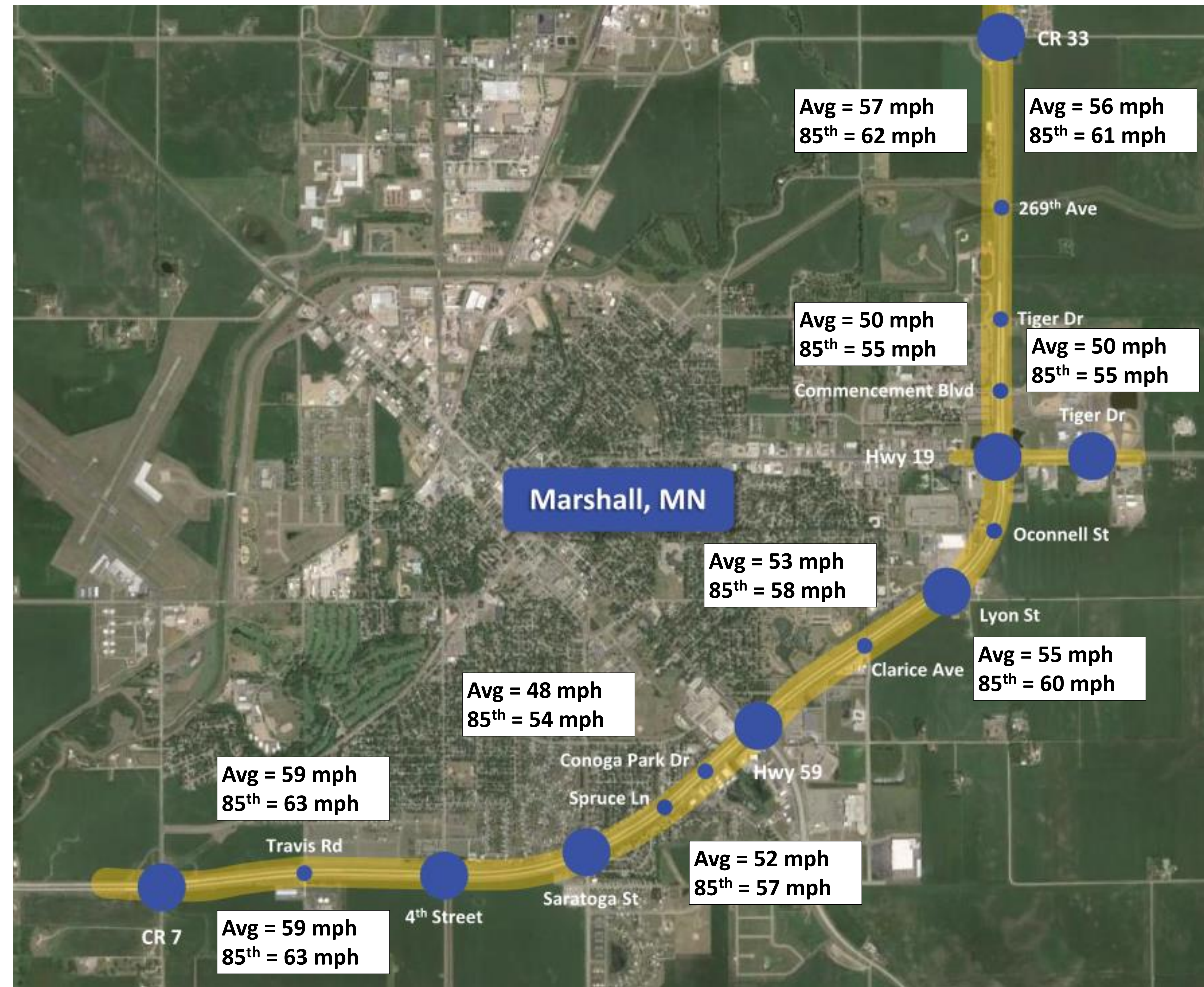


* Prior to J-Turn construction at Saratoga Street.

What is the assessment telling us?

Speed Assessment (February 2016)

- ✓ Posted speed limit is 55 mph.
- ✓ Average and 85th Percentile speeds were determined.
- ✓ Speed limits are generally set near the 85th Percentile of free-flow conditions.
- ✓ Data collected is consistent with prior speed studies.



How can we address these issues and concerns?

- ✓ **Challenge:** Character of roadway is key to managing the safety and speed of a corridor.



Will lowering the speed limit reduce speeds? No. Studies show there is little change in the speed pattern after the posting of a speed limit. The driver is much more influenced by the roadway conditions.

“Drivers slow down where the road feels “hemmed in” or there is noticeable street activity...they speed up where the road feels “wide open” or street activity is less noticeable.”

Source: Designing Roads that Guide Drivers to Choose Safer Speeds, November 2009, Connecticut Cooperative Highway Research Program

How can we address these issues and concerns?

- ✓ **Challenge:** Character of roadway is key to managing the safety and speed of a corridor.



Hwy 23 – Marshall
Posted Speed = 55 mph



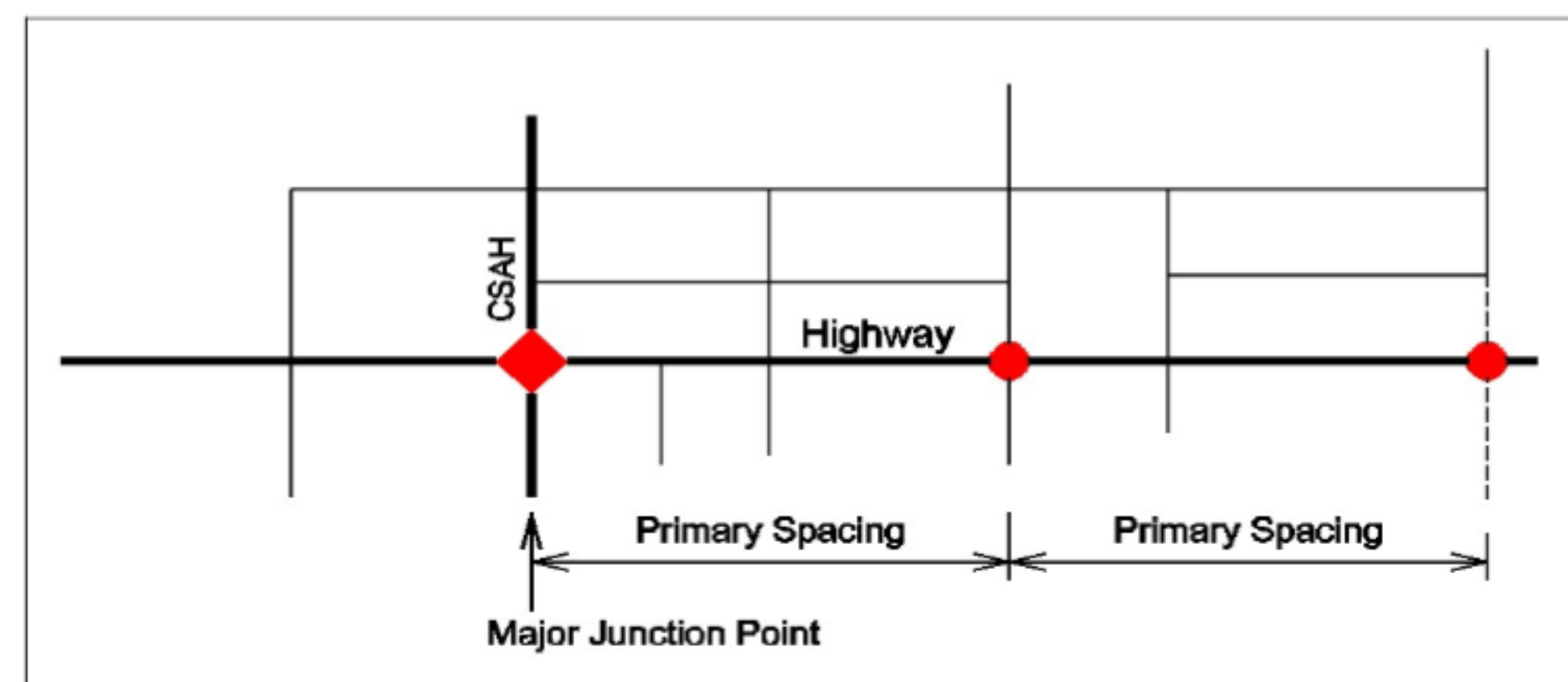
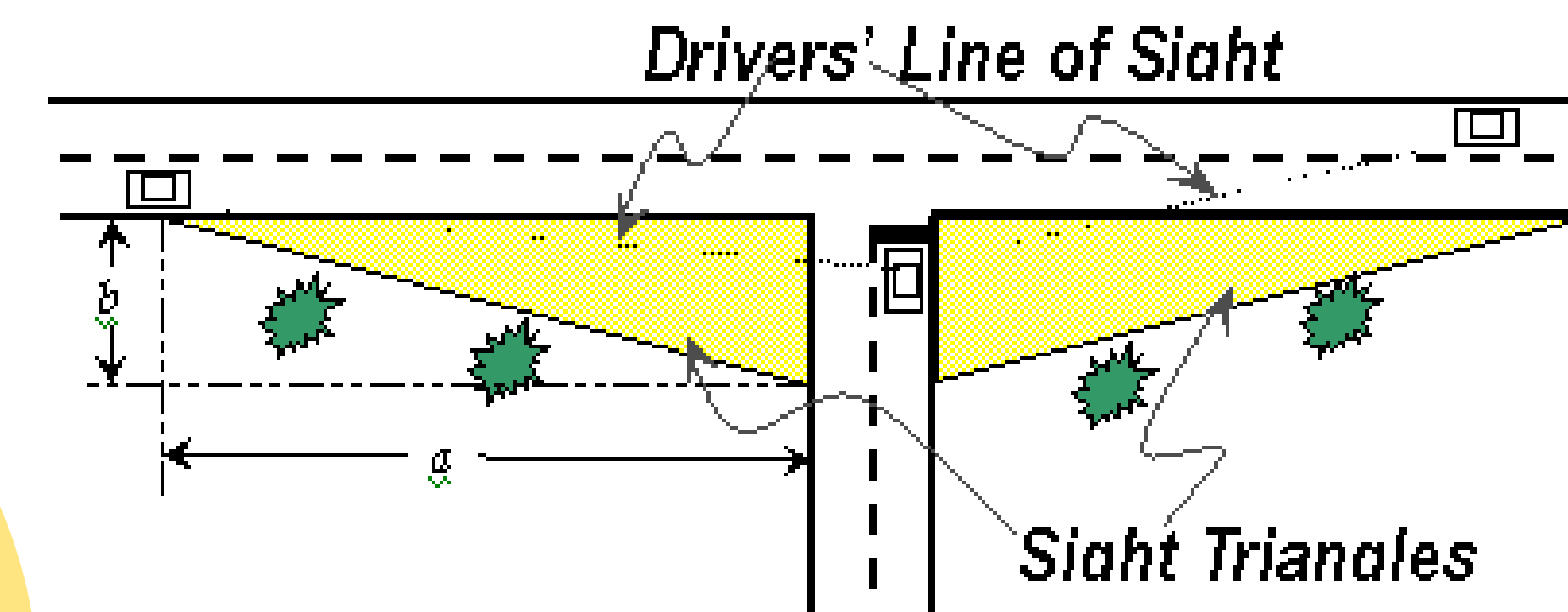
Hwy 22 – Mankato
Posted Speed = 45 mph



Hwy 169 – St. Peter
Posted Speed = 30 mph

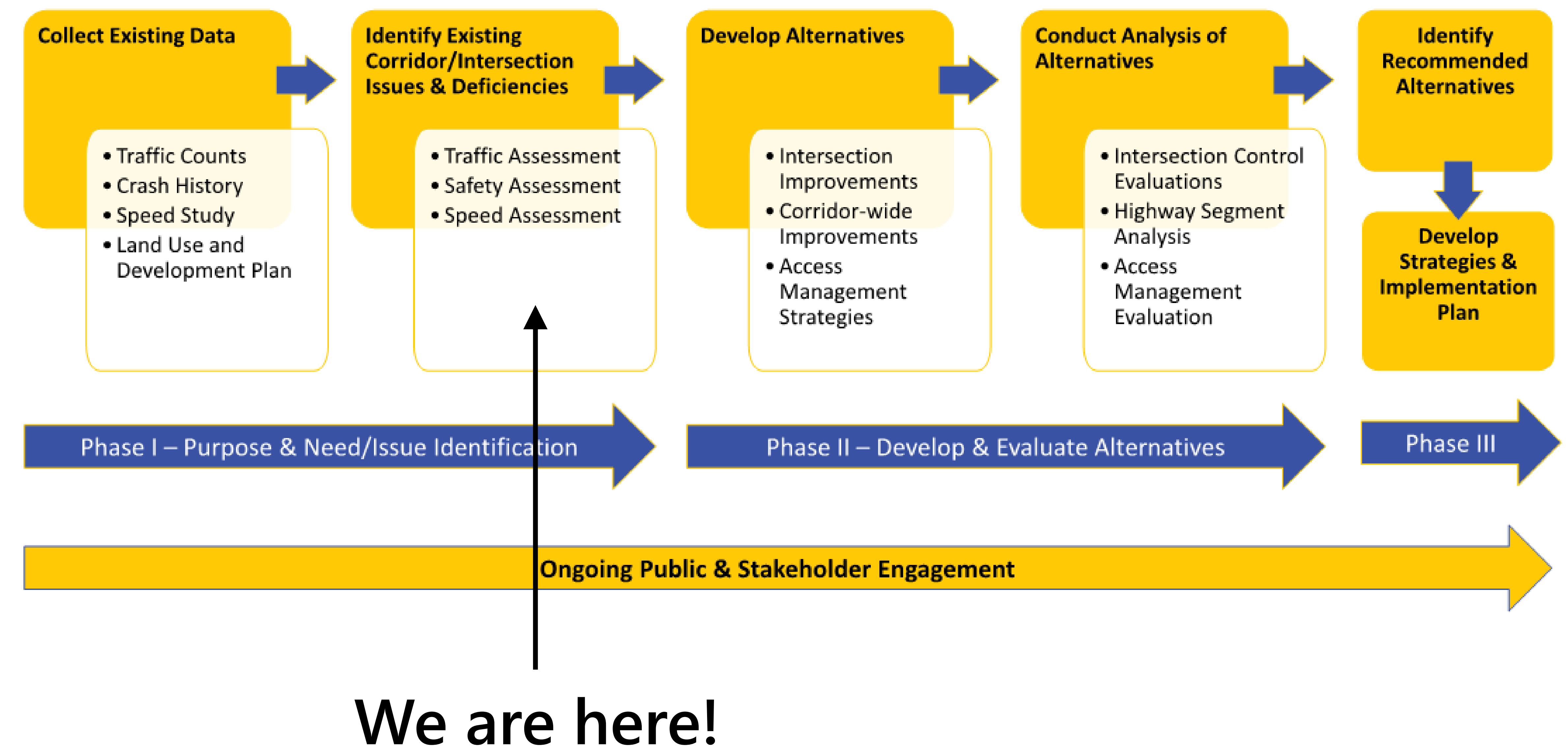
How can we address these issues and concerns?

✓ **Solution:** Use combination of safety improvement strategies.



What are the next steps?

- ✓ Develop alternatives for safety improvements.
- ✓ Determine effectiveness of improvements.
- ✓ Identify recommended strategies.
- ✓ Develop long-term plan and vision for the future.
- ✓ Stakeholder engagement is ongoing.

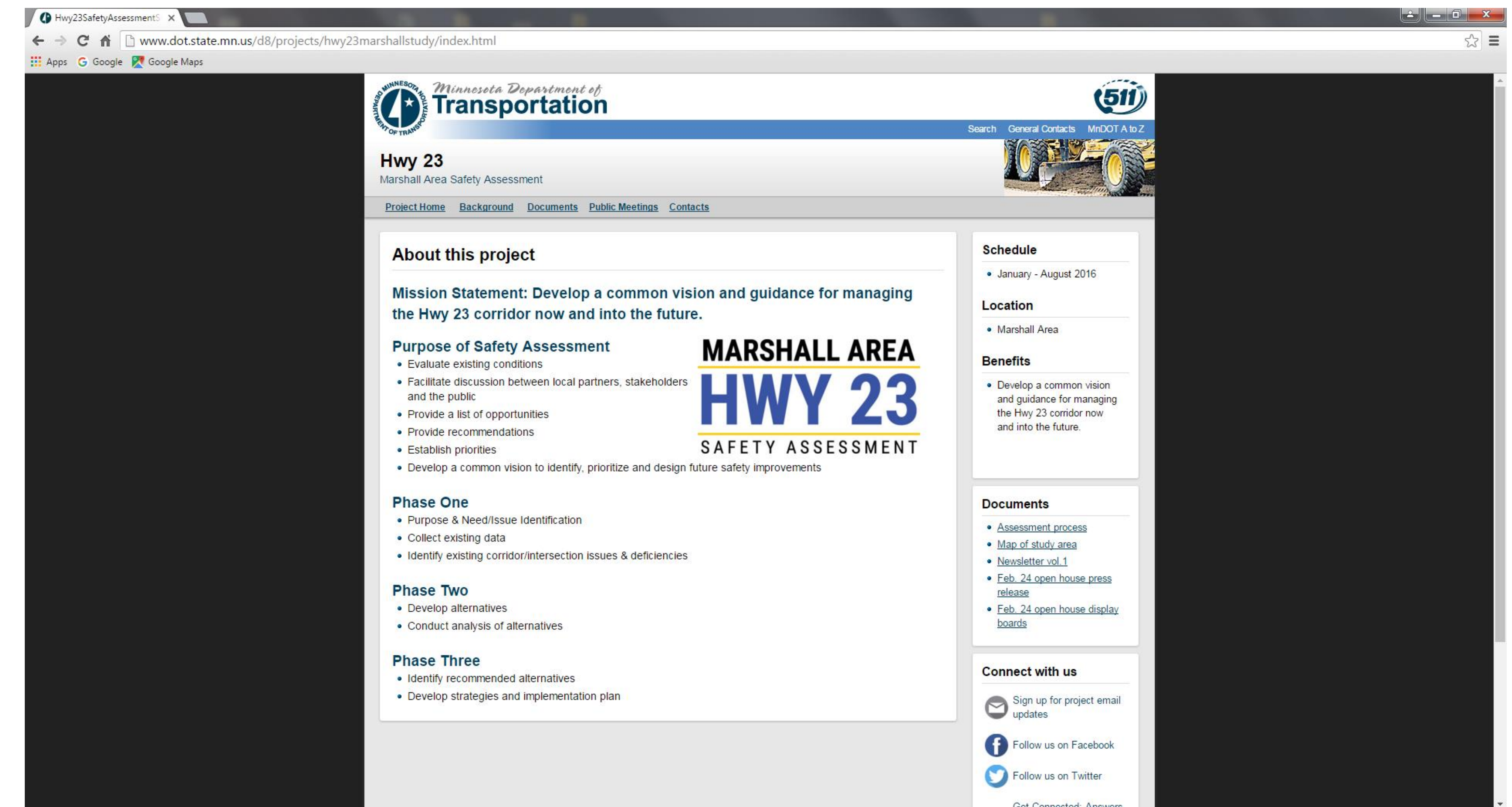


We want to hear from you!

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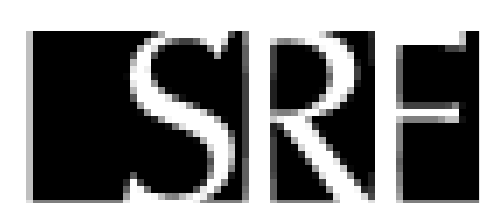
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Assessment website:

<http://www.dot.state.mn.us/d8/projects/hwy23marshallstudy/index.html>

Look for upcoming details on our next open house in mid-summer!



Let's break out into groups...

- ✓ Learn about strategies to address our issues and concerns.
- ✓ Ask questions and provide feedback.
- ✓ Interact with assessment partners.

