

Scott County Delivers
Transportation Safety And Operations
January 21, 2020



Panel Representatives:

Tony Winiacki, County Engineer, Highway Department, Transportation Services
Mark Callahan, Traffic Engineer, Highway Department, Transportation Services
Alan Hermann, Mobility Management, Transit, and Fleet Management, Transportation Services
Joe Wiita, Highway Division Program Manager, Highway Department, Transportation Services
Tara Helm, MnDOT Metro Towards Zero Deaths Program
Ken Dvorak, Sargent, Scott County Sheriff
Renee Christianson, Community Development Specialist, City of Elko New Market

Results Map:

- Safe: Citizens can travel and move about safely
- Safe: Children and Vulnerable adults are protected and their basic needs are met
- Safe: Clean soil, water, and air
- Safe: Neighbors feel safe, know their neighbors, children play outside, and all feel part of the larger community
- Healthy: Access to quality local health care services, facilities, and providers
- Healthy: Active lifestyles for all ages through opportunities and education
- Livable: Range of quality jobs and thriving local economy
- Livable: Good system of trails, parks, and open spaces
- Livable: Reliable roads, trails, sidewalks, and transit options are available to all citizens

Community Indicator(s):

Healthy: Access to Exercise Opportunities: Percentage of population with access to physical activity

- KPI - Citizens' Rating of Trail and Bikeway Connectivity

Livable: "Access to Destinations: Average number of Jobs within 30 minutes by Public Transit or Walking, 2014"

- KPI - SmartLink Denial Percentage
- KPI - CH42/CH17 Speed Performance

Safe: Number of crashes on system per 100,000 vehicle miles traveled

- KPI - Crash Rate/Before After Infrastructure
- KPI - Number of Crashes in Work Zone
- KPI - Pavement Quality Index

Scott County Board Objective/Strategy:

- Community Safety and Well-being: Through strategic partnerships, residents will have convenient and reliable access to necessary and important services and activities
 - Strategy: Promote and expand services that help residents lead healthy, active lives
 - Infrastructure: Private and public partners collaborate to develop a foundation promoting economic and employment opportunities
 - Strategy: Create a more sustainable, resilient system of regional infrastructure

What goals are you trying to accomplish?

Successful transportation and land use planning, transportation project delivery, and operations that provide a resilient infrastructure contributing to a Safe, Healthy, and Livable Community.

Background:

Thoughtful planning and implementation of transportation systems, projects, and maintenance operations promote the development of safe, healthy and livable communities.

Safety along roadways is a top priority for all public agencies, including Scott County. There has been a concerted effort across the state of Minnesota to reduce the number of fatal and serious injury crashes. A statewide program called Toward Zero Deaths (TZD) was launched in 2003 by the Minnesota Departments of Transportation, Public Safety, and Health as a deliberately interdisciplinary approach to traffic safety. This program and effort of moving toward zero deaths have required building connections and cooperation among state and local agencies built on research, data, and best practice applications involving Education, Engineering, Enforcement, and Emergency services. With an aggressive goal of reaching only 300 deaths statewide by the year 2020, significant strides have been realized.

Scott County has focused on proactive and reactive safety measures as part of a County Highway Safety Plan to improve safety across the county. An area of focus on roadway safety and the Engineering side of TZD is intersections. Intersection crash rates are related to the number of conflict points at the intersection. Reducing the number of conflict points prone to right-angle crashes reduces the severity of crashes. As an example, there are 32 conflicts at a full movement intersection including 16 crossing or turn conflicts. In a single-lane roundabout, there are 20 conflicts and 4 crossings or turn conflicts, and right-in/right-out intersection has 4 conflict points and 0 crossing or turning conflicts.

Providing for the right intersection traffic control and lane geometry is important to balance the functions of the roadways it serves. A high volume and mobility corridor like CH 42 serves a different function than a local neighborhood street. Previously the primary options were only stop signs and traffic signals. There is an increasing number of options for traffic control to consider that provide flexibility to maximize mobility along a roadway and through an intersection while providing greater safety benefits specific to that particular intersection or corridor.

Runoff the road crashes in rural areas is another area of importance to reduce the number and severity of crashes. The county has incorporated lighting, signing and enhanced striping to improve conditions.

Corridor and land use studies provide a vital role in safety by supporting compatible land use and transportation decisions. This includes utilizing data such as population data, zoning data, existing and planned land use, employment and workforce data, crash data, speed data, traffic volumes, local road connectivity, transit needs and connections, pedestrian access (access to schools), bicycle connections, and environmental impacts.

Corridor studies are funded in the ten year Transportation Improvement Program and provide a long-term vision for each corridor that is adopted by the state, region, county and local units of government for making decisions in a coordinated fashion. They also provide flexibility to update with time as conditions change within the County. Since there is a vision for the corridor, these studies provide the necessary information and solutions that help access federal and state funds for implementation. In addition, adopted studies set the working relationship and framework for project decisions that improve safety as the needs arise.

The goal of these studies is to make responsible and cost-effective investments through:

- Connected supporting local road network
- Predictable and safe trips for vehicles
- Connected and safe crossings for pedestrians and bikes
- Contribute to the economic vibrancy (movement of goods and services)
- Linked transit with housing, shopping, and employment

After these studies are completed, the corridors and intersections are evaluated for improvements consistent with the County's Adopted Transportation Plan, the corridor study and the needs-based on traffic growth, safety and development. Projects are selected for construction based on system, safety, management (traffic), expansion and multi-modal connections through an annual solicitation process. These are then scored by the highway staff and a city representative for inclusion in the County's ten year Transportation Improvement Program (TIP). Pavement preservation and major maintenance activities (Asset Management) are also a component of the TIP and prioritized from funding over expansion or management projects.

During the construction process, the County invests a considerable amount of funding and staff efforts towards safe work zones for employees, contractors, and the public. Decisions regarding total road closures and keeping a road segment open to traffic during construction are analyzed based on safe detour availability, as well as, local access needs for economic purposes and residents. These decisions also weigh into safety, mobility and economic vitality.

Once constructed, corridors and intersection operations are managed and operated for overall outcomes. Pavements are managed to a certain level. Maintaining pavements to a pavement quality index helps balance the life of the infrastructure investment and plays a role in providing safe infrastructure. The public is surveyed every two to three years regarding satisfaction with pavement quality and snow plowing. Snowplowing efforts to get to black pavement also support a safe and mobile society.

After a project is completed, it is then monitored for its effectiveness in accomplishing the goals of the project. For example, did a roundabout at TH 13 and CH 2 reduce crashes while still providing mobility? Did the improvement at CH 42 and CH 17 reduce the severity of crashes the corridor was seeing? Did the lane expansions and access removals on CH 17 and CH 42 improve safety and preserve mobility as prescribed for principal arterials on the metro system? These data are used to make decisions for future projects as well as monitoring the effectiveness of past investments.

Key Performance Indicators (KPIs):

Outcome: Residents are safe on our highways, trails and transit system

- KPI: Highway Traffic: Number of Crashes on System per Million Vehicle Miles Traveled (MVMT)
 - This industry-standard measure provides an indication of the safety of the County highway system. Scott County has consistently been under the State and Metro averages for crashes per MVMT.
 - Supporting Measures:
 - TIP projects before and after improvements to monitor impacts. These snapshots demonstrate the results of TH 13/CH2 (Roundabout), CH 17/CH 42 (interchange), TH 13/ CH 8 (intersection), CH 2/CH 46 (intersection improvements) and CH 21: TH 13 to Adelman Street in Prior Lake (corridor). Corridor crash numbers following completion of construction will be monitored and before/after statistics will be reported once available.
 - Citizens' rating of snow and ice removal on County roads and pavement conditions
 - Monitor the reduction of access to arterials. The snapshot shows the reduction of access points on CH 17. It is shown from numerous local, state and national studies that the reduction in access leads to a reduction in crashes. This is accomplished through projects, development and right of way acquisition.
- KPI: Percent of System by Pavement Quality Index
 - This measure tracks the amount of the County Highway system by Pavement Quality Index (PQI) from 2005 to 2019. Maintaining highway pavement in Very Good and Good Condition is important from both a driver's standpoint and from the County's desire to ensure this investment lasts for the highway's life expectancy.

- KPI: Average County Pavement Condition Index (PCI)
 - This measure tracks the amount of the County Highway system by Pavement Quality Index (PQI) from 2005 to 2019.
- KPI: CH 42 Travel Speeds
 - It is important for principal arterial corridors to maintain acceptable travel speeds during peak periods. This can be achieved through a combination of efforts to manage operations, access, and signal placement/timing along the corridor. As traffic volumes increase, the overall reliability degrades unless the roadway is managed for optimal performance.
- KPI: Turn lanes installed through Development 2001-2019
 - This measure tracks the number of turn lanes implemented as part of developments. Turn lanes installed by development. Turn lanes have a direct impact on the safe operation of county highways, as well as, reducing delay from a mobility standpoint. The County Board has a policy of development paying for itself and requires turn lanes when development occurs adjacent to County Highways.
- KPI: Percent of Signs meeting Federal Retroreflectivity Requirement
 - Roadway signs provide road users important information about regulations, warnings, and guidance while traveling on the transportation system. Effective sign sheeting provides retroreflective properties to make signs brighter and easier to read at further distances.
- KPI: Transit Miles Driven Per Accident 2013-2018
 - This measure shows the number of Transit Link reportable accidents that occurred in Scott and Carver Counties for the period 2013-2018. A reportable accident as defined by the Metropolitan Council is a combined total of \$10,000 in damage to all vehicles or property, and/or anyone is transported from the scene in an ambulance.

What's working well and why?

These activities lead to effective transportation systems, land use:

- Elected official and staff engagement in regional and state planning, programming, and project activities
- Collaboration through SCALE education / Transportation Economic Development
- Annual 10-year Transportation Improvement Program review
- Transportation system planning (Board goal)
- Approved corridor plans
- Development Review Team (DRT) meetings
- Asset inventory and management
- Investment alignment with highest priorities based on data
- Agency partnership including project delivery capacity and funding
- Supportive local ordinances
- Developer contribution and private sector partners
- Effective Public Involvement
- Education and Outreach
- Proactive safety measures such as signage, safety checklists for construction projects, striping/lighting, etc.
- Proactive investments by the County Board

Other things going well:

- Overall, safety data is trending well
- Investments in proactive projects make support the safety measurements
- Added turn lanes to 11 intersections in 2019
- Increase in collaboration with other departments in Scott County to increase safety and mobility for residents
- Development and implementation of the County Highway Safety Plan
- No plow related accidents last year; only two in last eight years

- Efforts to engage the community to receive feedback for proposed projects
- Communication with the Sheriff's Department related to crashes; information is available sooner
- Increase in partnerships amongst other agencies; such as the Highway Department and the Sheriff's Office coordinating enforcement
- Rural roundabouts are highly successful; urban and multi-lane roundabouts have more mixed results

Factors that impact safe road conditions:

1. Supervisors physically review road conditions before calling in staff for snow and ice control
2. Highway staff work with dispatch - can request patrol officers report on road/weather conditions
3. Mowing and tree trimming keeps sight triangles open

Factors impacting safe transit:

1. Safety bonuses in the contract for service providers
2. Training requirements for drivers
3. Significant savings when drivers were contracted out three years ago; also was much easier to expand service to nights and weekends when we added service

What's not working well and why?

- **Misalignment in development decisions and transportation systems**
 - Lack of local street connections
 - Local project support
 - Right of way dedication and access management through the development
 - Regional policy and funding alignment – one size fits all
 - Lack of legal tools
- **Factors inhibiting joint work and effective transportation systems**
 - Not working with a clean slate on the highways and land. Quite often retrofitting while implementing new development
 - Working with new elected officials and dynamics – these are complex technical issues and group decisions at the local level can turn quickly
 - The political pressure that would alter established goals
 - Developer pressure that would alter established goals
 - Funding agencies have different goals or not aligned
 - Program funding not aligned with partnering agencies
 - Lack of communication or understanding of roadway function between agencies/ departments
 - Transit route planning timeframe is shorter than corridor planning timeframe, sometimes even project development timeframe
 - Public Health inputs into community land use and design decision-making. The current process does not have those groups involved in early decision making at corridor planning, infrastructure project development, service planning and development approval processes
 - Still, opportunities to improve communication about crashes with law enforcement - make sure it is happening more consistently
 - Data is sometimes hard to collect accurately (e.g. people in a crash die later, does not record as a fatal crash)

Key barriers to continued strong safety performance in transit:

- High rates of staff turnover, getting less experienced drivers on the road; the economy makes it difficult to keep people. Staff retention efforts are up to the provider.
- Fewer drivers - some things get compacted, more rides = more stress and time pressures
- Experienced drivers are retiring

Key barriers to continued strong safety performance in highway:

- Need to keep trucks available – some have mechanical issues, not available means fewer trucks on the roads

Next Steps / Future Program Development and why?

The following data and best practices will support program goals.

- **Data to Support Program:**
 - Up to date traffic safety, congestion, and operations performance data
 - Accurate project cost estimates
 - County and local agency alignment of programs and projects
 - Pedestrian infrastructure inventory. City / ISD needs and Safe Routes to School
 - Asset management data and maintenance operations
 - Walkability indexes
 - Local road connectivity index
 - Coordinated land use and transportation planning for the 2040 Comprehensive Plan Update
 - Work Zone Crash Data
- **Best Practice Research:**
 - Elected official and staff engagement in Regional and State planning, programming and project activities
 - Collaboration through SCALE education and Collective Impact
 - Corridor Planning and System Planning
 - Safety, Traffic Volume, and Infrastructure Condition Monitoring
 - Annual 10-year Transportation Improvement Program Review
 - Project Public Involvement
 - Education and Outreach
 - Development review teams
 - Platting considerations and right-of-way dedications
 - Local road connectivity

Funding Description

Explanation of Funding Information

The Priority Based Budgeting (PBB) sheets for programs that relate to the topics covered in this presentation are included in the packet. These profile sheets include both program revenue from outside sources, levy contributions to the program, and program costs. It is important to note that the PBB model includes administrative and management expenses not included in the operating statements as these expenses are allocated across the PBB programs through a standard allocation process. In addition, the program description on the form includes the following:

- Direct: is the total of Personnel costs + Non-Personnel costs
- Total: is Direct + Admin
- Personnel: direct program staff allocated to the program and support staff allocated by FTE
- Non-Personnel: Any expenses that are not direct staff costs
- Admin: management costs allocated by FTE that may not be reflected in the program operating statement
- Revenue: is program revenue from state, federal or other grant sources
- Levy: is county levy costs associated with the cost of running this program

Resources:

Resource Type	Title	Location
KPI	TRANSPORTATION MEASURES (KPI)	
	Number of Crashes on System per Million Vehicle Miles Traveled (VMT)	Transportation Services, KPI 94 & 95 (48,51,52,53,54,55,94,95)
	Average County Pavement Condition Index (PQI)	Transportation Services, KPI 46 (46)
	Percent of System by Pavement Quality Index	Transportation Services, KPI 49 (49)
	CH 42 Travel Speeds (miles per hour)	Transportation Services, KPI 96 (95)
	Turn lanes Installed Through Developments	Transportation Services, KPI 98 (94)
	Turn lanes installed through Developments 2001-2018 (MAP)	Transportation Services, 98-Map (94)
	Percent of Signs Meeting Federal Retroreflectivity Requirements	Transportation Services, KPI 50 (50)
	MOBILITY MEASURES (KPI)	
	Transit Link Miles Driven Per Accident 2013-2018	Transit Performance Measures, KPI 43J (43)
	Total Denials by Year on Transit Link in Scott and Carver Counties 2006-2019	Transit Performance Measures, KPI 43I (43)
	TRANSPORTATION MEASURES	
	Performance Measures	Sign Inventory by Message Type
Percent of Intersections Categorized as Tier 1 or Tier 2 (ADA Compliance)		Transportation Services, 50D (50)
Citizen's Rating of County Road Surface Conditions		Transportation Services, 46A (54)
Citizen's Rating of Snow and Ice Removal on County Roads		Transportation Services, 54A (54)
CH 2/TH 13 Roundabout Crash Rates Before/After Infrastructure Improvements		Transportation Services, Snapshot #14A (92, 95, 106)
Crash Rates Before/After Infrastructure Improvement (on-going): CH 17/CH 42 Interchange		Transportation Services, SS#14B (92, 95, 106)
Crash Rates Before/After Infrastructure Improvement (on-going): CH 21 - TH 13 to Adelman St		Transportation Services, SS#14C (92, 95, 106)
CH 2 & CH 46 Crash Rates Before/After Infrastructure Improvement (on-going)		Transportation Services, SS#14J (92, 95, 106)
TH 13/CH 8 Intersection Crash Analysis	Transportation Services, 95B (92, 95, 106)	

Resource Type	Title	Location
Performance Measures	Access Management on CH 17	Transportation Services, 98A (92, 93, 94)
	CH 17 Traffic Volumes & Number of Crashes - Segments with Improvements Completed	Transportation Services, SS#41C-16 (92, 95, 106)
	CH 42 Traffic Volume and Number of Crashes	Transportation Services, SS#42C (92, 95, 106)
	CH 42 Crash Severity Rate	Transportation Services, SS#42B (92, 95, 106)
	Percent of Fatal and Serious Injury Crashes Involving a Distracted Driver	Transportation Services, 107 (48)
	Crashes Involving Bicyclists or Pedestrians, 2016-2018	Transportation Services. 108 (95)
	Crashes Involving Bicyclists or Pedestrians, 2016-2018 (MAP)	Transportation Services, 108-MAP (95)
	Work Zone Crashes in Scott County	Transportation Services, 109 (95)
	Work Zone Crashes in Scott County (MAP)	Transportation Services, 109-Map (95)
	Traffic Fatalities	Transportation Services, 111 (95)
Minnesota Roadway Fatalities	Transportation Services, 111-A (95)	

Related Program Profile Sheet:

Program Number	Program Name
95	Intersection Safety and Corridor Management
106	Transportation Policy Coordination
48	Right of Way Maintenance
49	Roadway Preservation
50	Traffic Control and Operations
54	Snow and Ice Control
43	SmartLink Dial a Ride Bus Service

Transportation Services			Smartlink Dial a Ride Bus Service			Report Date: 1/9/2020			
Transit			Quartile Rank	1	Program Contact: Troy Beam			Program Number	43
Description		The dial-a-ride program referred to as Transit Link is administered by the Metropolitan Council. The Metropolitan Council defines Transit Link as a shared ride, advance reservation, and transportation service available to all citizens where regular route service is not available. The Metropolitan Council provides funding and buses for the service in Scott and Carver County. The service is available Monday-Friday from 6AM-7PM. Currently Scott and Carver County contract with a regional transportation provider to perform Transit Link, but SmartLink staff manage the performance of the service to maximize the service for all residents, knowing that the majority of these trips are seniors and disabled citizens that have no other means of transportation.							

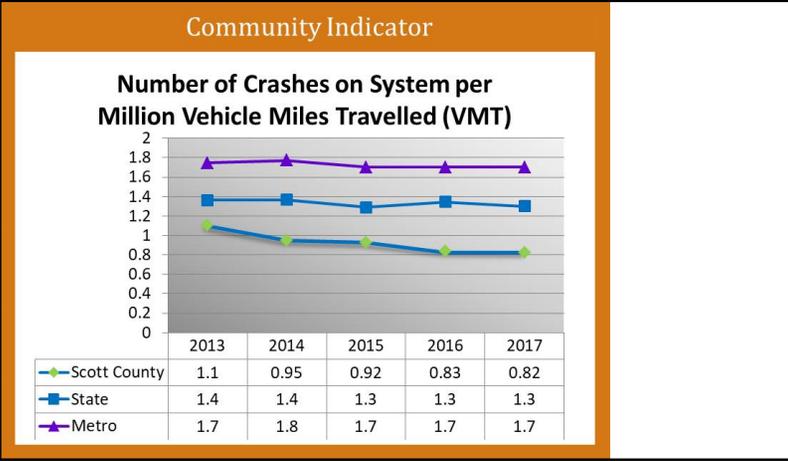
Community Results			Attributes		Community Indicator	
HEALTHY community for all individuals	3	Mandated	2			
HEALTHY community of options to choose from	4	Reliance	3			
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	1	Cost Recovery	4			
LIVABLE community by providing mobility options and recreation infrastructure	4	Change In Demand	2			
SAFE community by providing access to a safety net	3	Portion of Community Served	1			

SAFE community by providing protection from threats to safety			Program Performance	
	2	Program Outcome	Citizens have access to safe and reliable transportation options	

Program Finances				FTE	2.95	Key Performance Indicators (KPI)	
Cost	2018	2019	Revenue	2018	2019	Denial rate	
Total	\$1,519,539	\$1,771,068	Revenue	\$1,519,539	\$1,771,068	KPI Results Exceeding	
Direct	\$1,519,539	\$1,771,068	Levy	(\$160,812)	(\$242,461)	KPI Results Direction Stable	
Personnel	\$281,958	\$313,214	Fees	\$405,851	\$405,851	Factors Impacting KPI Performance Resource availability Productivity/scheduling of current resources (hours) Number of requests Metropolitan Council Policies Expanded Services	
Non Personnel	\$1,237,581	\$1,457,854	Grants	\$1,274,500	\$1,222,000		
Admin	\$0	\$0	Other Revenue	\$0	\$385,678		

Transportation Services			Right of Way Maintenance			Report Date: 1/9/2020			
Highway Operations			Quartile Rank	2	Program Contact: Joe Wiita			Program Number	48
Description		Clear brush and weeds from ditches, shoulders and medians to maintain sight lines. Improve winter maintenance by eliminating materials that catch snow and cause drifts. Remove dead animals for driver safety and preserve the environment. Keeping the right of way free of noxious weeds through annual spraying. This program is also supported by the volunteer adopt-a-highway program which performs semi-annual trash removal.							

Community Results			Attributes	
HEALTHY community for all individuals	0	Mandated	4	
HEALTHY community of options to choose from	0	Reliance	1	
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0	Cost Recovery	3	
LIVABLE community by providing mobility options and recreation infrastructure	3	Change In Demand	2	
SAFE community by providing access to a safety net	1	Portion of Community Served	4	
SAFE community by providing protection from threats to safety	4			



Program Performance					
Program Outcome Citizens can travel and move about safely					
Key Performance Indicators (KPI) number of crashes on system per million vehicle miles traveled (VMT)					
KPI Results Meeting					
KPI Results Direction Improving					
Factors Impacting KPI Performance Ongoing annual maintenance of the right of way. Ensuring obstacles are removed in a timely manner such as dead animals, brush and weeds obscuring sight triangles.					
If not meeting or declining - why?					

Program Finances				FTE	0.96
Cost	2018	2019	Revenue	2018	2019
Total	\$182,063	\$191,646	\$182,063	\$182,063	\$191,645
Direct	\$182,063	\$191,646	Levy	(\$7,057)	(\$15,334)
Personnel	\$85,843	\$94,426	Fees	\$0	\$0
Non Personnel	\$96,220	\$97,220	Grants	\$189,120	\$206,979
Admin	\$0	\$0	Other Revenue	\$0	\$0

Transportation Services			Roadway Preservation			Report Date: 1/9/2020			
Highway Operations			Quartile Rank	2	Program Contact: Joe Wiita			Program Number	49

Description	Extending the life of the roadway through overlays, pavement reclamation, regravelling.								
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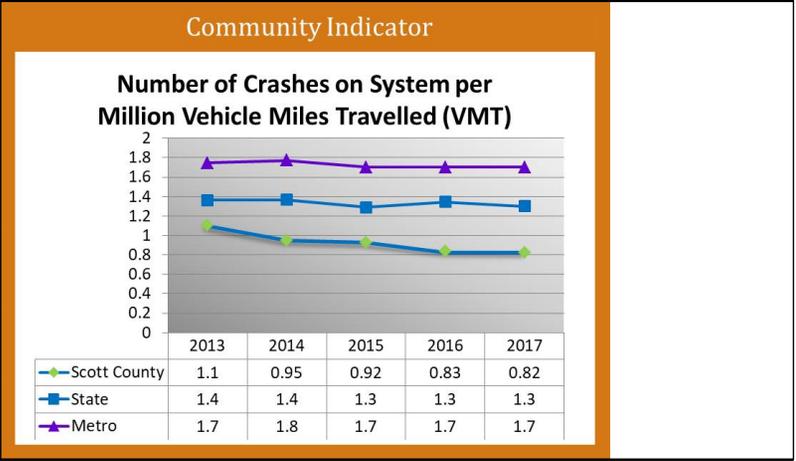
Community Results			Attributes		Community Indicator																												
HEALTHY community for all individuals	0		Mandated	3	<table border="1"> <caption>Number of Crashes on System per Million Vehicle Miles Travelled (VMT)</caption> <thead> <tr> <th></th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> </tr> </thead> <tbody> <tr> <td>Scott County</td> <td>1.1</td> <td>0.95</td> <td>0.92</td> <td>0.83</td> <td>0.82</td> </tr> <tr> <td>State</td> <td>1.4</td> <td>1.4</td> <td>1.3</td> <td>1.3</td> <td>1.3</td> </tr> <tr> <td>Metro</td> <td>1.7</td> <td>1.8</td> <td>1.7</td> <td>1.7</td> <td>1.7</td> </tr> </tbody> </table>						2013	2014	2015	2016	2017	Scott County	1.1	0.95	0.92	0.83	0.82	State	1.4	1.4	1.3	1.3	1.3	Metro	1.7	1.8	1.7	1.7	1.7
	2013	2014	2015	2016						2017																							
Scott County	1.1	0.95	0.92	0.83						0.82																							
State	1.4	1.4	1.3	1.3						1.3																							
Metro	1.7	1.8	1.7	1.7						1.7																							
HEALTHY community of options to choose from	0		Reliance	3																													
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0		Cost Recovery	3																													
LIVABLE community by providing mobility options and recreation infrastructure	3		Change In Demand	1																													
SAFE community by providing access to a safety net	1		Portion of Community Served	1																													

SAFE community by providing protection from threats to safety	4	Program Performance							
		Program Outcome		Citizens can travel and move about safely					

Program Finances				FTE	0.33	Key Performance Indicators (KPI)		Average County Pavement Condition Index	
Cost	2018	2019		2018	2019	KPI Results		Meeting	
Total	\$1,017,550	\$1,258,874	Revenue	\$1,017,549	\$1,258,873	KPI Results Direction		Improving	
Direct	\$1,017,550	\$1,258,874	Levy	(\$434,967)	(\$309,729)	Factors Impacting KPI Performance		The County increased its investments in pavement starting in 2014 at least two fold. Staff have been working to select longer lasting fixes for roadways such as full depth reclamations vs thinner overlays. This coupled with more consistent preventative maintenance practices have contributed to this improvement.	
Personnel	\$11,003	\$32,327	Fees	\$223,236	\$194,736	If not meeting or declining - why?			
Non Personnel	\$1,006,547	\$1,226,547	Grants	\$1,229,280	\$1,345,366				
Admin	\$0	\$0	Other Revenue	\$0	\$28,500				

Transportation Services			Traffic Control and Operations			Report Date: 1/9/2020			
Highway Operations			Quartile Rank	2	Program Contact: Joe Wiita			Program Number	50
Description		<p>Ensure traffic lane management by striping maintenance including road striping for centerline, lane, and edge striping; turn lanes, medians and safe passing pavement and pedestrian crossing markings for road safety. Maintain driver roadside information by installing new signs, repairing/replacing old or damaged signs and posts; and ensuring signs meet mandated Federal requirements for sign retro-reflectivity. Ensure optimal traffic signal operations by maintaining functionality of vehicle, pedestrian, and emergency vehicle system components. Update equipment and signal timing plans as needed to provide efficient intersection and road corridor operations.</p>							

Community Results			Attributes	
HEALTHY community for all individuals	0	Mandated	3	
HEALTHY community of options to choose from	0	Reliance	1	
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0	Cost Recovery	3	
LIVABLE community by providing mobility options and recreation infrastructure	2	Change In Demand	2	
SAFE community by providing access to a safety net	1	Portion of Community Served	4	
SAFE community by providing protection from threats to safety	4			

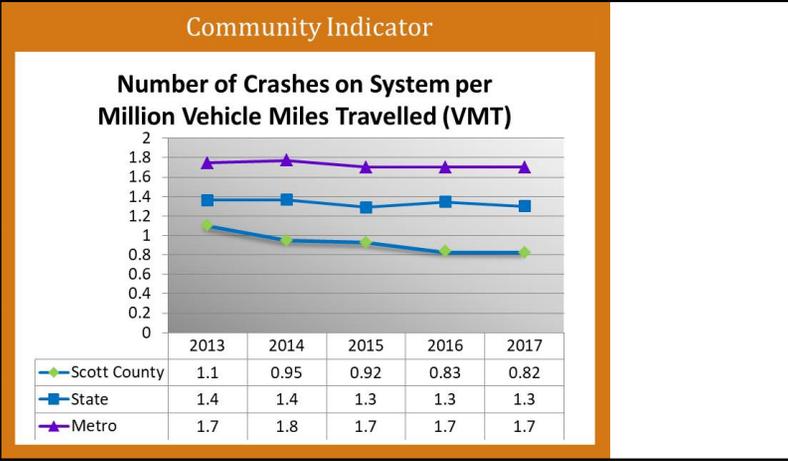


Program Performance						
				Program Outcome	Citizens can travel and move about safely	
Program Finances				FTE	3.16	
Cost	2018	2019		2018	2019	
Total	\$654,631	\$701,660	Revenue	\$654,631	\$701,661	Key Performance Indicators (KPI)
Direct	\$654,631	\$701,660	Levy	\$207,439	\$214,136	number of crashes on system per million vehicle miles traveled (VMT)
Personnel	\$282,804	\$318,083	Fees	\$20,096	\$2,996	KPI Results
Non Personnel	\$371,827	\$383,577	Grants	\$427,096	\$467,429	Meeting
Admin	\$0	\$0	Other Revenue	\$0	\$17,100	KPI Results Direction
						Improving
						Factors Impacting KPI Performance
						A combination of factors including good maintenance practices in the area of signs, signals & striping. Also a number of projects aimed at proactive safety such as wider shoulders, turn lanes, intersection lighting, etc.
						If not meeting or declining - why?

Transportation Services			Snow and Ice Control			Report Date: 1/9/2020			
Highway Operations			Quartile Rank	2	Program Contact: Joe Wiita			Program Number	54

Description Ensure drivable roads in winter weather by pre-treating roads before snow event with chemical applications, plowing and applying deicing chemicals during and after snow events. Includes cleaning bridges, and removing snow piles and buildup along roadways and structures and improving sight lines and intersection corners. MN Statutes Chapter 160

Community Results			Attributes	
HEALTHY community for all individuals	0		Mandated	4
HEALTHY community of options to choose from	0		Reliance	3
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0		Cost Recovery	3
LIVABLE community by providing mobility options and recreation infrastructure	4		Change In Demand	1
SAFE community by providing access to a safety net	1		Portion of Community Served	4



SAFE community by providing protection from threats to safety

4

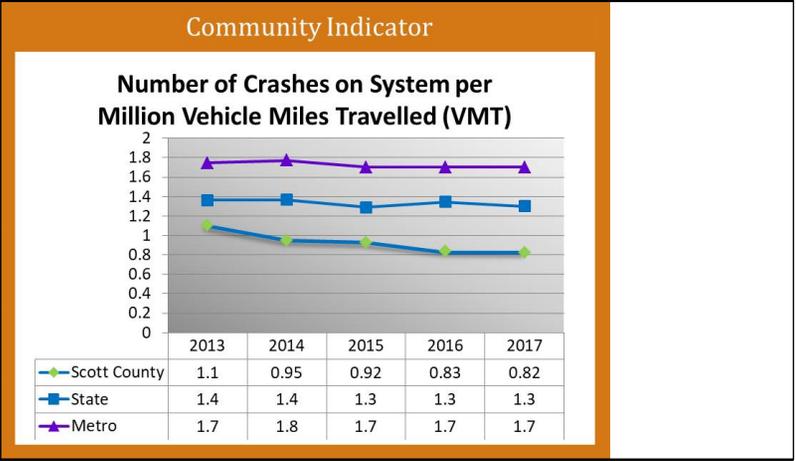
Program Performance

Program Outcome Citizens can travel and move about safely

Program Finances				FTE		Key Performance Indicators (KPI)	Citizen survey rating of snow and ice removal on County Roads
Cost	2018	2019		2018	2019		
Total	\$1,876,785	\$1,954,378	Revenue	\$1,876,785	\$1,954,378	KPI Results	
Direct	\$1,876,785	\$1,954,378	Levy	\$908,287	\$902,908	KPI Results Direction	
Personnel	\$704,191	\$753,784	Fees	\$89,878	\$89,878	Factors Impacting KPI Performance	
Non Personnel	\$1,172,594	\$1,200,594	Grants	\$878,620	\$961,592		
Admin	\$0	\$0	Other Revenue	\$0	\$0		If not meeting or declining - why?

Transportation Services			Intersection Safety and Corridor Management			Report Date: 1/9/2020			
Program Delivery			Quartile Rank	2	Program Contact: Tony Winiecki			Program Number	95
Description			Routine data collection and evaluation of intersections and corridors for safety and operational performance. Data collection includes vehicle and pedestrian data to determine average daily traffic, peak hour traffic counts, intersection turning movement counts, pedestrian movements, and vehicle speed studies used for project planning, design and public information. Evaluation tools include include assessment of intersection traffic control, intersection and corridor crash and operational analysis, intersection control evaluation, and signal timing/coordination. Managing this data through the use of an assessment management system and providing snapshots and interactive public information. Utilizing this data and assessment tools to identify future needs and project scoping for future transportation improvement programming and grant funding consideration to maximize investment lifecycle of infrastructure.						

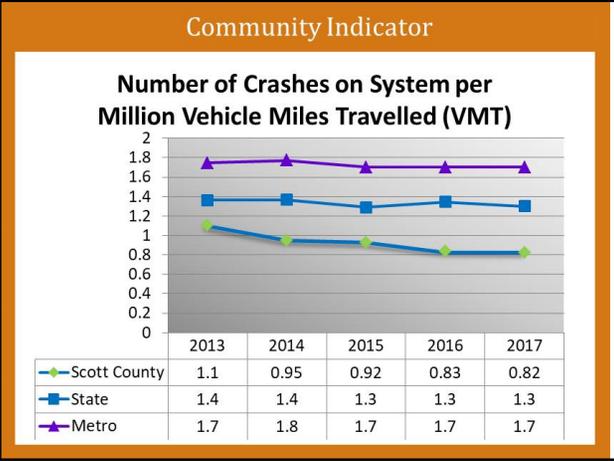
Community Results		Attributes	
HEALTHY community for all individuals	0	Mandated	3
HEALTHY community of options to choose from	1	Reliance	3
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0	Cost Recovery	1
LIVABLE community by providing mobility options and recreation infrastructure	4	Change In Demand	3
SAFE community by providing access to a safety net	0	Portion of Community Served	3
SAFE community by providing protection from threats to safety	4		



Program Performance					
				Program Outcome	Citizens can travel and move about safely
Program Finances				FTE	2.02
Cost	2018	2019		2018	2019
Total	\$359,636	\$283,890	Revenue	\$359,636	\$283,890
Direct	\$359,636	\$283,890	Levy	\$269,636	\$193,890
Personnel	\$319,480	\$246,709	Fees	\$90,000	\$90,000
Non Personnel	\$40,156	\$37,181	Grants	\$0	\$0
Admin	\$0	\$0	Other Revenue	\$0	\$0
				Key Performance Indicators (KPI)	number of crashes on system per million vehicle miles traveled (VMT)
				KPI Results	Meeting
				KPI Results Direction	Improving
				Factors Impacting KPI Performance	The County regularly invests in safety and operational improvements to the County system as part of the annual Transportation Improvement Program (TIP). Recent forms of safety projects include the installation of roundabouts, turn lanes at intersections, lane capacity, and access modifications. The County also proactively addresses safety concerns through common
				If not meeting or declining - why?	

Transportation Services			Transportation Policy Coordination			Report Date: 1/9/2020			
Program Delivery			Quartile Rank	2	Program Contact: Tony Winiecki			Program Number	106
Description		Work closely with MnDOT and Met Council providing leadership to help shape regional and state transportation project coordination policy development and investment strategies by active involvement in various committees (CIC, TAC/TAB, Freight & Programming.), regional and state studies to ensure alignment and advocacy to serve Scott County needs. Create, review and update all county system plans including ADA transition, trail master, freight, transit, and highways to ensure that transportation investments are integrated with long term regional planning guidelines and county policy direction include SCALE initiatives that integrate transportation needs.							

Community Results			Attributes	
HEALTHY community for all individuals	0		Mandated	3
HEALTHY community of options to choose from	1		Reliance	3
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities	0		Cost Recovery	0
LIVABLE community by providing mobility options and recreation infrastructure	3		Change In Demand	3
SAFE community by providing access to a safety net	1		Portion of Community Served	3
SAFE community by providing protection from threats to safety	3			



Program Performance						
			Program Outcome	Citizens can travel and move about safely		
Program Finances			FTE	1.65		
Cost	2018	2019	2018	2019	Key Performance Indicators (KPI)	
Total	\$259,763	\$259,967	Revenue	\$259,763	\$259,967	Citizens satisfaction with the availability of bike and pedestrian options - Resident Survey
Direct	\$259,763	\$259,967	Levy	\$259,763	\$259,967	
Personnel	\$226,819	\$229,523	Fees	\$0	\$0	KPI Results Direction
Non Personnel	\$32,944	\$30,444	Grants	\$0	\$0	
Admin	\$0	\$0	Other Revenue	\$0	\$0	
						Factors Impacting KPI Performance
						If not meeting or declining - why?



Delivering What Matters Transportation Services



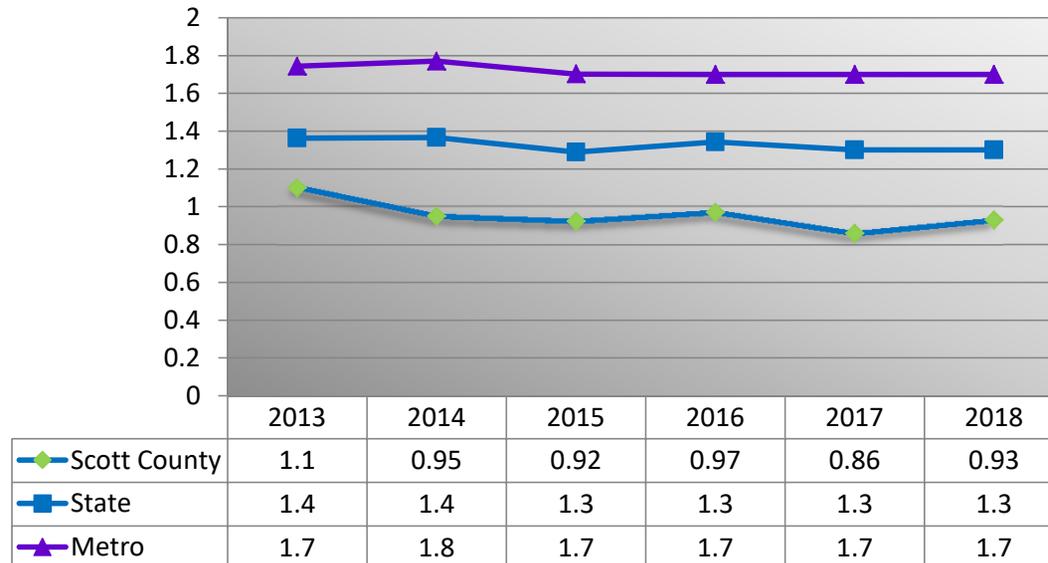
About this measure:

This measure is an industry standard measure that provides an indication of the safety of a highway system.

The raw Scott County data used are:

Year	Total Crashes	Total VMT
2013	481	449,416,470
2014	433	455,231,417
2015	423	457,963,200
2016	452	463,788,698
2017	419	487,080,571
2018	464	498,283,678

Number of Crashes on System per Million Vehicle Miles Travelled (VMT)



Source: Mn/DOT Transportation Information System (TIS); Minnesota Crash Mapping Analysis Tool (MnCMAT)

Why does this matter?

A critical component of the County's mission is to maximize the safe and effective operation of the county's highways. Motor vehicle accidents and fatalities are tracked statewide according to a number of variables, including seatbelt usage, and vehicle type.



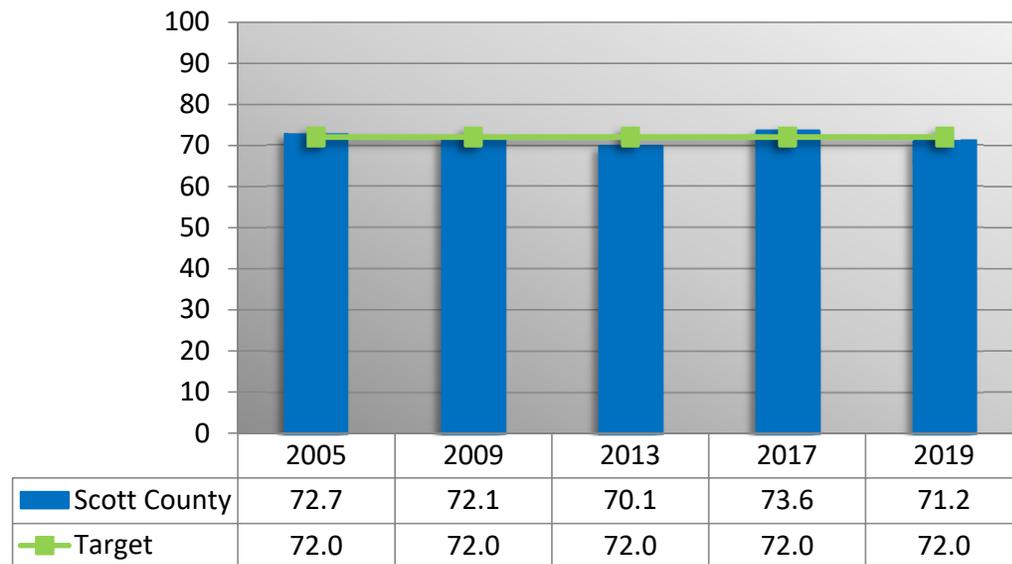
Delivering What Matters Transportation Services



About this measure:

Pavement Quality Index (PQI) was developed by MnDOT and is a pavement condition rating composed of both a review of the road's roughness or ride and general distresses like cracks and color fading. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition.

Average County Pavement Quality Index (PQI)



Source: MnDOT Visual Survey, historically every 4 years; Reviewed every 2 years starting with 2017; County Target PQI, 2040 Comprehensive Plan, Transportation Chapter

Why does this matter?

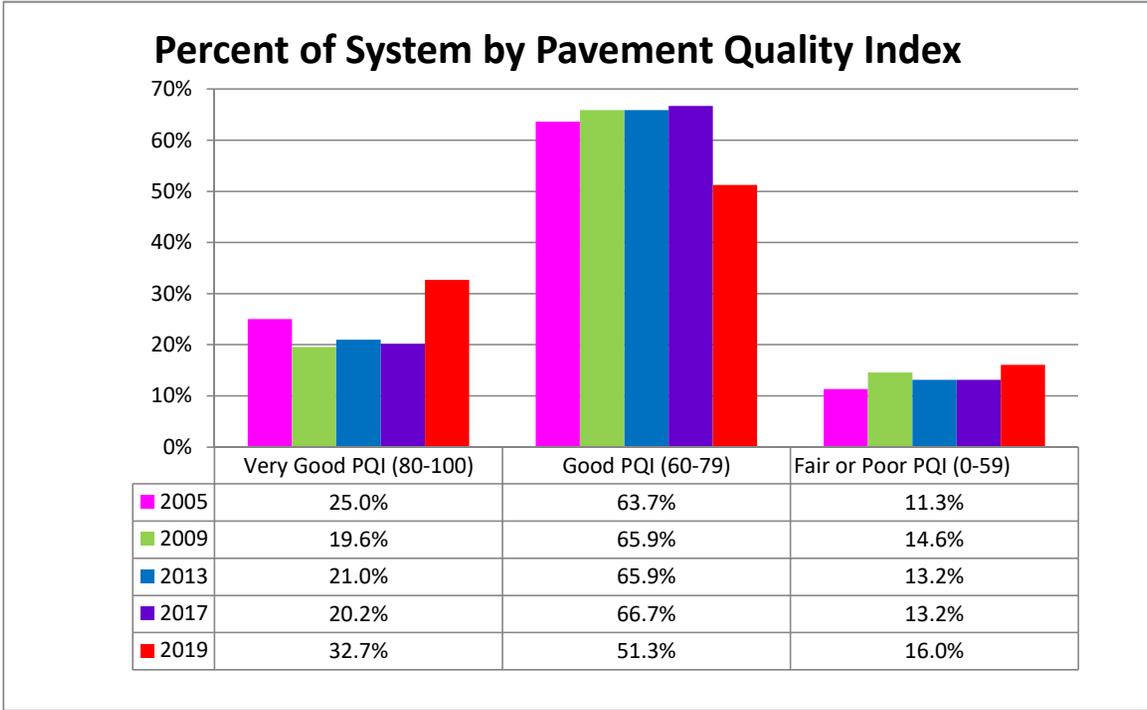
Highway pavement is one of the largest County investments. Maintaining highway pavement in good condition is important both from a driver's standpoint and from the County's desire to ensure this investment lasts for its life expectancy. The County monitors the condition of every segment of the paved County highway system. The County Board established an average PQI of 72 in 2006. This provides a curve that allowed for the right percentages of very good, good, fair and poor pavements.



Delivering What Matters Transportation Services



About this measure:
 This measure tracks the amount of the County Highway system by Pavement Quality Index (PQI) from 2005 to 2019.



Source: MnDOT Visual Survey, historically every 4 years; Reviewed every 2 years starting with 2017; County Target PQI, 2040 Comprehensive Plan, Transportation Chapter

Why does this matter?

Highway pavement is one of the County's larger public investments. Maintaining highway pavement in Very Good and Good Condition is important from both a driver's standpoint and from the County's desire to ensure this investment lasts for the highway's life expectancy.

This measure shows the percentage of the system in Fair/Poor Condition increasing over the last decade. It is important to limit the percentage of the system in Fair Condition to less than 30%. The goal is to prevent roadways from slipping into the Poor Condition category, necessitating higher cost pavement fixes on those roadways.

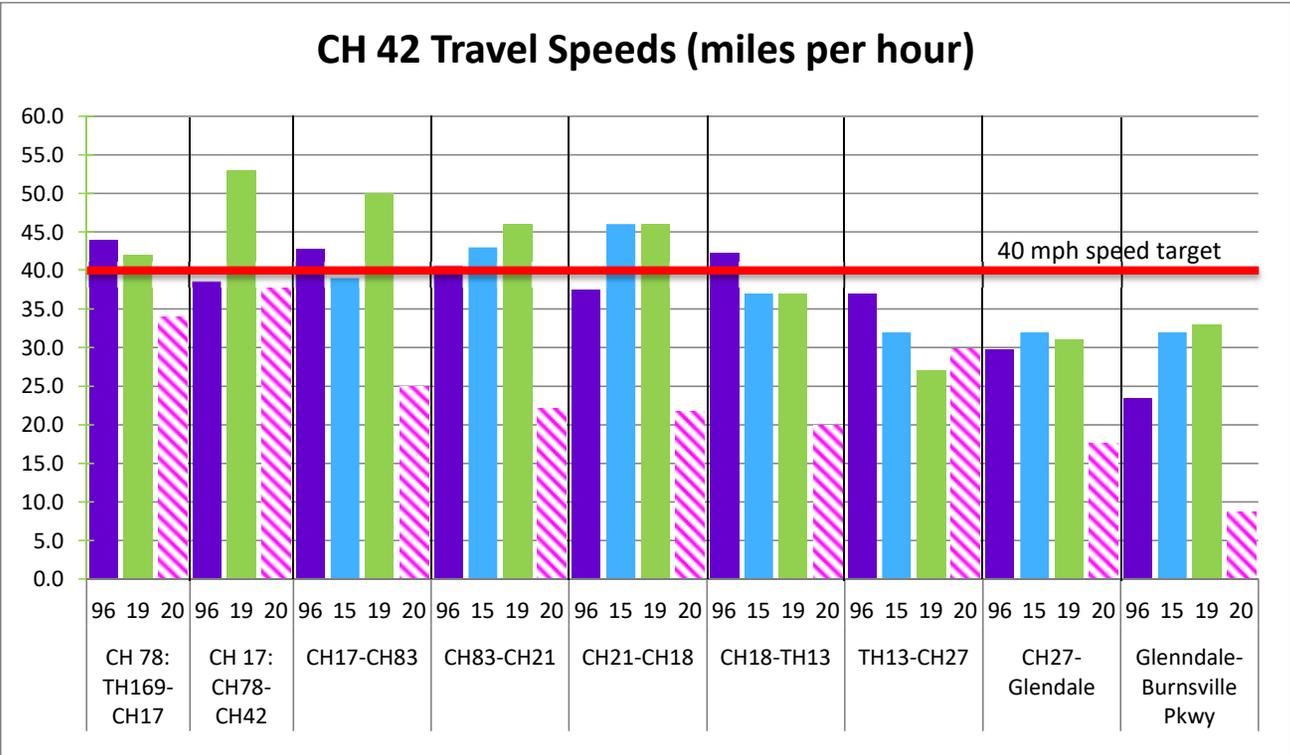


Delivering What Matters Highway



About this measure:

In 1996 travel speeds were measured during the peak periods. The study also predicted 2020 travel speeds with planned corridor improvements. Using the National Performance Management Research Data Set (NPMRDS) data, we are able to measure peak period travel speeds experienced by corridor users in 2015 and 2019.



Source: CH 42 Corridor Study 1999, Scott County traffic model database, NPMRDS Data (Updated December, 2019)

Why does this matter?

It is important for principal arterial corridors to maintain acceptable travel speeds during peak periods. This can be achieved through a combination of efforts to manage operations, access, and signal placement/timing along the corridor. As traffic volumes increase, the overall reliability degrades unless the roadway is managed for optimal performance. Mobility is an important function for the economic viability of Scott County. Residents expect a reliable trip so they can budget time and spend less time in congestion.



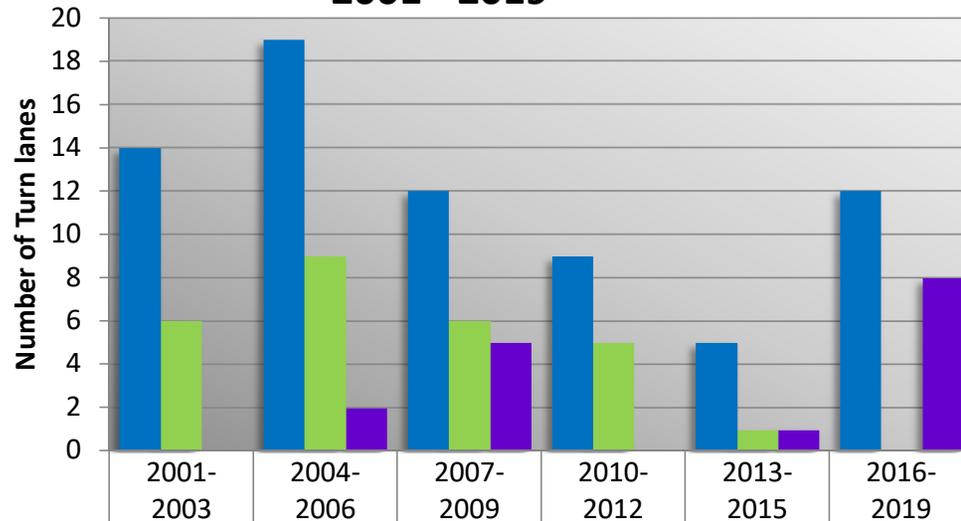
Delivering What Matters Highway



About this measure:

This measure tracks the number of turn lanes implemented as part of developments. Turn lanes are separated into three categories: right, bypass, and left.

Turn Lanes Installed through Developments 2001 - 2019



■ Right turn lanes	14	19	12	9	5	12
■ Bypass lanes	6	9	6	5	1	0
■ Left turn lanes	0	2	5	0	1	8

Source: Scott County Highway Department

Why does this matter?

The National Cooperative Highway Research Program (NCHRP) considers providing left and right turn lanes a PROVEN safety strategy for reducing the frequency and severity of conflicts at unsignalized intersections. In addition, the US Department of Transportation Crash Modification Factors Clearinghouse estimates a crash reduction of between 25 to 30 percent for the installation of left or right turn lanes. A five percent crash reduction is estimated for bypass lanes.



Delivering What Matters Highway



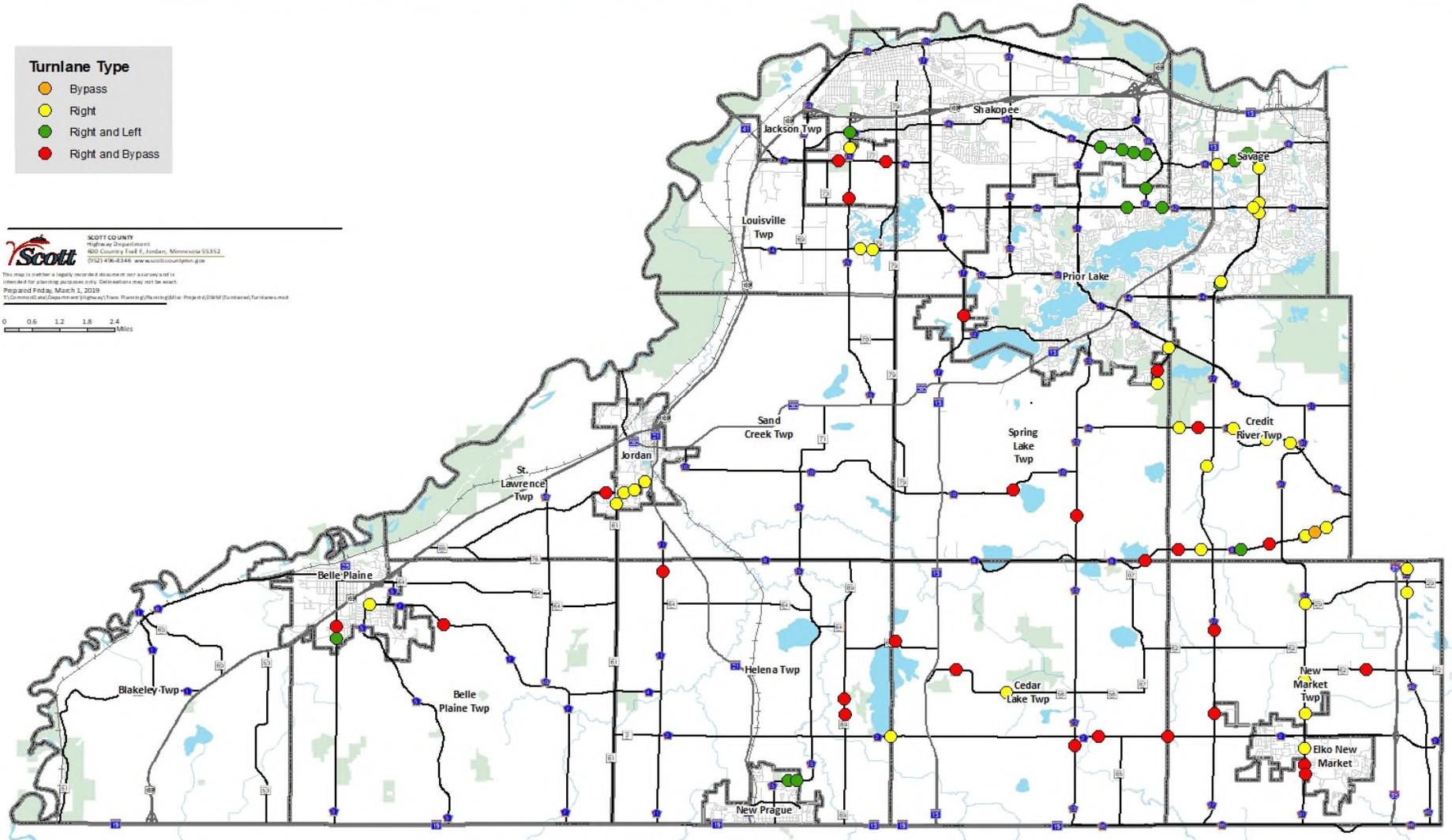
Turnlanes Installed Through Development - 2000-2019

- Turnlane Type**
- Bypass
 - Right
 - Right and Left
 - Right and Bypass

SCOTT COUNTY
 Highway Department
 800 County Trail E., Jordan, Minnesota 55352
 (762) 436-8346 www.scottcountymn.gov

This map is either a legally recorded document or a survey and is intended for planning purposes only. Data users may not be exact.
 Prepared Friday, March 2, 2019
 T:\GIS\GISData\Departments\Highways\Trans Planning\Planning\GIS\Project\GIS\MM\Turnlane-Lines

0 0.6 1.2 1.8 2.4 Miles





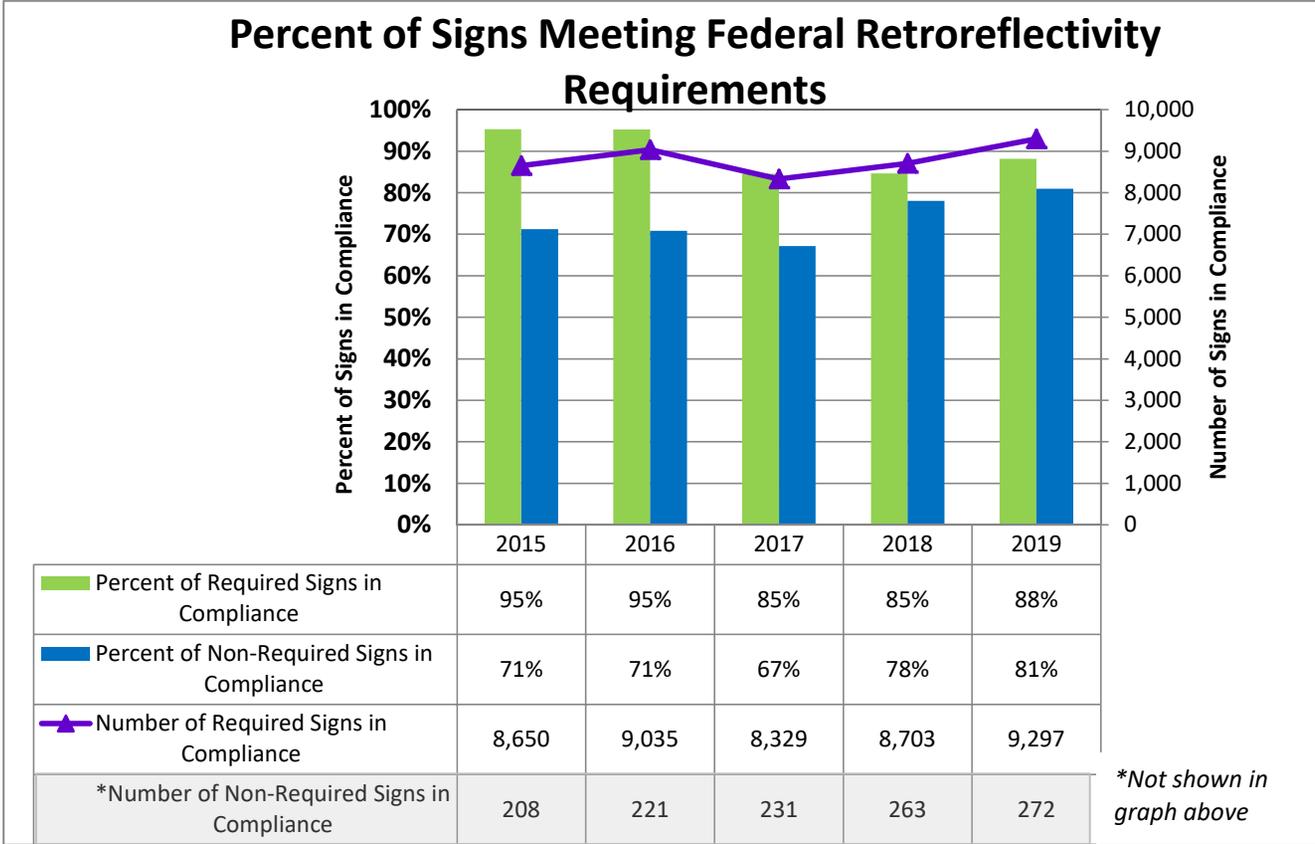
Delivering What Matters Transportation Services



About this measure:

Federal requirements require roadway signs meet or exceed minimum levels of retroreflectivity to ensure drivers are able to read signs at a distance at nighttime. The County has a sign policy to reflect this requirement. This graph displays signs that meet or exceed requirements.

The County has sign replacement program funding in its Transportation Improvement Program to bring its signs into compliance. The goal is 100% compliance.



Why does this matter?

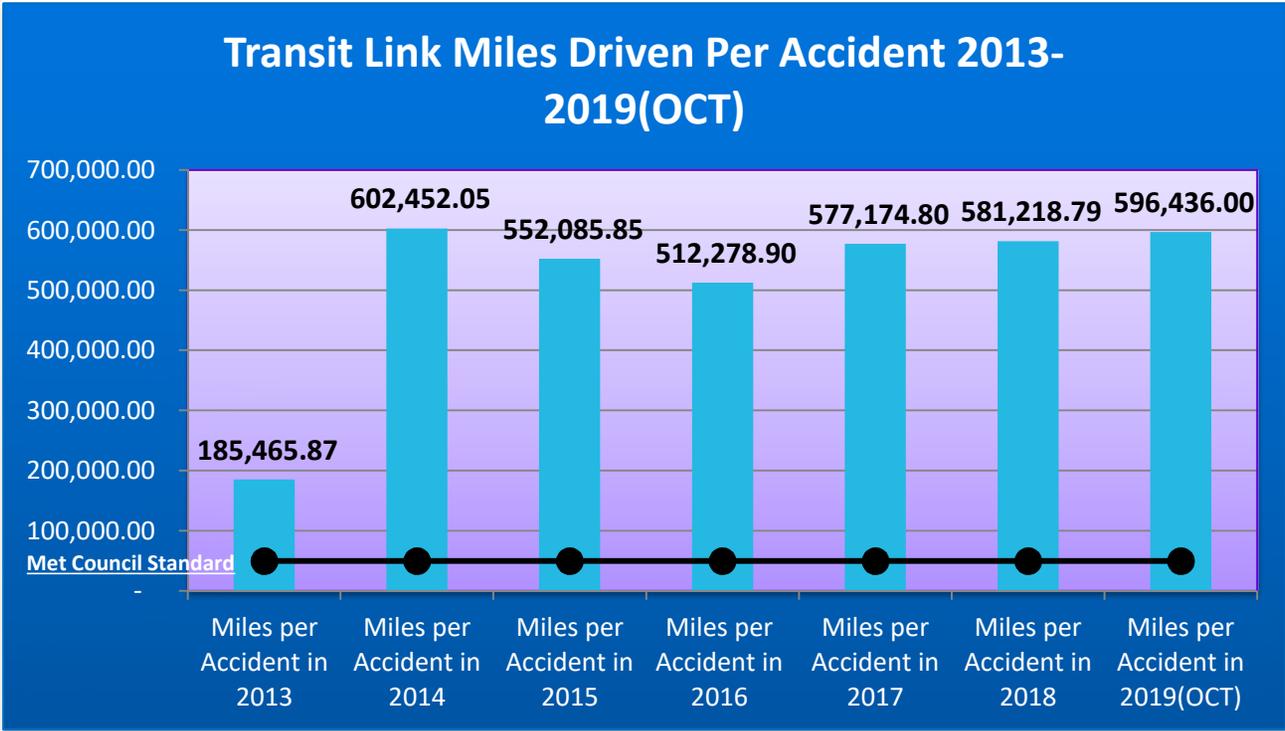
Roadway signs provide road users important information about regulations, warnings and guidance while traveling on the transportation system. Effective sign sheeting provides retroreflective properties to make signs brighter and easier to read at further distances. Some signs like parking, Adopt-A-Highway and informational signs are exempt from requirements. Scott County has collected and is maintaining an inventory of every sign installed along the County highway system. The county currently has an inventory of approximately 10,900 signs. Approximately 10,550 of these are required and approximately 350 of these are non-required.



Delivering What Matters Transit



About this measure:
 This measure shows the number of Transit Link reportable accidents that occurred in Scott and Carver Counties for the period 2013-2019. A reportable accident as defined by the Metropolitan Council is: a combined total of \$10,000 in damage to all vehicles or property, and/or anyone is transported from the scene in an ambulance.



Source: SmartLink Access Database

Why does this matter?

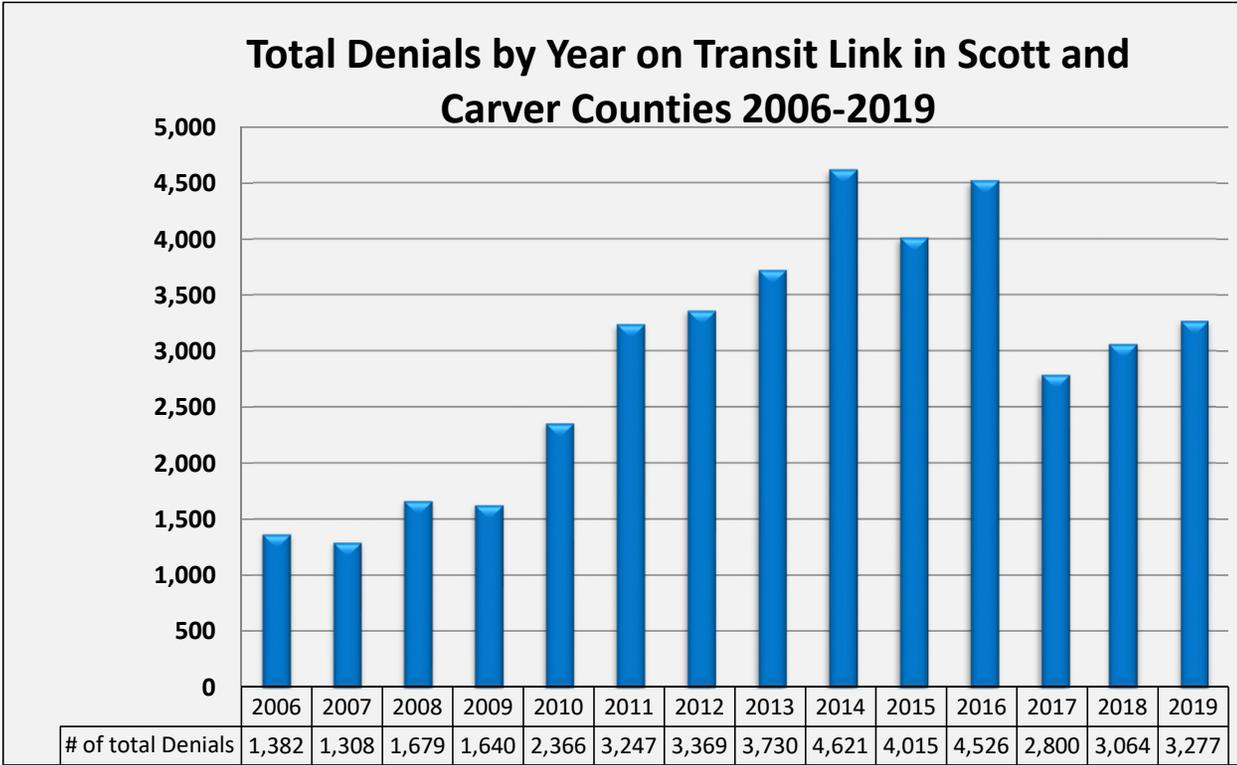
This measure is a safety indicator for all providers in the region. The Metropolitan Council's acceptable safety standard for providers is 1 reportable accident for every 50,000 miles driven. Based on this standard, Transit Link in Scott and Carver Counties was more than 60 times better than the acceptable safety standard in this six year period. Safety is a strong priority for Transit Link and Scott County. The goal is citizens can travel and move around safely.



Delivering What Matters Transit



About this measure:
 This measure shows total number of denials (Capacity and Eligibility) by year on the Transit Link (Dial-a-Ride) service in Scott and Carver Counties for the period 2006 through Nov/2019. The operational period for Transit Link throughout the region is Monday-Friday from 6:00AM to 7:00PM.



Source: Met Council Trapeze and SmartLink Trapeze

Why does this matter?

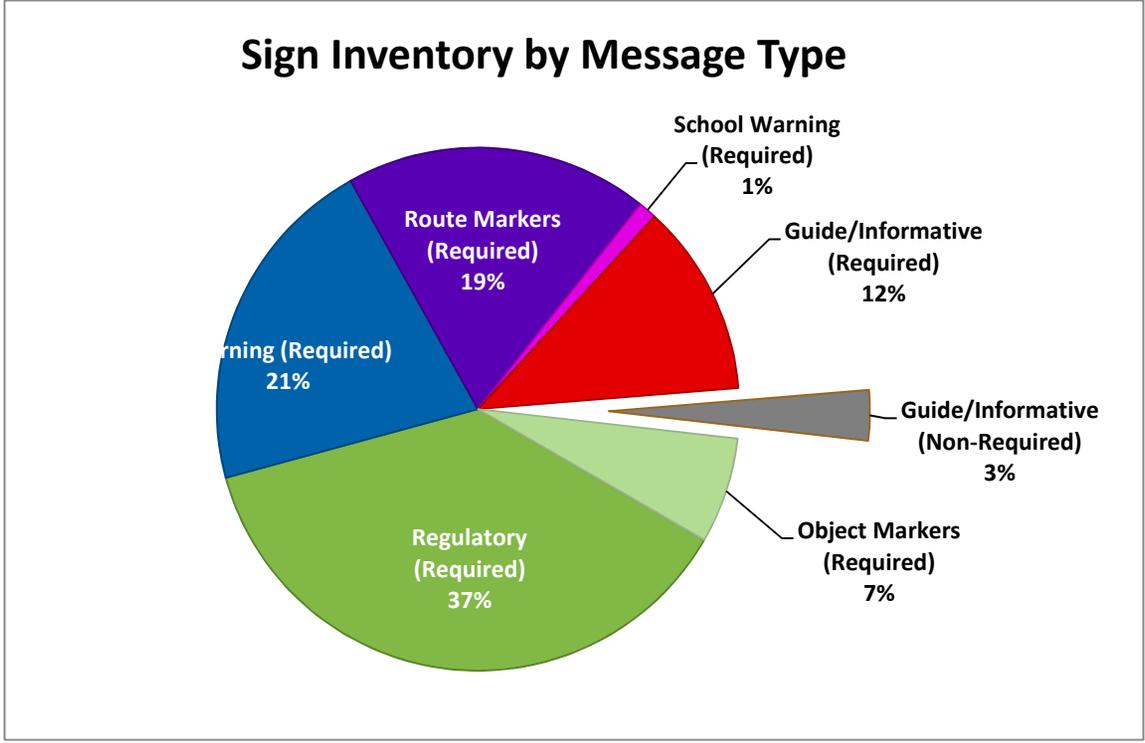
Denials are a tool Transit Link can use to measure possible additional services needed and to measure the amount of service already provided. Transit Link uses this information to adjust service, if possible, and reduce denials in an effort to follow the needs of the citizens. The goal is that reliable roads, trails, sidewalks and transit options are available to all citizens.



Delivering What Matters Transportation Services



About this measure:
Federal requirements require public agencies to maintain an asset management method that will ensure roadway signs meet or exceed minimum levels of retroreflectivity for nighttime visibility. Part of this management tool includes categorizing each sign type consistent with the MN Manual on Uniform Traffic Control Devices (MN MUTCD). This graph shows the types of signs along County roadways by percentage.



Source: Scott County Transportation Services

Why does this matter?

Roadway signs provide road users important information about regulations, warnings, guidance, schools, parks, and information while traveling on the transportation system. Our collection and asset management system identifies each sign type consistent with the MN Manual on Uniform Traffic Control Devices (MN MUTCD). Scott County has collected and is maintaining an inventory of every sign installed along the County highway system. This graph represents the breakdown of the approximately 10,900 signs installed along County highways today and is used for replacement decisions.



Delivering What Matters Transportation Services

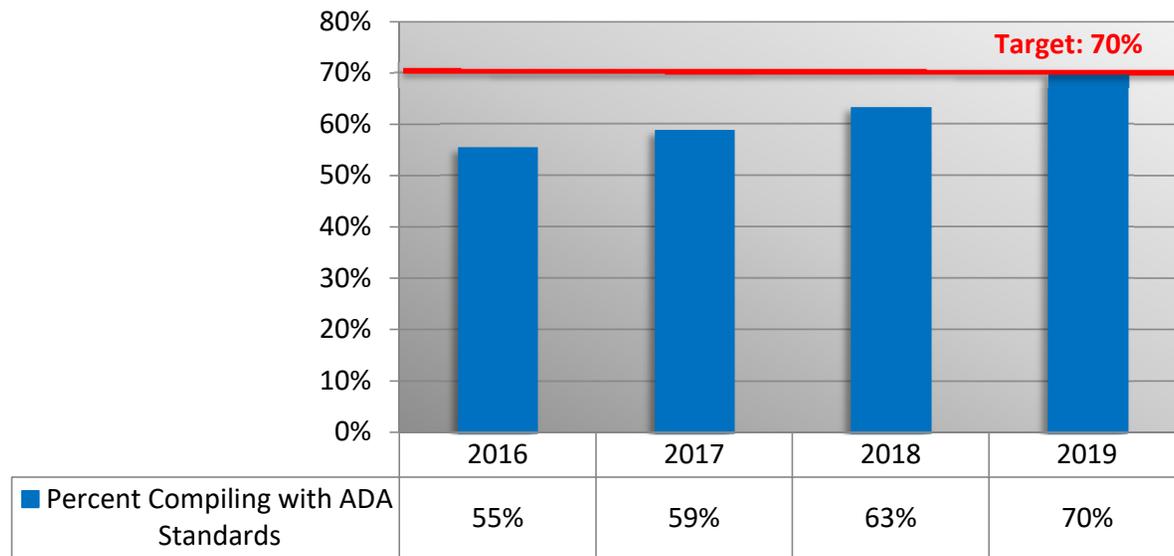


About this measure:

Scott County roadways include 704 intersections with 261 having connecting trails or sidewalk. Detailed information was gathered to determine ADA pedestrian ramp compliance.

This graph represents Scott County's goal of increasing the number of ADA conforming ramps (Tier 1 & 2). The ADA transition plan sets goals of 70% by 2030, and 85% by 2040. Tier 1 represents fully conforming, Tier 2 represents substantially conforming, and Tier 3 represents non-conforming.

Percent of Intersections Categorized as Tier 1 or Tier 2 (ADA Compliance)



Source: Scott County Transportation Services

Why does this matter?

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. As a provider of public transportation systems, services and programs, Scott County must comply specifically with its roadway infrastructure. ADA pedestrian ramps at intersections are a significant component. The County gathered detailed information on all its intersections to determine level of compliance and will be part of the County Right-of-Way ADA Transition Plan.



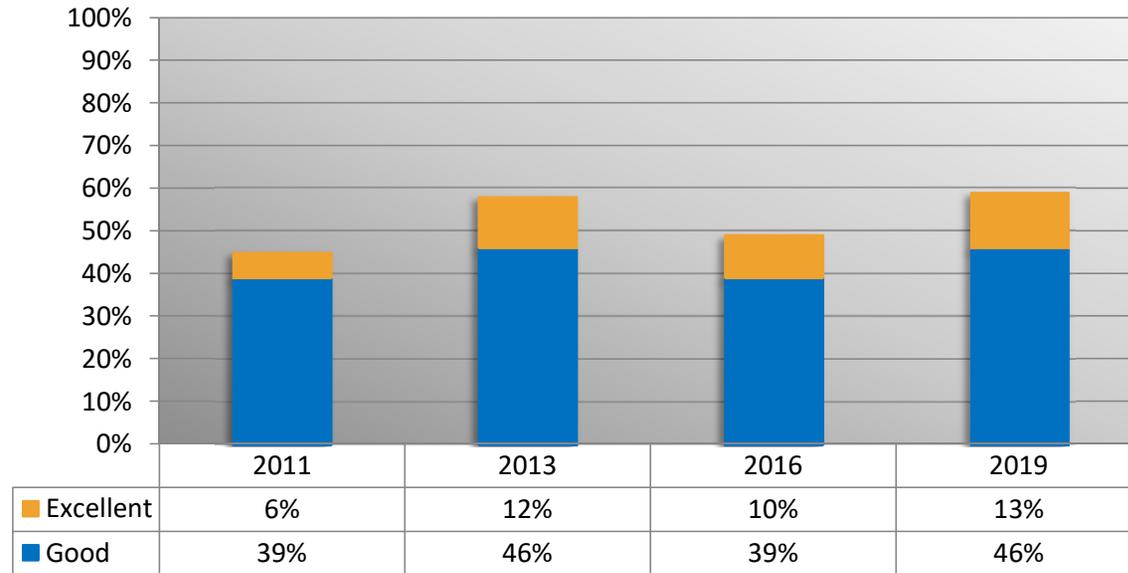
Delivering What Matters Transportation Services



About this measure:

Every three years, Scott County conducts a survey of residents' opinions. In 2019, the survey was mailed to randomly selected households distributed equally across the five County Commissioner districts. Of the 2,437 households that received a survey, 691 were completed (for a response rate of 28%). For this question, there were 676 responses. The survey question implies all roadways in Scott County.

Citizens' Rating of County Wide Road Surface Conditions



Source: Scott County Resident Survey

Why does this matter?

Road surface condition affects costs associated with travel, including vehicle operation, delay, and crash expenses. Poor road surfaces cause additional wear and tear on, or even damage to, vehicle suspensions, wheels, and tires. Delay occurs when vehicles slow for potholes or very rough pavement; in heavy traffic, such slowing can create significant queuing and subsequent delay. Inadequate road surfaces may reduce road friction, which affects the stopping ability and maneuverability of vehicles. Citizens' perception of the County's road conditions is an important measure to track over time.



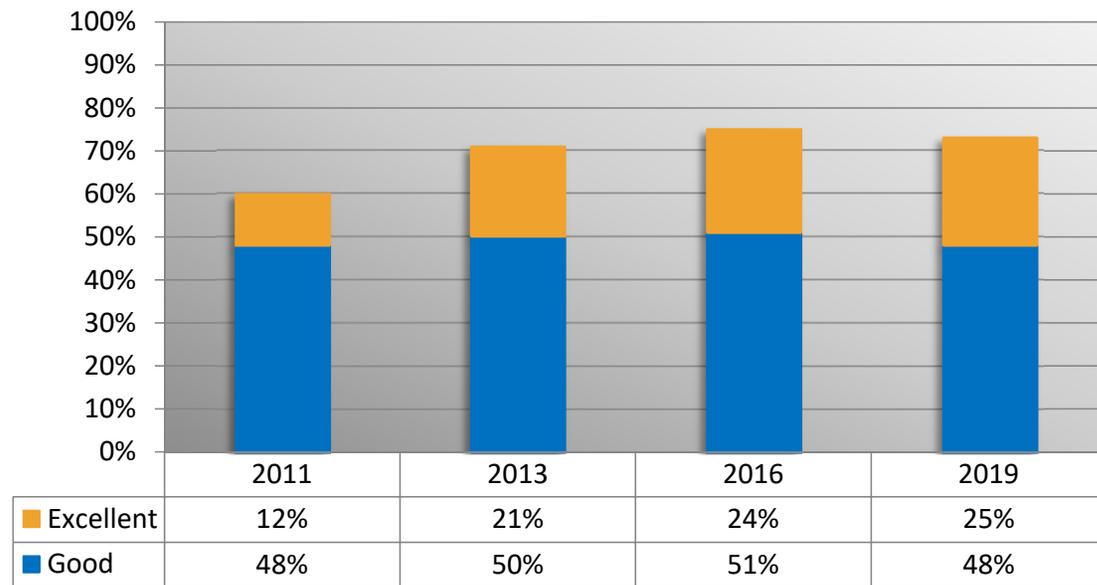
Delivering What Matters Highway



About this measure:

Every three years, Scott County conducts a survey of residents' opinions. In 2019, the survey was mailed to randomly selected households distributed equally across the five County Commissioner districts. Of the 2,437 households that received a survey, 691 were completed (for a response rate of 28%). For this question, there were 682 responses. The survey question implies all roadways in Scott County.

Citizens' Rating of Snow and Ice Removal on County Wide Roads



Source: Scott County Resident Survey

Why does this matter?

Residents expect clear roads during wintertime, and they want the roads cleared in a timely fashion. If local government fails to meet expectations, it does not go unnoticed. Snow removal is critical to maintaining a safe roadway system. According to the Federal Highway Administration, each year nearly a quarter of all weather-related vehicle crashes occur on snowy, slushy or icy pavement.

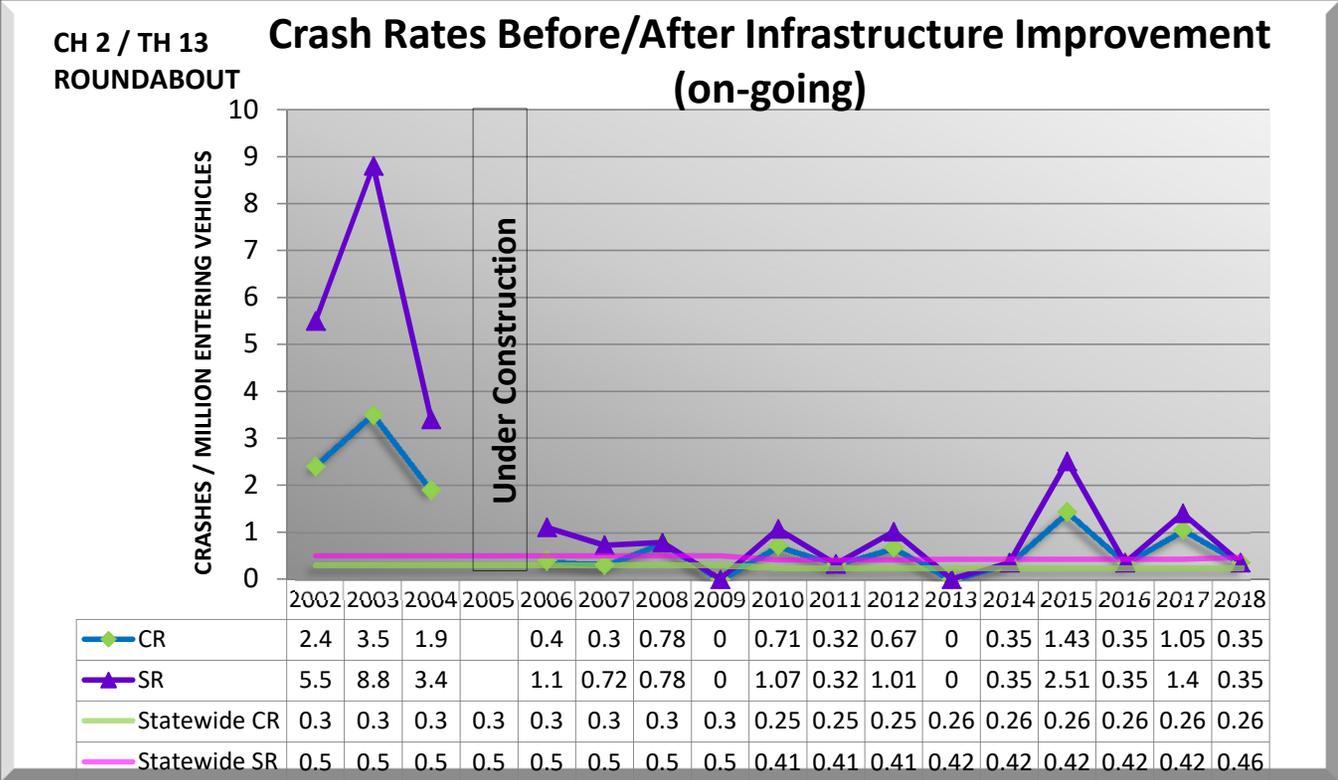


Delivering What Matters Highway



About this measure:

CR = Crash Rate
 SR = Severity Rate
 It is the County's responsibility to improve safety on the the County Highway system. Tracking before and after crash rates will provide valuable information about the cost effectiveness of our investment and assist with planning and programming future system needs.



Source: MnDOT Crash Data

Why does this matter?

Crash rates and severity rates are industry standard measures that provide an indication of the relative safety of a highway segment or intersection. The goal of the Transportation Improvement Program is to address those segments and intersections with the highest crash rates, thus improving safety on the County Highway system.



Delivering What Matters Highway

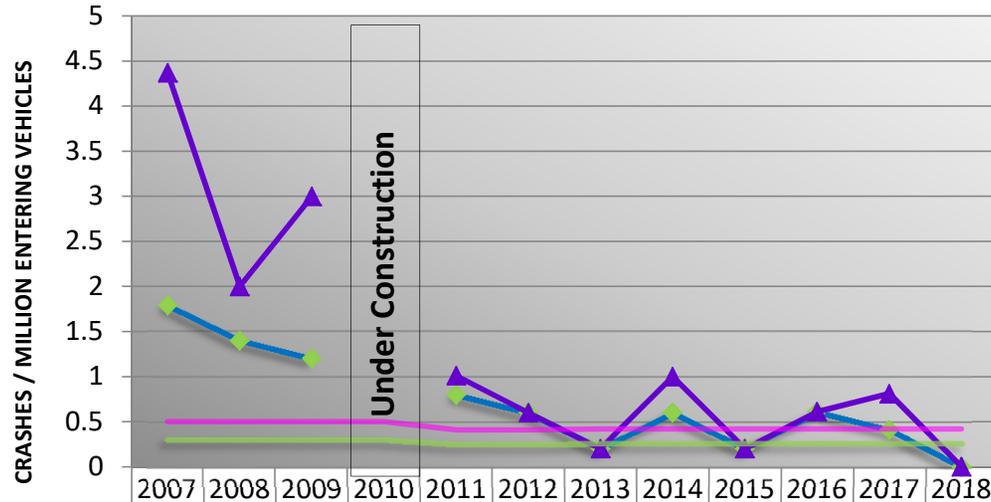


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CH 17/CH 42
 INTERCHANGE

Crash Rates Before/After Infrastructure Improvement



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
◆ Crash Rate (CR)	1.79	1.4	1.2		0.8	0.6	0.2	0.6	0.2	0.61	0.41	0
▲ Severity Rate (SR)	4.37	2	3		1.01	0.6	0.2	1	0.2	0.61	0.81	0
— Statewide CR	0.3	0.3	0.3	0.3	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
— Statewide SR	0.5	0.5	0.5	0.5	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42

Source: MnDOT Crash Data

Why does this matter?

Crash rates and severity rates are industry standard measures that provide an indication of the relative safety of a highway segment or intersection. The goal of the Transportation Improvement Program is to address those segments and intersections with the highest crash rates, thus improving safety on the County Highway system.



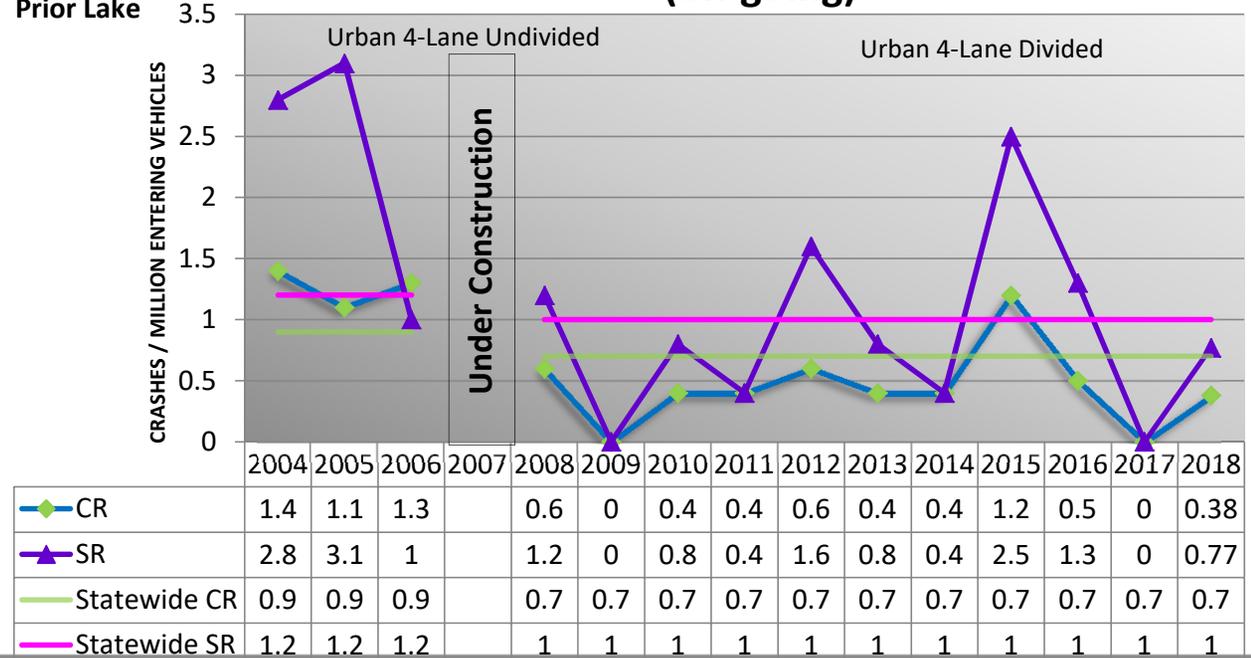
Delivering What Matters Highway



About this measure:

CR = Crash Rate
 SR = Severity Rate
 It is the County's responsibility to improve safety on the the County Highway system. Tracking before and after crash rates will provide valuable information about the cost effectiveness of our investment and assist with planning and programming future system needs.

CH 21 TH 13 to Adelman St Prior Lake Crash Rates Before/After Infrastructure Improvement (on-going)



Source: MnDOT Crash Data

Why does this matter?

Crash rates and severity rates are industry standard measures that provide an indication of the relative safety of a highway segment or intersection. The goal of the Transportation Improvement Program is to address those segments and intersections with the highest crash rates, thus improving safety on the County Highway system.

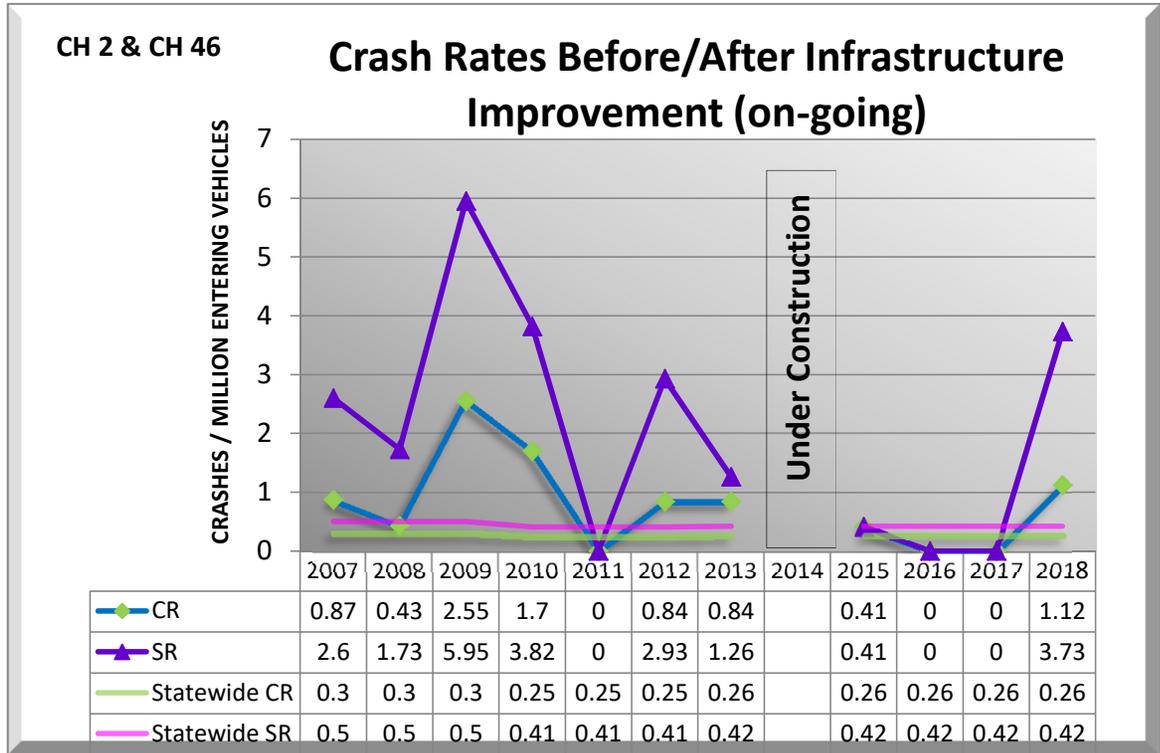


Delivering What Matters Highway



About this measure:

CR = Crash Rate
 SR = Severity Rate
 It is the County's responsibility to improve safety on the the County Highway system. Tracking before and after crash rates will provide valuable information about the cost effectiveness of our investment and assist with planning and programming future system needs.



Source: MnDOT Crash Data

Why does this matter?

Crash rates and severity rates are industry standard measures that provide an indication of the relative safety of a highway segment or intersection. The goal of the Transportation Improvement Program is to address those segments and intersections with the highest crash rates, thus improving safety on the County Highway system.



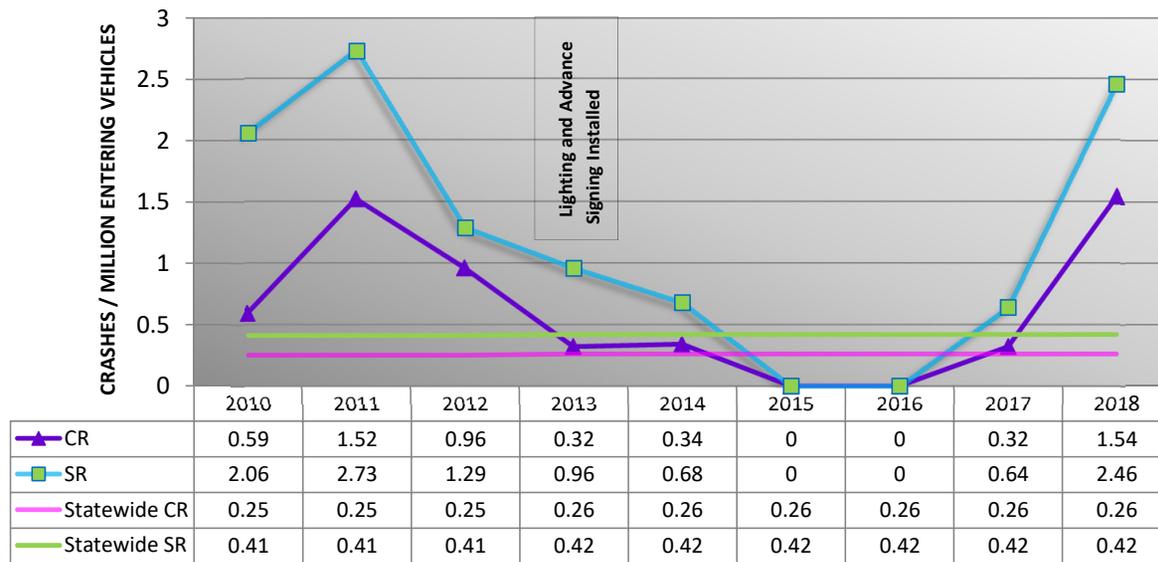
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About this measure:

Crash rates are calculated based on the vehicle miles traveled, roadway segment length, and total number of crashes. The crash rate is a more useful statistic than total crashes because it accounts for traffic volumes on that roadway segment.

TH 13 / CH 8 Intersection Crash Analysis



Source: MnDOT Crash Database

Why does this matter?

Crash rates by intersection provide information on safety conditions over time. This measure assists in identifying the safety conditions of an intersection and assists with comparisons between segments for project prioritization. The conditions can change due to a number of factors including roadway safety improvements (i.e. turn lanes), access closures or openings, and increased traffic. The County can track progress and emerging issues on the highway system related to the goal of safety.



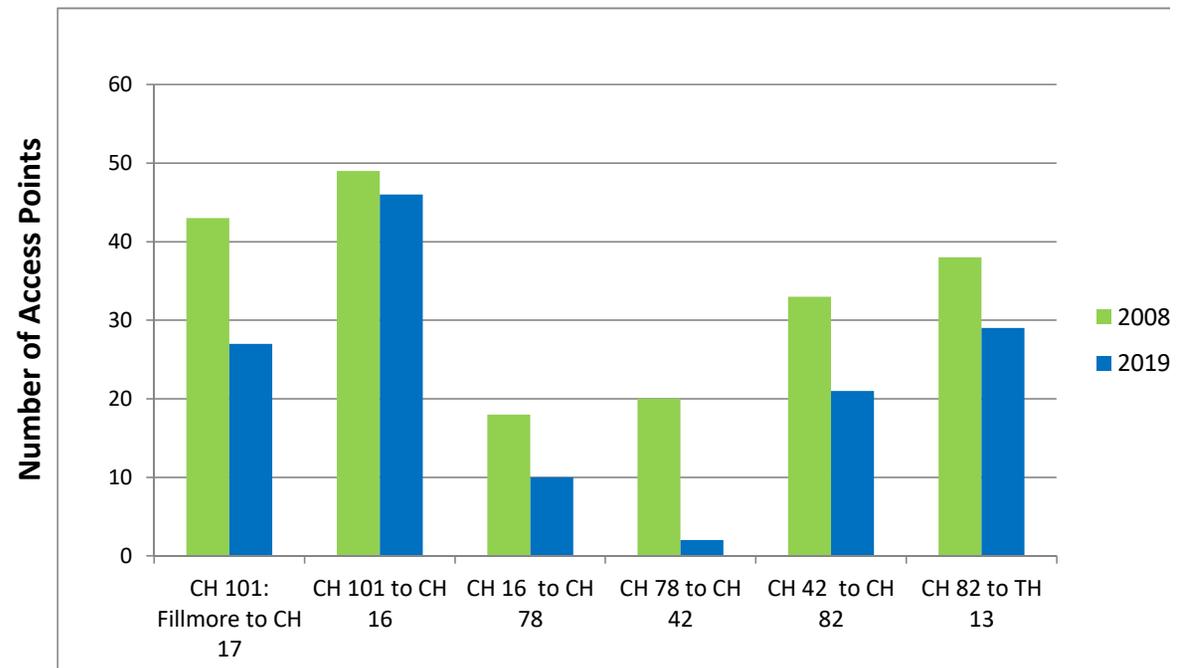
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About this measure:

The County has developed access spacing guidelines based on the future functional class of a roadway. CH 17 is planned to be a future principal arterial corridor. The guidelines for Principal Arterial strive for right-in/right-out public street access every quarter mile, with full access every 1/2 mile and no private access.

Access Management on CH 17



Source: 2009 County Road 17 Corridor Study, Aerial Photos, Construction Plans

Why does this matter?

Access management on high speed, high volume corridors is important for safety and efficient operations of the corridor. Numerous state and national studies have shown a high correlation between the number of access points on a corridor with the number of crashes, particularly as volumes increase. Limited accesses improves operations along the corridor, facilitates room to add turn lanes, and helps with driver predictability. Less access points also improves the pedestrian and bike user experience on the corridor.

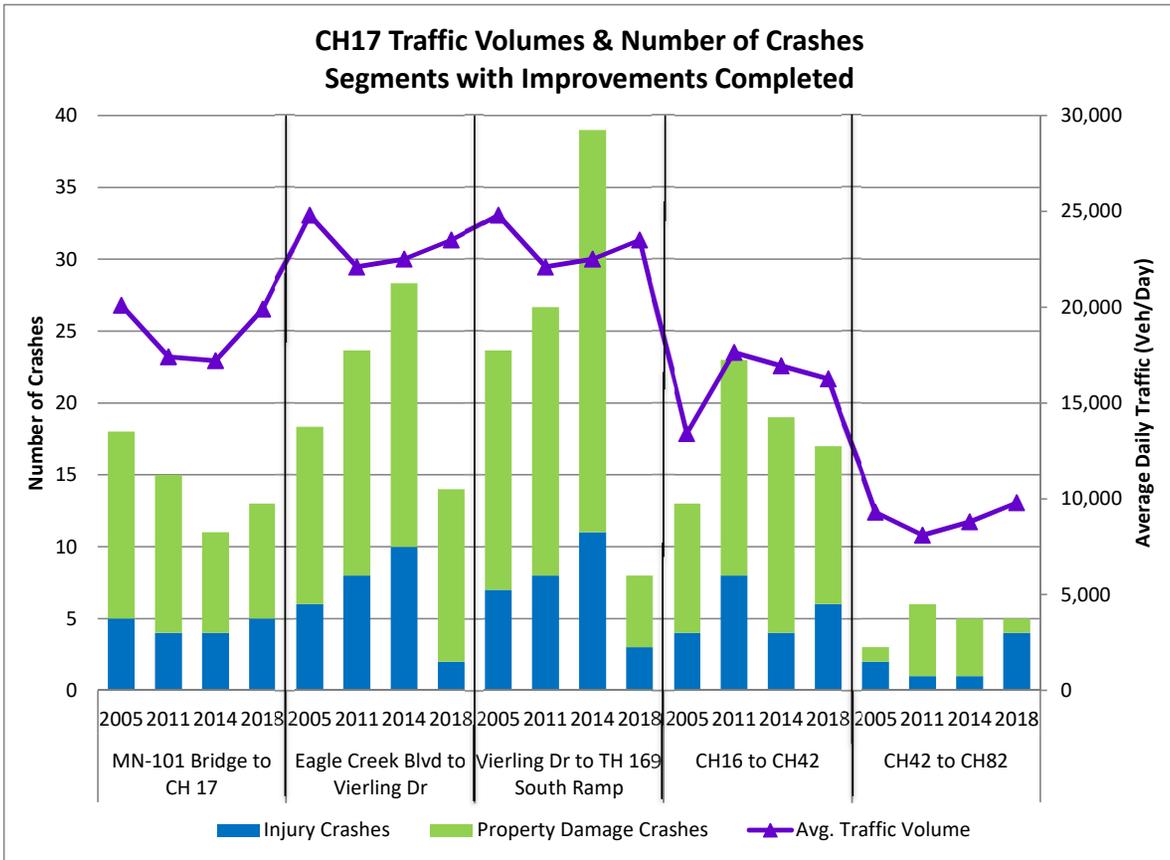


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About this measure:

This measure looks at the traffic volume and number of crashes (total and injury) on the CH 17 Corridor. Since the corridor study traffic volumes have declined due to the recession, however, in 2013 traffic volumes have started an increasing trend as the economic has improved. The number of crash corridor wide (total and injury) have shown decline since the construction of several major projects on the corridor.



Source: 2009 Corridor Study, Scott County Traffic Counts, MnDOT Crash Data

Why does this matter?

It is important to track the success of major improvements on the corridor in improving safety. As the projects are completed hopefully the overall corridor trend will be downward with regards to the crashes, even as traffic continues to increase along these corridors. The CH 17/CH 42 interchange was completed in 2011. Improvements at CH 17 and Vierling Drive were completed in 2014. Improvements on CH 17 from CH 16 to CH 78 were completed in 2014 and improvements on CH 17 from CH 78 to CH 42 were completed in 2015.

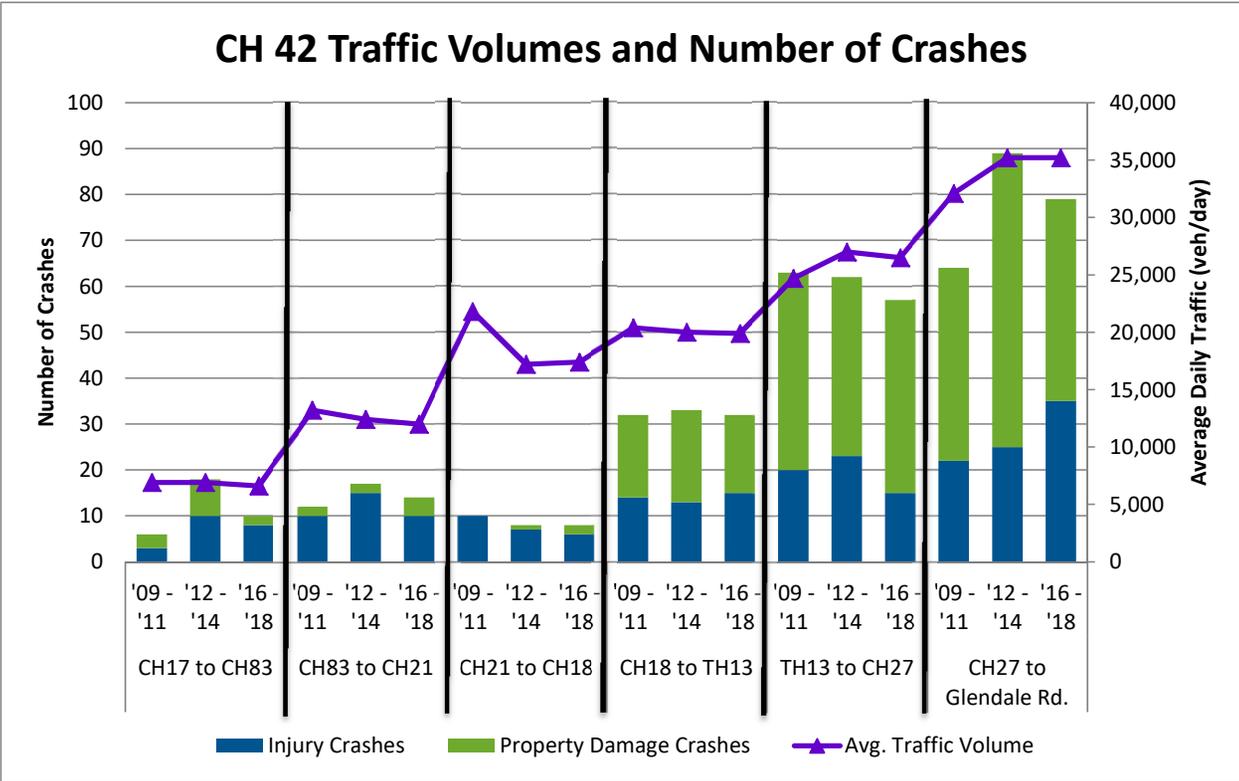


Delivering What Matters Highway



About this measure:

This measure looks at the traffic volume and number of crashes (total and injury) on the CH 42 Corridor. Corridor study traffic volumes declined due to the recession, however, in 2013 traffic volumes started an increasing trend as the economy improved. The number of crashes corridor wide (total and injury) have declined since the construction of several major projects on the corridor.



Source: MnDot Crash Data

Why does this matter?

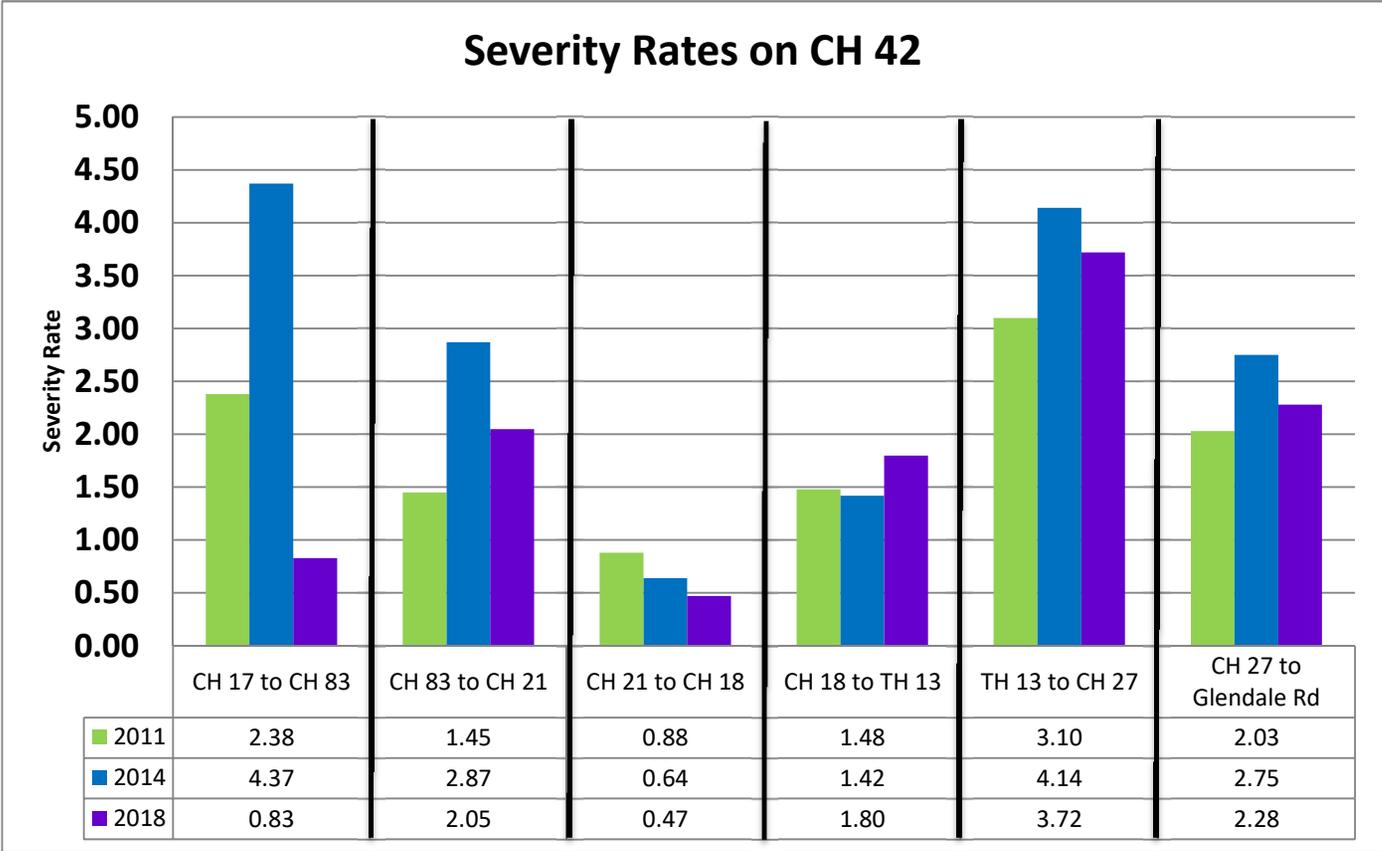
It is important to track the success of major improvements on the corridor in improving safety. As the projects are completed, hopefully the overall corridor trend will be downward with regards to the crashes, even as traffic continues to increase along these corridors.



Delivering What Matters Highway



About this measure:
Crash severity rates show the rate of injury crashes on a road segment. The severity of the injury is also calculated into the rate. Data points from 2011, 2014, and 2018 are presented to show historic trends on segments of the corridor.



Why does this matter?

Crash severity rates by road segment provide information on the rate of injury crashes and the severity of the injury. This measure assists in identifying the safety conditions of a road segment. The conditions can change due to a number of factors including a roadway safety improvement, access closures or openings, and increased traffic. Officials and staff can track progress and emerging issues on the County's highway system related to the goal of safety.



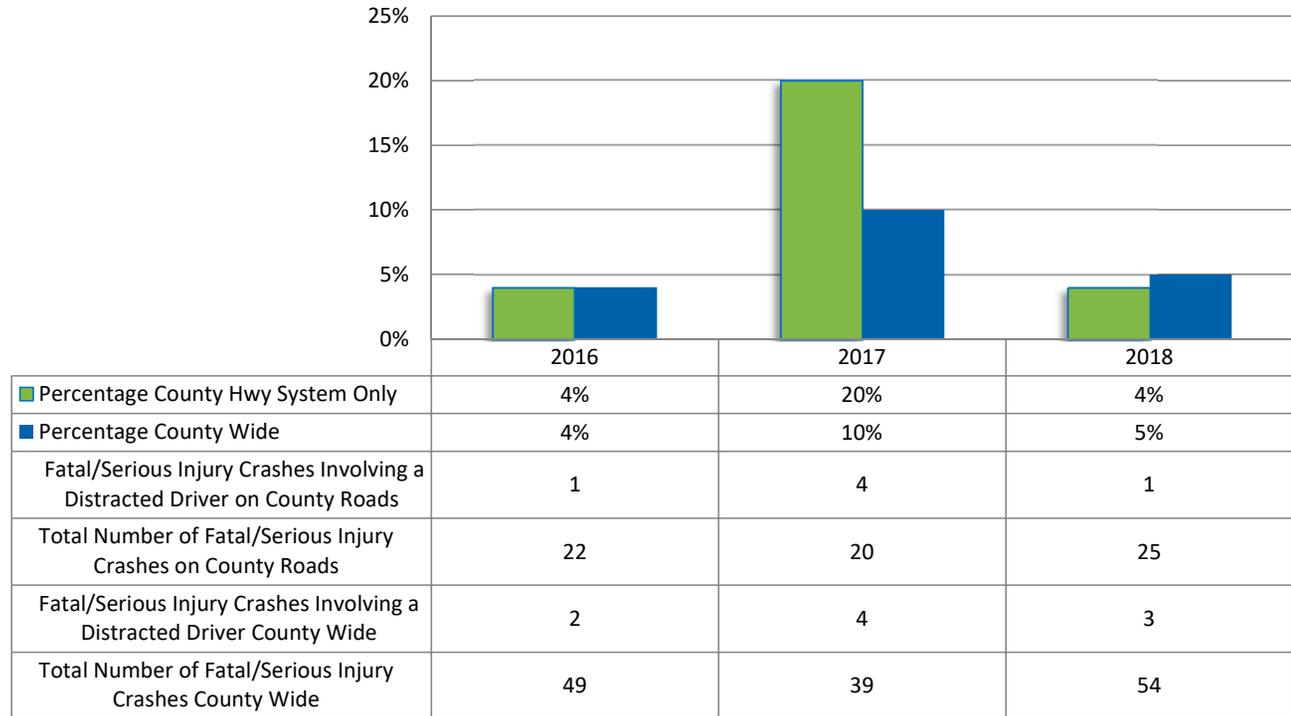
Delivering What Matters Highway



About this measure:

This measure reflects the contributing factor or "cause" to all serious injury and fatal vehicle accidents in Scott County. The measurement shows the percentage of fatal and serious injury crashes involving a distracted driver on the county highway system only compared to the all county roadway percentage.

Percentage of Fatal and Serious Injury Crashes Involving a Distracted Driver



Source: MN Department of Public Safety/ Scott County Crash Statistics

Why does this matter?

According to the Minnesota Department of Public Safety, distracted or inattentive driving is when a driver engages in any activity that might distract them from the primary task of driving — and increases their risk of crashing. Knowledge of the distracted driving contributing factor or "cause" to serious injury and fatal motor vehicle accidents will allow the Scott County Highway Department to increase future collaboration efforts with other departments for education and enforcement activities on Scott County's roadways.



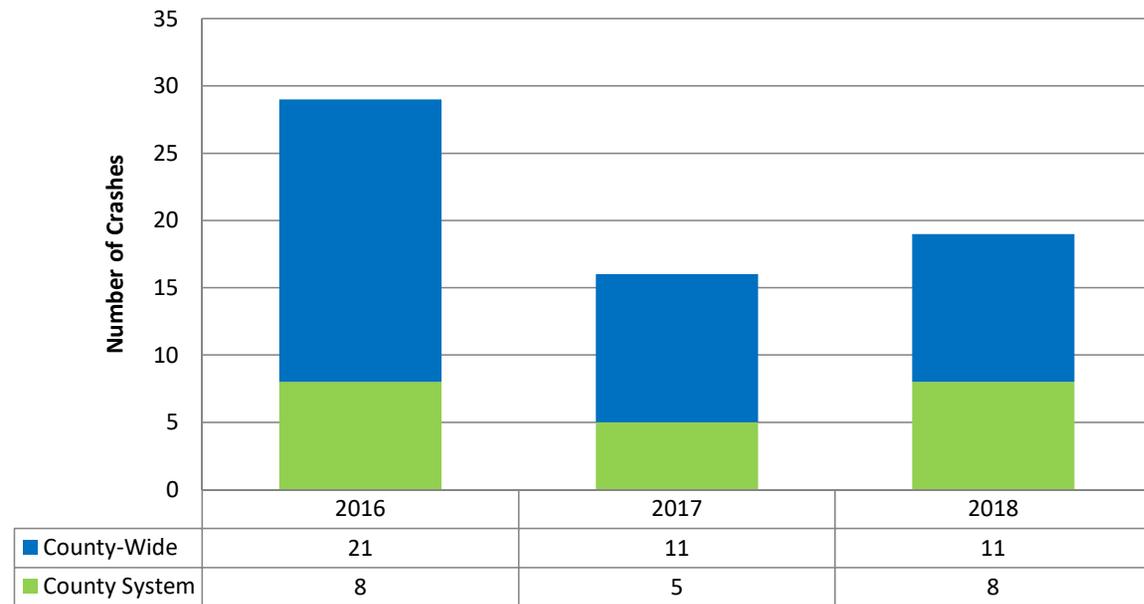
Delivering What Matters Highway



About this measure:

This measure reflects the number crashes that involved a pedestrian or bicyclist in Scott County between 2016 and 2018.

Crashes Involving Bicyclists or Pedestrians, 2016 to 2018



Source: MnDOT Crash Data

Why does this matter?

Crash rates and locations can provide an indication of the relative safety for bicyclists and pedestrians in Scott County. This data can be used to address road segments or intersections with the highest crash rates, and thus improving safety for non-motorized transportation modes in the county.



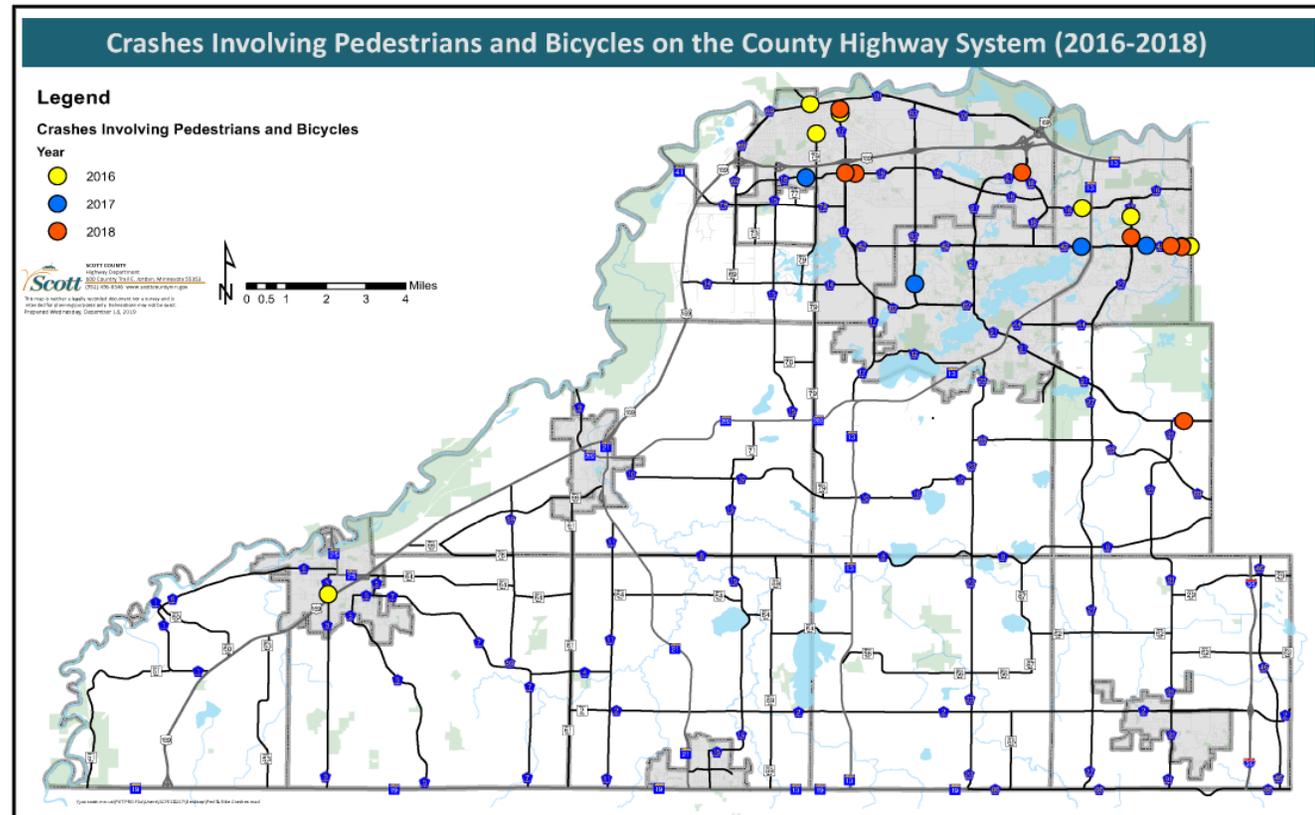
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About this measure:

This measure reflects the number crashes that involved a pedestrian or bicyclist in Scott County between 2016 and 2018.

The locations of crashes are highlighted on a map to show areas with higher crash rates.



Why does this matter?

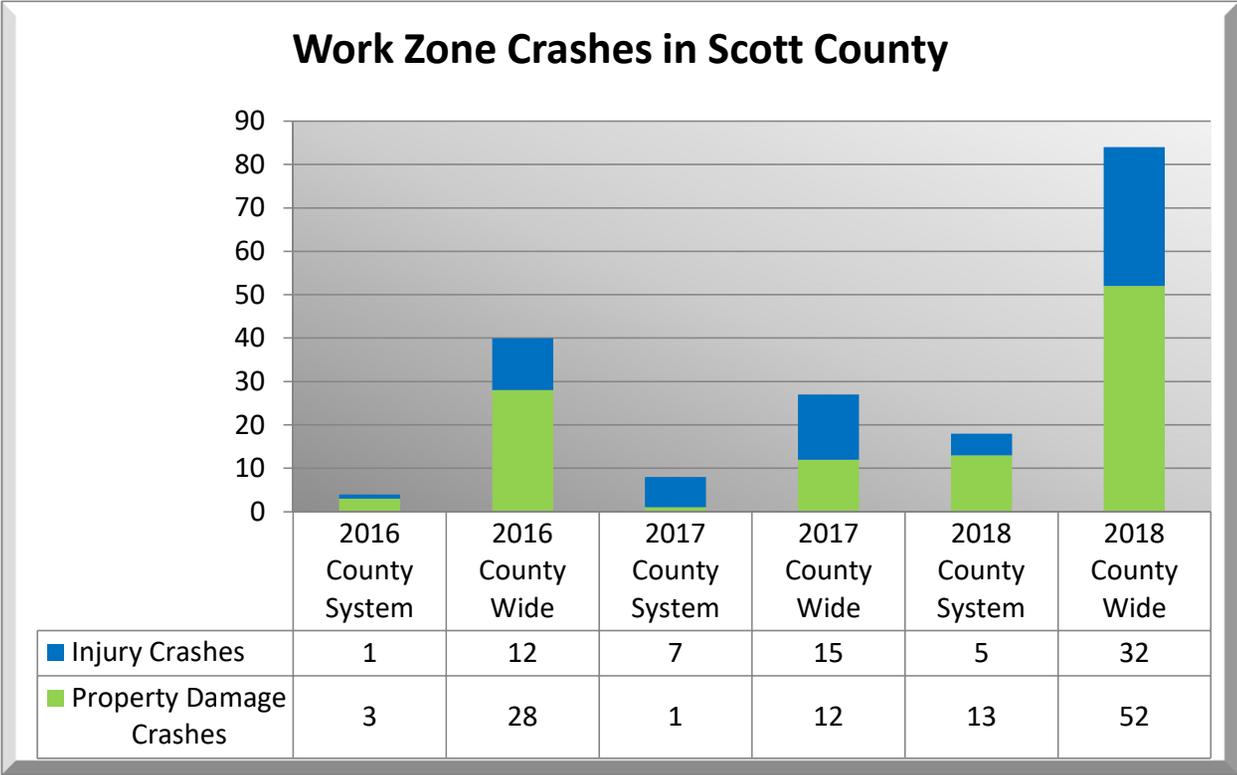
Crash rates and locations can provide an indication of the relative safety for bicyclists and pedestrians in Scott County. This data can be used to address road segments or intersections with the highest crash rates, and thus improving safety for non-motorized transportation modes in the county.



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About this measure:
 This measure reflects the number of crashes in work zones on Scott County highways between 2016 and 2018. Generally there are more crashes in areas where the traffic volume is higher.



Source: MnDOT Crash Data

Why does this matter?

Accident rates and accident locations can provide an indication of work zone safety in Scott County. This data can be used to make adjustments to County work zone practices and improve the safety for both motorists and workers in work zones.

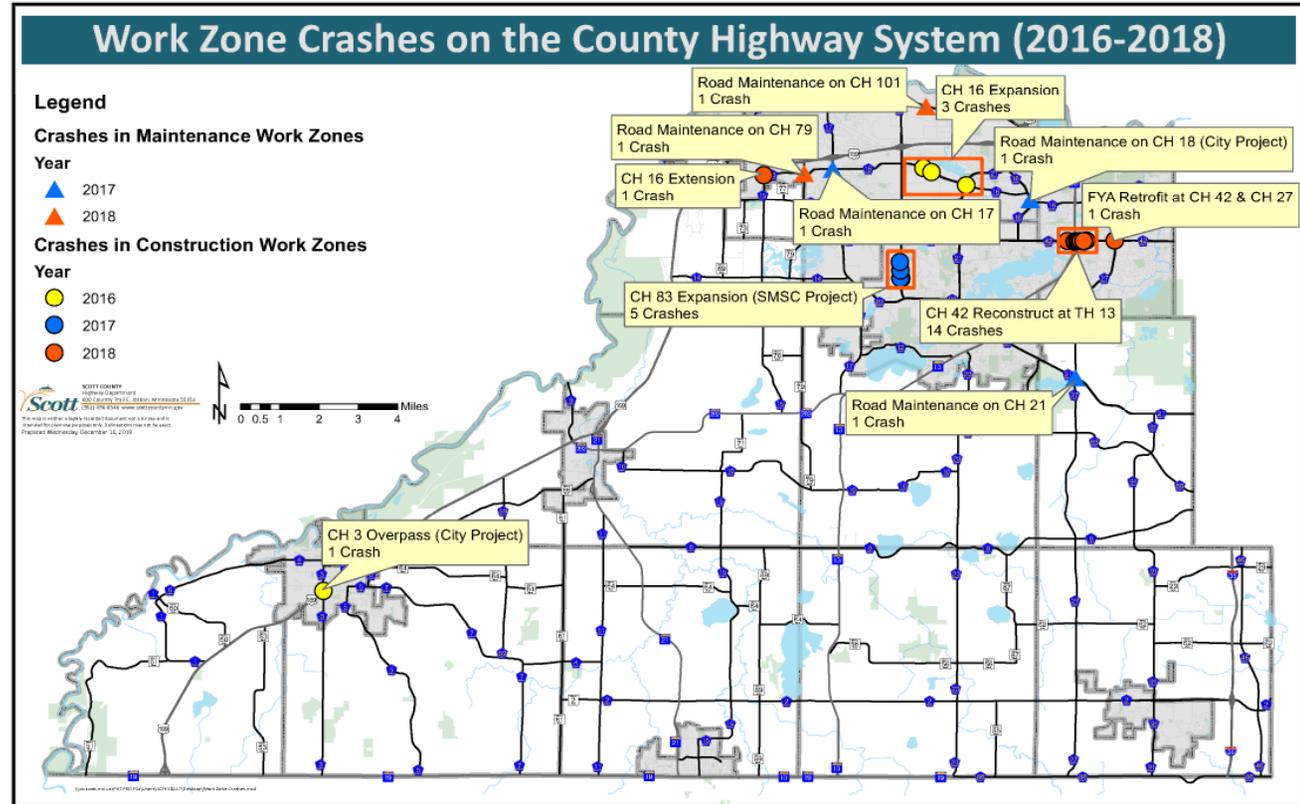


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About this measure:

This measure reflects the number of crashes in work zones on Scott County highways between 2016 and 2018. The locations of crashes are highlighted on a map to show the projects where the crashes occurred. Generally there are more crashes in areas where the traffic volume is higher.



Why does this matter?

Accident rates and accident locations can provide an indication of work zone safety in Scott County. This data can be used to make adjustments to County work zone practices and improve the safety for both motorists and workers in work zones.

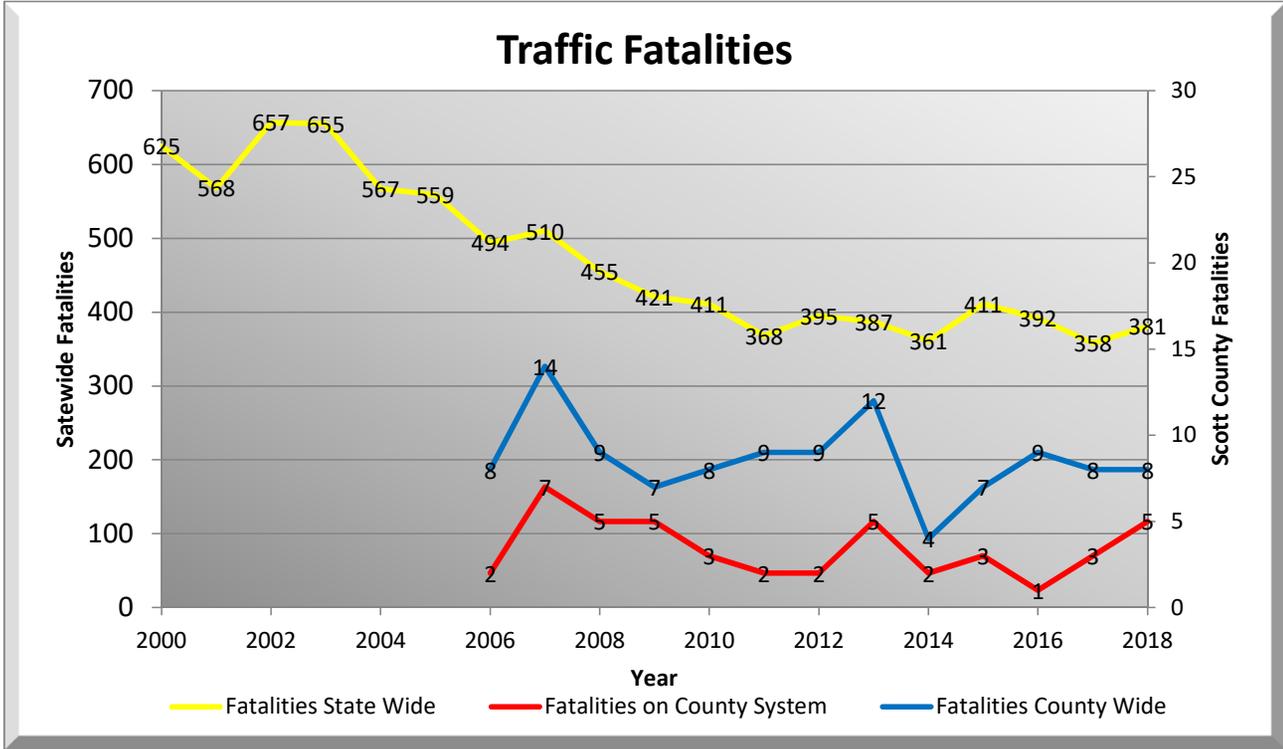


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About this measure:

TZD uses a data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services (the “4Es”). A combination of strategies from different focus areas is often most effective for solving a particular problem.



Source: MnDOT Crash Data

Why does this matter?

The Toward Zero Deaths approach is based on the belief that even one traffic-related death on our roads is unacceptable. This “zero deaths” idea was first adopted in Sweden in 1997 as "Vision Zero" and since then has evolved to several state DOTs, including Minnesota, that have identified zero deaths as a core objective in their Strategic Highway Safety Plans.



Delivering What Matters Highway

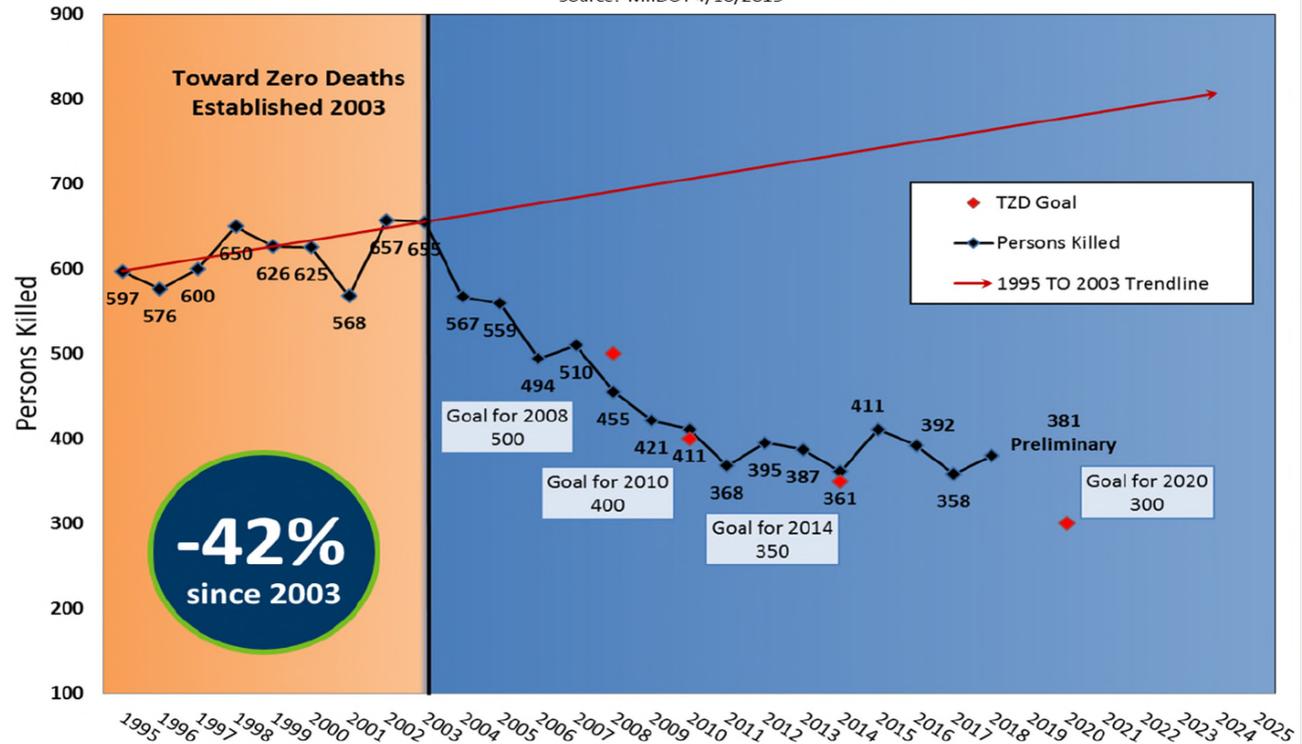


About this measure:

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Minnesota Roadway Fatalities

Source: MnDOT 4/16/2019



Source: MnDOT Crash Data

Why does this matter?

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