

WELCOME

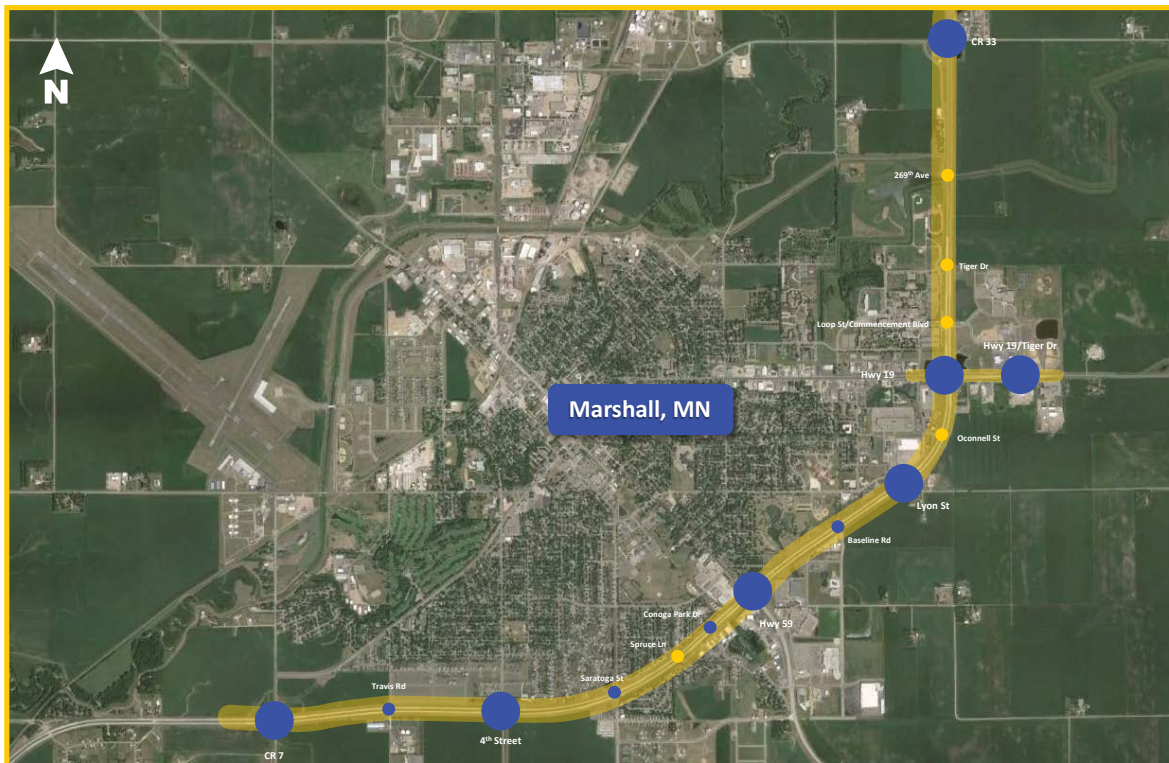
MARSHALL AREA

HWY 23

SAFETY ASSESSMENT



OVERVIEW



Safety Assessment:

- The Minnesota Department of Transportation (MnDOT) and its partners, the City of Marshall, Lyon County, and the Marshall Area Transportation Group, are conducting a safety assessment to evaluate the current and future performance of Highway 23 and develop short- and long-term strategies to manage the corridor now and into the future.
- The proposed strategies will create a joint vision for the corridor between stakeholders and the public to help identify and prioritize improvements to take advantage of funding as it becomes available.
- Initial activities for the assessment began in January 2016 and the overall assessment will be completed by August 2016. The assessment will be conducted in three phases:
 - **Phase 1:** Identify the purpose and need.
 - **Phase 2:** Develop and evaluate alternatives.
 - **Phase 3:** Identify recommended strategies and implementation plan.

Assessment Purpose:

- Evaluate existing conditions.
- Facilitate discussion between local partners, stakeholders, and the public.
- Provide a list of opportunities and recommendations, and establish priorities.
- Develop a common vision to identify, prioritize, and design future safety improvements.

GOALS & OBJECTIVES

Mission Statement:

Develop a common vision and guidance for managing the Highway 23 corridor now and into the future. Proposed guidance must create a joint vision for the corridor to help identify and prioritize improvements as funding becomes available.

Goals	Objectives	Evaluation Measures
Goal 1: Improve the safety of the Highway 23 and Highway 19 corridor segments.	<ul style="list-style-type: none"> Assess existing crash history. Review existing access management guidelines. Identify access management, intersection, and corridor-wide strategies that reduce the number and severity of crashes. Identify recommendations to address speed concerns. 	<ul style="list-style-type: none"> Change in number of crashes. Change in intersection and segment crash rates. Change in average travel speed. Change in number and type of access points/conflicts.
Goal 2: Accommodate current and future traffic demands as urbanization continues along Highway 23 in Marshall.	<ul style="list-style-type: none"> Assess existing and proposed land uses to identify future development. Identify strategies that accommodate traffic growth resulting from future development. 	<ul style="list-style-type: none"> Change in trips generated by future land uses. Change in intersection and corridor Level of Service (LOS). Reserve capacity of intersections (%). Sensitivity of LOS and reserve capacity.
Goal 3: Improve accessibility and connectivity for all modes (i.e. cars, trucks, pedestrians, bicycles, transit).	<ul style="list-style-type: none"> Identify existing and future multimodal uses. Confirm future plans and/or connections that may influence multimodal uses. Identify gaps in non-motorized accommodations. 	<ul style="list-style-type: none"> Non-motorized vs. motorized conflicts. Gaps in non-motorized accommodations. Change in non-motorized route circuitry.
Goal 4: Prioritize improvements to develop a plan for managing the Highway 23 corridor.	<ul style="list-style-type: none"> Develop strategies and implementation plan to guide future investments and be ready to take advantage of funding opportunities or other activities. 	<ul style="list-style-type: none"> Ease of implementation. Level that strategies address purpose and need. Ability to coordinate strategies with other activities. Level of benefit-cost.

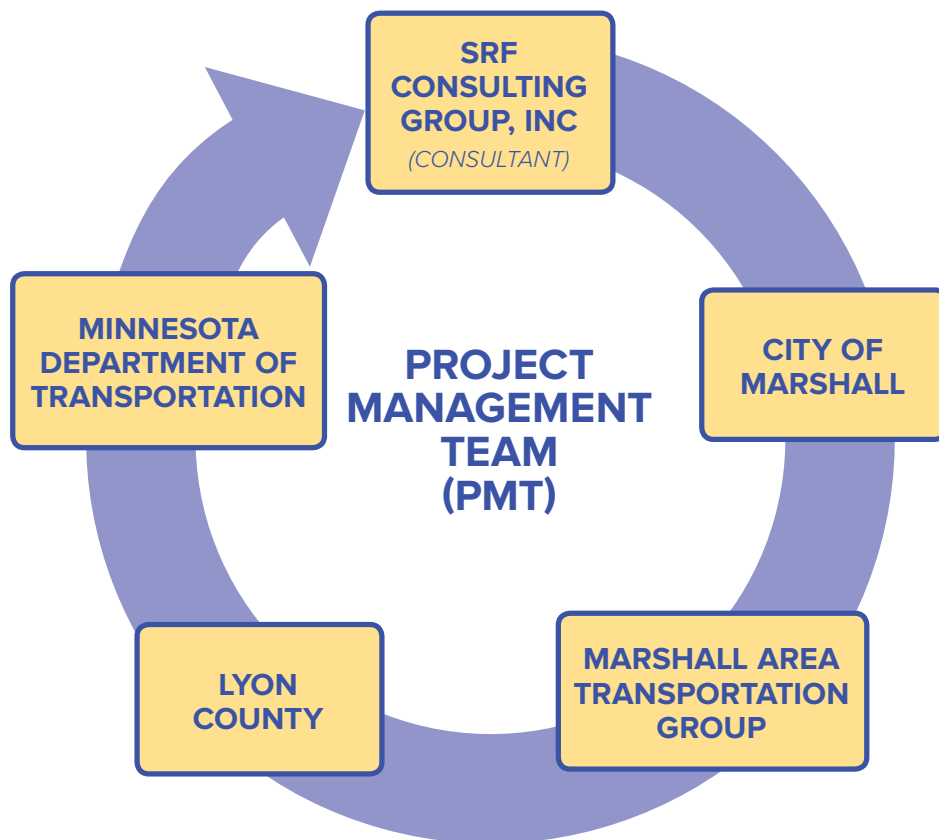
SCHEDULE

	2016							
	January	February	March	April	May	June	July	August
Project Management (PMT Meetings)	●	●	● ●	●	● ●	●	●	●
Public & Stakeholder Engagement								
Public Open Houses		●		●		●	●	
Focus Group Meetings			●		●	●	●	
Local Community Presentations				●		●	●	
Pop-Up Meetings			●			●		
Website Updates		●	●	●		●	●	
E-newsletters/E-blasts		●		●	●		●	●
Data Collection								
Access Management Strategies								
Existing Corridor/Intersection Issues & Deficiencies								
Future Corridor Vision								
Strategic Corridor Management								



- Project Management Meetings
- Public & Stakeholder Engagement Activities

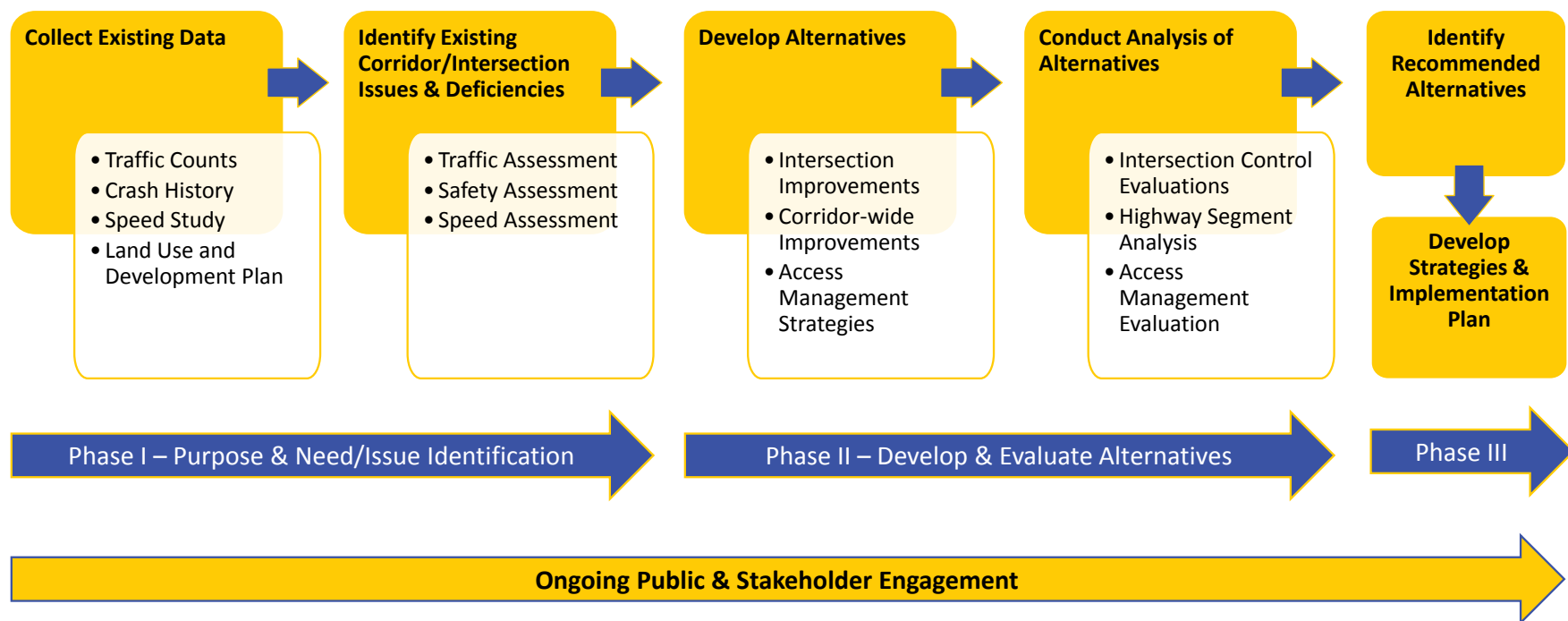
ASSESSMENT PARTNERS



Help to guide the assessment by:

- Providing input on scheduling.
- Ensuring assessment progress.
- Providing oversight of the public engagement activities.
- Providing technical data.
- Providing a connection to the local community.

ASSESSMENT PROCESS



PUBLIC & STAKEHOLDER ENGAGEMENT

Why?

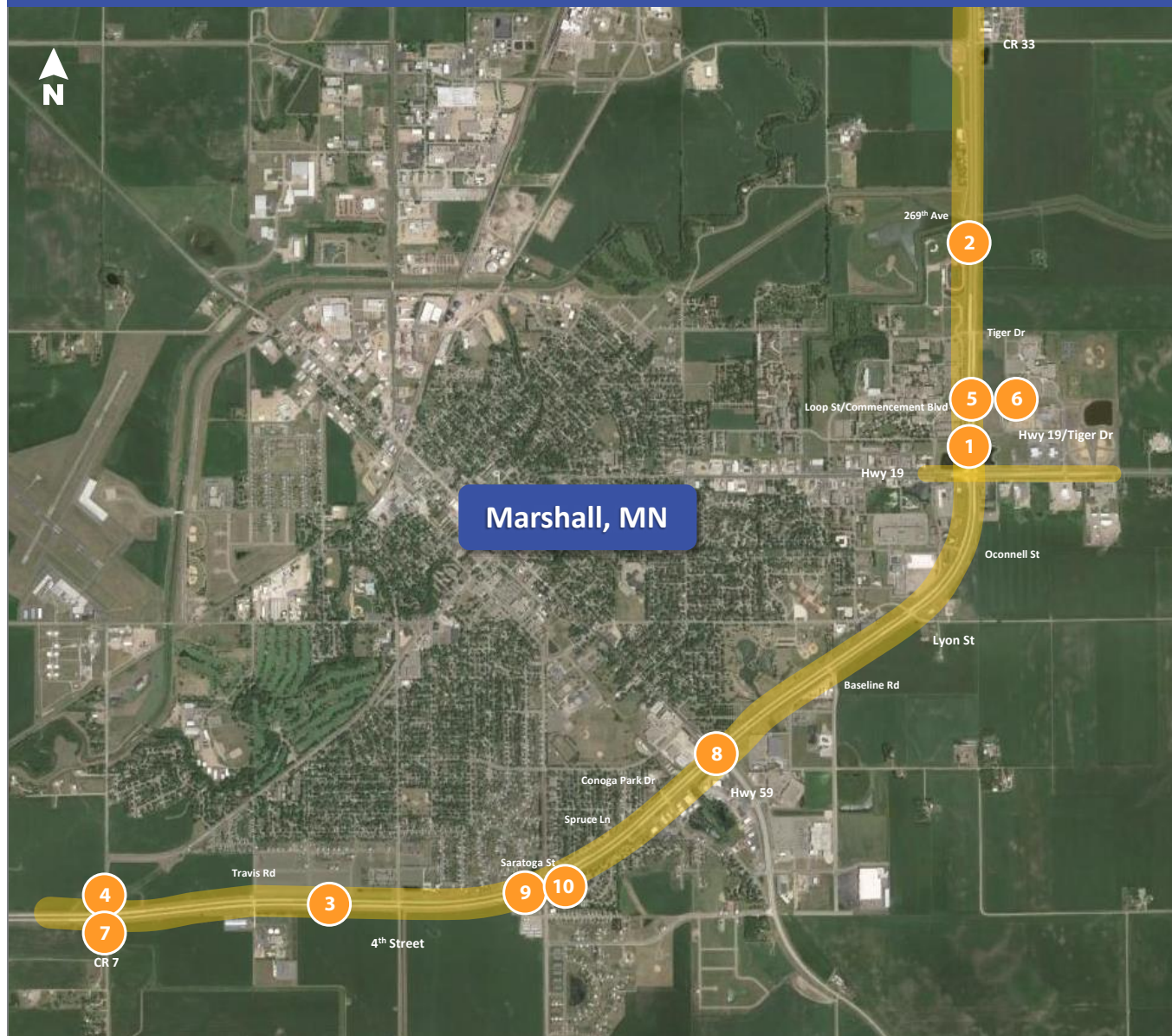
- Inform and educate stakeholders and the public about the purpose of the safety assessment.
- Provide opportunities for interested parties to identify issues, concerns and priorities.
- Obtain meaningful public input to incorporate as part of the recommended alternatives.
- Conduct proactive and transparent outreach.

How?

- Provide education through both face-to-face and online engagement activities.
- Keep stakeholders and the general public informed as to how they can participate in the process.
- Be transparent on how the public's input will be incorporated in the draft and final recommendations.



RECENT CORRIDOR IMPROVEMENTS



Improvement Projects

1. School speed zone – **2006**
2. Extended 4-lane roadway beyond CR 33 – **2009**
3. Concrete resurfacing – **2010**
4. Cooperative Intersection Collision Avoidance System (CICAS) – **2010**
5. Pedestrian underpass – **2011**
6. Commencement Blvd connection – **2011**
7. Rural Intersection Conflict Warning System (RICWIS) – **2014**
8. Reconfigured lanes on Hwy 59 adjacent to Hwy 23 – **2015**
9. Pedestrian overpass – **2015**
10. Restricted Crossing U-turn Intersection (RCUT) – **2015**