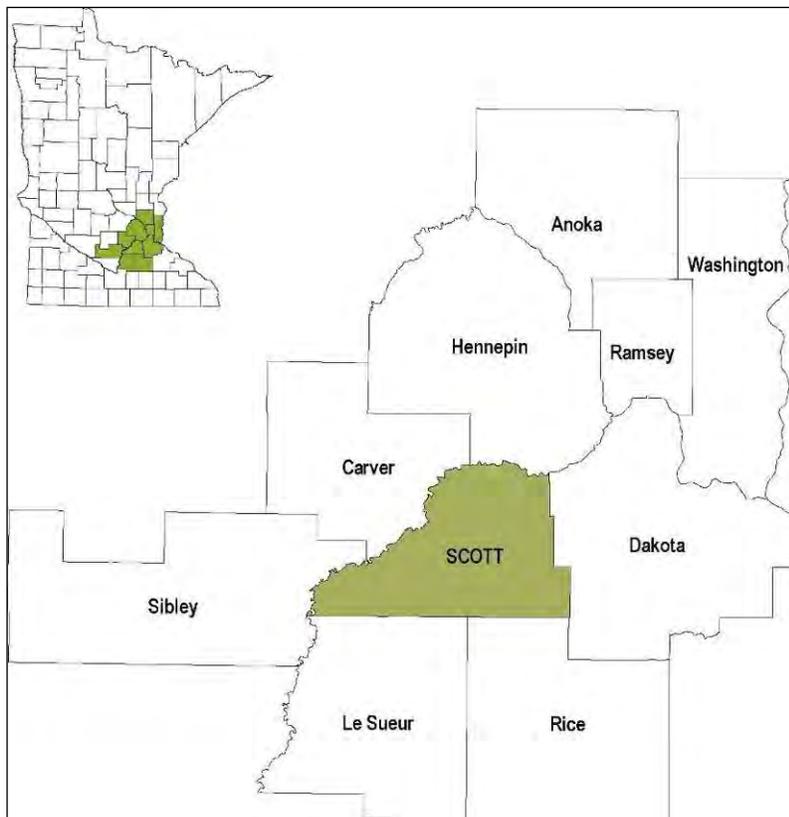


### INTRODUCTION

#### A. Background

Rapidly growing Scott County is a part of the Twin Cities metropolitan area. Its regional location is shown in Figure VI-1. LeSueur, Rice, and Dakota Counties border on the south and east. Scott County is separated from Sibley, Carver and Hennepin Counties to the west and north by the Minnesota River. Development in Scott County is influenced by limitations imposed by the Minnesota River, and the regional transportation system which separates Scott County from much of the greater metropolitan area.

**Figure VI-1**  
**Regional Location Map**



The northern portion of Scott County - including parts of the cities of Shakopee and Prior Lake, and all of the city of Savage - is encompassed by the Metropolitan Urban Service Area (MUSA). MUSA is the area in the seven counties in which the Metropolitan Council ensures that regional services and facilities, such as sewers and major highways, are provided or planned. The Council oversees provision of these services to metro-area communities under the authority of the Metropolitan Land Planning Act in state law.

A planning concept developed in the 1970s, the MUSA was designed to achieve orderly, economic and contiguous growth by directing development, primarily, to areas where roads and sewers already exist. The objective was to get the most use

out of existing infrastructure and create efficiencies that save taxpayer dollars. The cities of Shakopee and Prior Lake are former freestanding growth centers that have become part of the “developing area” by the Metropolitan Council due to population growth. Scott County also includes the rural growth centers of Jordan, Belle Plaine, and Elko New Market. The city of New Prague is located within both Scott County and LeSueur County and excluded from the Metropolitan Council’s local planning requirements.

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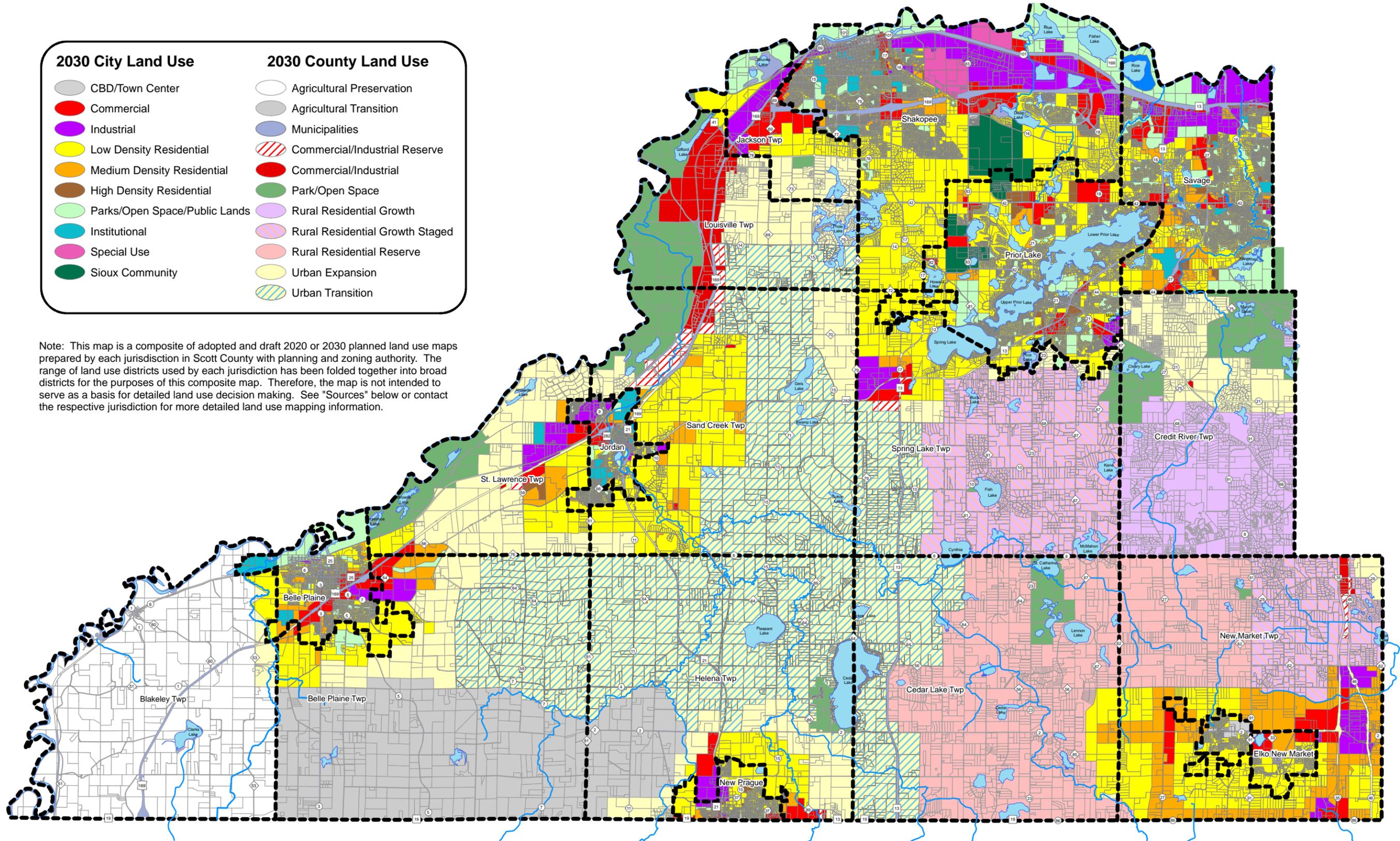
**PLACEHOLDER FOR FIGURE VI-2  
COUNTYWIDE COMPOSITE 2030 LAND USE MAP**

# Scott County 2030 Comprehensive Plan Update



2030 City Land Use	2030 County Land Use
CBD/Town Center	Agricultural Preservation
Commercial	Agricultural Transition
Industrial	Municipalities
Low Density Residential	Commercial/Industrial Reserve
Medium Density Residential	Commercial/Industrial
High Density Residential	Park/Open Space
Parks/Open Space/Public Lands	Rural Residential Growth
Institutional	Rural Residential Growth Staged
Special Use	Rural Residential Reserve
Sioux Community	Urban Expansion
	Urban Transition

Note: This map is a composite of adopted and draft 2020 or 2030 planned land use maps prepared by each jurisdiction in Scott County with planning and zoning authority. The range of land use districts used by each jurisdiction has been folded together into broad districts for the purposes of this composite map. Therefore, the map is not intended to serve as a basis for detailed land use decision making. See "Sources" below or contact the respective jurisdiction for more detailed land use mapping information.



Scott County has been the land use authority for all eleven townships since 1969. Figure VI-2 shows the comprehensive 2030 land use plans for Scott County and its cities. The Land Use & Growth Management Chapter (V) of this Plan identifies the density and other policies related to development within the eleven townships. Urban expansion and urban transition areas are identified to preserve land for future urban development.

Scott County operates and maintains a highway system and provides transit operations which in conjunction with local, regional and state systems, helps to serve the transportation needs of its residents and businesses. The County plans for and funds future County highway system improvements and transit operations. In addition, the County contributes to, or makes decisions which impact all other transportation modes and systems.

## **B. Transportation Plan and Approach**

The Scott County 2030 Comprehensive Plan Update (2030 Plan Update) is a document that serves several purposes. This 2030 Plan Update:

- guides county residents and decision-makers to plan for future growth and development through 2030 and beyond;
- represents the goals and values of Scott County and a vision for maintaining a high quality of life;
- serves as a communication vehicle between decision-makers, units of government, and property owners;
- fulfills a state-mandated requirement to prepare a plan that conforms to the Regional Development Framework prepared by the Metropolitan Council; and
- provides the legal basis of the establishment of ordinances to carry out this 2030 Plan Update.

Within this context, the Scott County Transportation Plan provides the basic framework for development of the Scott County Transportation System through the year 2030. The Plan describes existing county transportation systems, provides forecasts of future travel demand, and identifies highway improvement needs and investments needed to meet this vision. It provides a functional classification system to assist decision-makers in planning future highway improvements. It also suggests potential jurisdictional changes that could increase the effectiveness of maintaining and improving the highway system. The Plan provides decision makers with information needed to plan for the future of transportation systems in the county including highways, transit, and travel demand management. Background information is also provided on air transportation facilities, railroads, and commercial navigation. The Plan was developed to be consistent with Metropolitan Council policies and to meet the requirements of the 1976 Land Use Planning Act. Its components support the regional transportation systems. The 2030 Scott County Transportation Plan is an update of the 2001 Scott County Transportation Plan.

## **C. Goals**

To effectively develop a safe and efficient transportation system in Scott County, the Transportation Plan identifies five goals and a number of policies. The goals consider transportation policy directions of the Metropolitan Council and Mn/DOT. All policies and strategies contained within this plan revolve around five Transportation goals:

**Goal #VI-1 Preserve the existing transportation infrastructure in order to protect the significant investment.**

**Goal #VI-2 Manage the existing transportation system to maximize safety and efficiency.**

**Goal #VI-3 Improve and expand the existing transportation system to meet current and future transportation needs.**

**Goal #VI-4 Provide alternative modes of transportation.**

**Goal #VI-5 Provide transportation planning that supports a comprehensive transportation system.**

## **D. Mission, Strategic Initiatives, and 2030 Vision**

The Scott County Board of Commissioners adopted a mission statement, vision, and strategic initiatives that provide direction for the Scott County organization. Not only do they help create healthy, safe communities with a high quality of life, they also support a positive and healthy workplace for County employees. These statements and initiatives have been considered throughout the preparation of the 2030 Comprehensive Plan Update including the Transportation Plan.

The County Board refers to these initiatives at every Board meeting to integrate their implementation into daily activities. These five initiatives (provided below) show the County's dedication to public interaction, government collaboration, and fiscal responsibility.

### **Scott County Mission, Vision, and Strategic Initiatives**

#### **Mission Statement**

"The mission of Scott County is to deliver quality public services to all citizens in an effective, professional, and efficient manner."

#### **Vision Statement**

Scott County is the best public service provider and employer in the business.

#### **Strategic Initiatives**

- Create Safe, Healthy, and Livable Communities
- Develop Strong Public Partnerships and an Active and Informed Population
- Provide a Supportive Organizational Culture Which Enhances the County Mission
- Manage the Challenges and Opportunities Derived From Growth and Development
- Sustain the County's Excellent Financial Health and Economic Profile

As part of the 2030 planning process, the 2030 Vision and Strategic Challenges were created to guide growth and development into the year 2030. The 2030 Vision was developed by the 40-member Vision Advisory Committee, which consisted of County, city, township, school district, and tribal representatives. A set of strategic challenges were also produced to determine issues that must be resolved before the 2030 Vision can become a reality. The short version of the 2030 Vision is provided in the following box. More information on the 2030 Visioning process and the detailed 2030 Vision and Strategic Challenges text can be found in Chapter IV of the 2030 Plan Update.

## 2030 Vision

In 2030, Scott County is a well-planned, safe, prosperous and fiscally responsible community built by citizens and businesses who value neighborhoods, education, families, health, and public safety, and who enjoy its natural beauty, rural character, and location in the region. In 2030, Scott County is recognized metro-wide as one of the best places to live, work, shop, and play in the Twin Cities because we have:

- prospered with a diversity of urban and rural lifestyle choices;
- respected and managed our natural and environmental resources;
- developed and maintained a safe, efficient, and comprehensive transportation and trail system;
- met the human and social service needs of our most important resource...our citizens and neighbors;
- diversified our economy; and
- secured a high quality of life for our citizens through leadership at the local, regional, state, and federal level.

## E. Relationship of this Plan to the Metropolitan System

The Metropolitan Council is responsible for metropolitan planning activities in the seven-county Twin Cities metropolitan area. In their effort to meet this responsibility, the Council issued the 2030 Transportation Policy Plan as part of the 2030 Regional Development Framework (adopted on January 14, 2004) to cover the planning and provision of transportation facilities and services. The Council's primary transportation policy directions are to reduce vehicular travel demand; increase transportation capacity through better system management; maintain, replace, and improve the existing highway system; improve the transit system; and selectively expand highway capacity. Cities and counties in the metropolitan area are required to develop transportation plans within their jurisdictions. The Metropolitan Council reviews the plans to ensure that they are consistent with Metropolitan Council policy.



The purpose of this section is to identify how the Scott County Transportation Plan supports the metropolitan system. As the region continues to grow, the level of congestion on the metro highway system is expected to increase. A Texas Transportation Institute (<http://mobility.tamu.edu/ums/>) report showed that in 2005 the total cost of congestion for the Minneapolis-St. Paul region was over one billion dollars. This figure was more than double the total cost of congestion in 1995. This figure was estimated from the value of delay and excess fuel consumption experienced in congestion in the Twin Cities metropolitan area. According to the 2000 US Census, 65 percent of the county's working population work outside the county on a daily basis. Scott County residents who work outside the county and experience congestion on the metropolitan system factor into the estimated \$1 billion in congestion costs. Because of the regional function the metropolitan system performs, many of the factors impacting segments within the county are outside the County's jurisdiction and often in adjacent counties. Nevertheless, the County supports the effort to resolve the transportation issues by coordinating with local communities, adjacent counties, the Minnesota Department of Transportation and the Metropolitan Council.

To support metropolitan-wide transportation issues the County has undertaken a comprehensive approach for addressing these transportation issues. This approach considers several methods for dealing with current and future problems: an updated Transportation Plan, a unified transit plan, and support of regional programs and activities. The County's approach to each of these is described in the following:

1. The County has prepared an update of its Transportation Plan that recognizes the need to support the metropolitan highway system. The major elements of the Transportation Plan are:
  - a. An arterial and collector system spaced in accordance with Metropolitan Council guidelines contained in its Transportation Development Guide/Policy Plan. This system is intended to support the metropolitan highway system.
  - b. An arterial system that provides both east-west and north-south continuity between Scott and adjacent Counties and between communities within Scott County, thus providing alternatives to the metropolitan system even for medium- and long-distance inter-community trips. Examples of this are:
    - CSAH 21 connects Scott and Dakota County;
    - CSAH 23 connects Scott and Rice County; and
    - CSAH 3 connects Scott and LeSueur County.
  - c. Arterials and collectors that are parallel and in close proximity to the metropolitan system, thus providing alternate routes for short and medium length trips, and removing them from the metropolitan system. This includes the following specific examples:
    - Minor arterial CSAH 46 immediately adjacent to I-35; and
    - Minor arterial CSAH 16, parallel to TH 13 and TH 169.
  - d. Land use and corridor studies that promote appropriate access and interchange spacing on the metropolitan highway system.
  - e. Jurisdictional planning that promotes appropriate ownership of the metropolitan highway system.
2. Within the Metropolitan Transit Taxing district, all cities in Scott County and several cities in Dakota County have opted out of the Metro Transit Service area and provide opt-out express services. The express transit system that has been created helps reduce vehicular demand on the local and metropolitan highway system.
  - a. The County's multi-service transit system includes:
    - Blue Express – Express Commuter service to downtown Minneapolis -Shakopee and Prior Lake;
    - MVTA – Express commuter service to downtown Minneapolis and St. Paul -Savage, Burnsville, Apple Valley, Eagan, Rosemount; and
    - Park and Ride Facilities.
  - b. In addition Scott County provides ADA eligible, social service, and dial-a-ride service.
  - c. Transit needs in northern Scott County are continually being re-evaluated by the County, City of Savage, City of Shakopee, and City of Prior Lake as part of the Scott County Transit Review Board (TRB). A Unified Transit Management Plan (UTMP) has been developed and will be updated in 2008.

3. The County will work with the Metropolitan Council and County Transit Investment Board (CTIB) to study funding and implementation issues related to Bus Rapid Transit (BRT), commuter rail, and light rail transit within in the region.
4. The County supports Metropolitan Council policies intending to minimize the negative environmental impacts of design and construction of road projects.
  - a. All County projects follow appropriate environmental review processes.
  - b. The County supports the Metropolitan Council strategy to reduce non-point source pollution to the Minnesota River. The County has adopted shoreland regulations and "best management practices" for stormwater management. The County has also adopted the methods presented in the "Minnesota Construction Site Erosion and Sediment Control Planning Handbook" for County highway projects.
  - c. The County supports the Metropolitan Council's water resource management strategies through the implementation of a Comprehensive Water Resource Management Plan in the unincorporated areas of Scott County and by conforming to the local water management plan of each municipality in the county. Local water management plans are prepared in conformance with the requirements of the applicable Watershed Management Organizations in each jurisdiction. In Scott County this includes the Scott WMO, Prior Lake Spring Lake WD, Lower Minnesota River WD, Black Dog WMO, and the Vermillion River Watershed JPO with Dakota County.
5. The County will continue to be involved with the Metropolitan Council's Transportation Advisory Board (TAB), Technical Advisory Committee (TAC), and other committees involving policy and funding implementation in the region.

## **GOAL 1: PRESERVE**

**Preserve the existing transportation infrastructure in order to protect the significant investment.**

Within Scott County, there are local, state, tribal, and county roadway jurisdictions. The roadway jurisdictions are shown in Figure VI-3. Scott County Public Works is responsible for maintaining over 766 lane miles of county highways. The County maintains both paved and gravel roads. This portion of the Transportation Plan will discuss the preservation activities the County engages in, and what it will strive to do by 2030.

### **A. Maintaining Existing Infrastructure**

The County is responsible for the maintenance of the existing infrastructure of highways and bridges on the county highway system. Due to rapid growth within the county, a large portion of yearly budget expenditures go towards the safety improvements or expansion of the roadway system. However, residents of the county also expect a certain quality of road condition and maintenance. The maintenance of the county system has to be balanced, along with the other system needs, against the resources that are available.

The reason preservation is the number one goal of the Scott County Board is reflected in the estimated value of the Scott County Highway System. Using the Government Accounting Standard Board (GASB) guidelines, since 1981 the value of the Scott County Highway System is estimated at \$115 million. (Note: replacement costs would far exceed \$115 million for the entire system.) Preservation is needed to protect this significant investment. There are multiple facets to preserving the highway system. Bituminous pavement, gravel roads and shoulders, ditches, stormwater infrastructure, mowing, weed control, and bridges.

#### **Highways**

**Bituminous:** Of the 766 lane miles in the county there are 731.37 lane miles that are bituminous. The County is striving to provide a managed pavement condition that requires a considerable maintenance investment in the paved road system. There are a number of methods that are used to maintain pavement existing condition at an acceptable level. They are as follows:

1. **Crack Fill:**  
Crack filling is routing and sealing longitudinal cracks to prevent moisture intrusion and subsequent degradation of the gravel road base. It is recommended that crack filling be completed within 2-3 years of every overlay and as needed thereafter.
2. **Seal Coat:**  
Seal Coat (commonly called a chip seal) is placed to counteract the ultraviolet deterioration of the pavement which leads to breakdown of the asphalt. It is recommended every seven years or longer on lower volume highways. If seal coats are not in place overlays would likely be needed more frequently.
3. **Overlays:**  
Overlays are placement of 1.5 inches or more of hot mix asphalt to restore the roadway surface or increase load carrying capacity. It is recommended all roads are overlaid on a 30 year cycle provided chip and crack seals are provided within the recommended timeframe.

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**PLACEHOLDER FOR FIGURE VI-3  
2007 ROADWAY JURISDICTIONS**

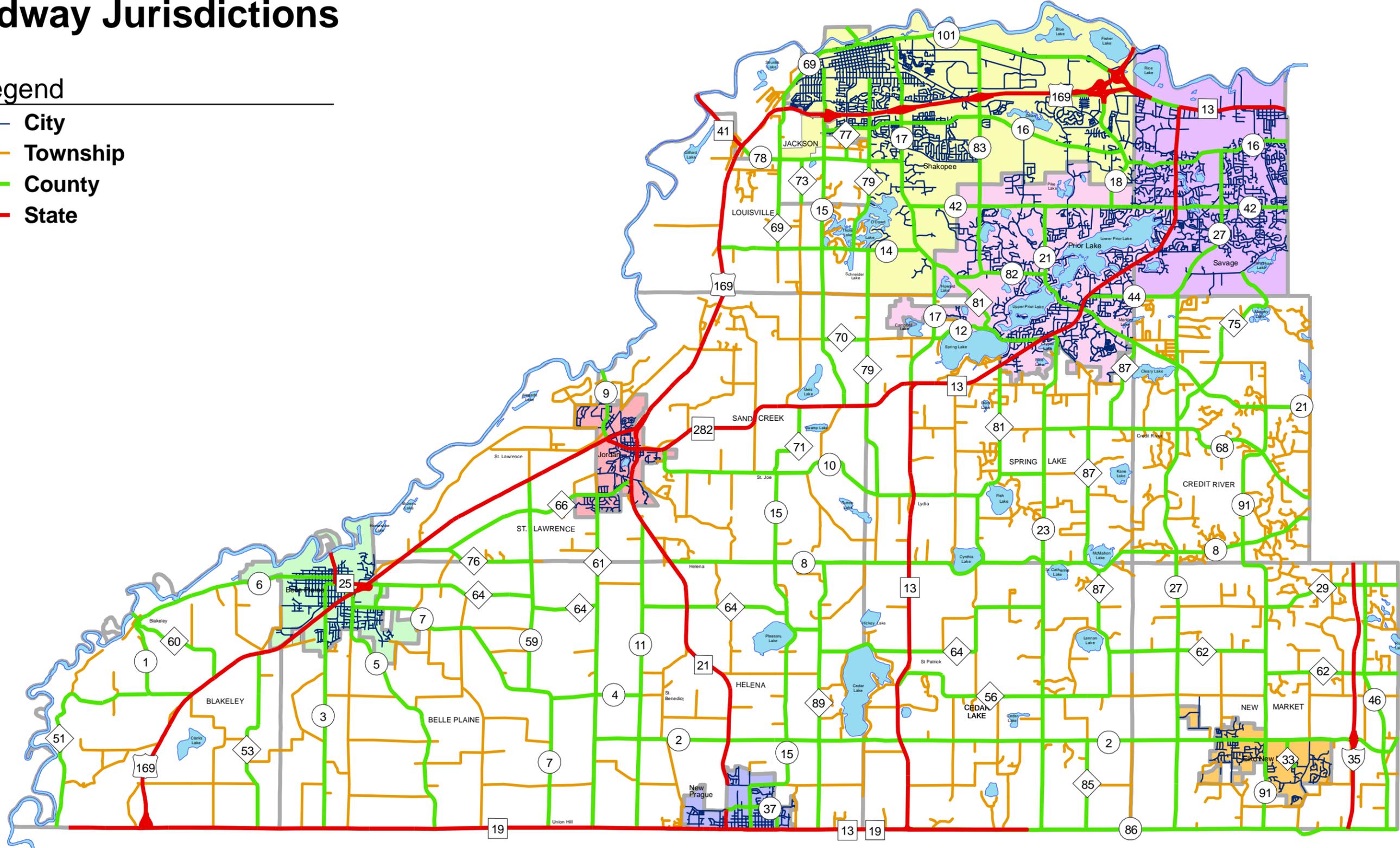
# Scott County 2030 Comprehensive Plan Update



## Roadway Jurisdictions

### Legend

- City
- Township
- County
- State



The condition of the existing pavement is reviewed in the field every year by County staff. Each segment is rated by Mn/DOT every two years and given a rating on the PQI (Pavement Quality Index). The PQI gives the County a snapshot in time of the pavement condition. From this information a determination can be made on what highways should be improved. The Scott County Board has reviewed a policy of maintaining an average PQI of 70 on Scott County highways.

The County has recently implemented a pavement management software that calculates depreciation of a road based on the current condition. This system will help determine appropriate levels of funding to meet the County's PQI goal and help determine appropriate timing of crack filling, seal coat, and overlays. The resulting program will help extend the life of the pavement investment.

**Gravel Roads and Shoulders:** There are 35 lane miles of existing gravel roads within the county. By 2030 the County will work towards paving or turning back all gravel roads on the County system. Gravel roads require a unique maintenance expenditure that involves grading, dust treatment, and regravelling. By removing the gravel roads from the County's system, the County will be able to allocate resources to other facilities.

Until this is accomplished, the County will conduct spot improvements to all gravel shoulders on the County system annually. The County also regravels and reshapes approximately  $\frac{1}{4}$  of its gravel shoulders per year.

On the county's paved roads with unpaved shoulders, it is recommended that when overlays occur, that shoulders be paved for safety benefits, multi-modal activities, and reduction of annual maintenance costs.

**Ditches/Stormwater Infrastructure:** Over time the ditches, culverts, storm sewers, ponds, etc., along the County highways can fill with sediment or debris, and at times erode. It is important to maintain the flow of water through the stormwater infrastructure to reduce the chance of future flooding or erosion. The County has a five year inspection cycle of all ditches, ponds, culverts, and drainage structures, as required by the NPDES MS4 Stormwater Permit program. The County also cleans/clears a number of ditches yearly to preserve a working ditch system as part of administering the County Ditch program. The County reviews conditions of its infrastructure when there are reported problems and takes action. Actions taken may include cleanout of structures, regrading of ditches, and installing additional erosion control protection.

The County has some agreements with municipalities for maintenance of existing stormwater ponds. Due to variations between the numerous stormwater agreements over the years, the County plans to work with municipalities to develop a consistent maintenance agreement that cover all drainage facilities within municipalities that will also be in compliance with the requirements of the NPDES MS4 permit program.

**Mowing/Weed Control:** It is expected that boulevard areas will be maintained by the city or property owners. In rural areas it is recommended to mow the top six feet of grassy areas and ditches two times per year, with a full right-of-way mowing on a three year cycle. In the urban areas mowing of grassy medians is recommended twice per year with full right of way mowing on a two-year cycle. Mowing of sight triangles at intersections is done as needed for safety purposes. Spraying of weeds is conducted as needed. A consistent maintenance agreement for county highway mowing and weed control is recommended with all municipalities.

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**PLACEHOLDER FOR FIGURE VI-4  
2007 BRIDGE INVENTORY**

# Scott County 2030 Comprehensive Plan Update



## Bridge Inventory

### Legend

— Streams

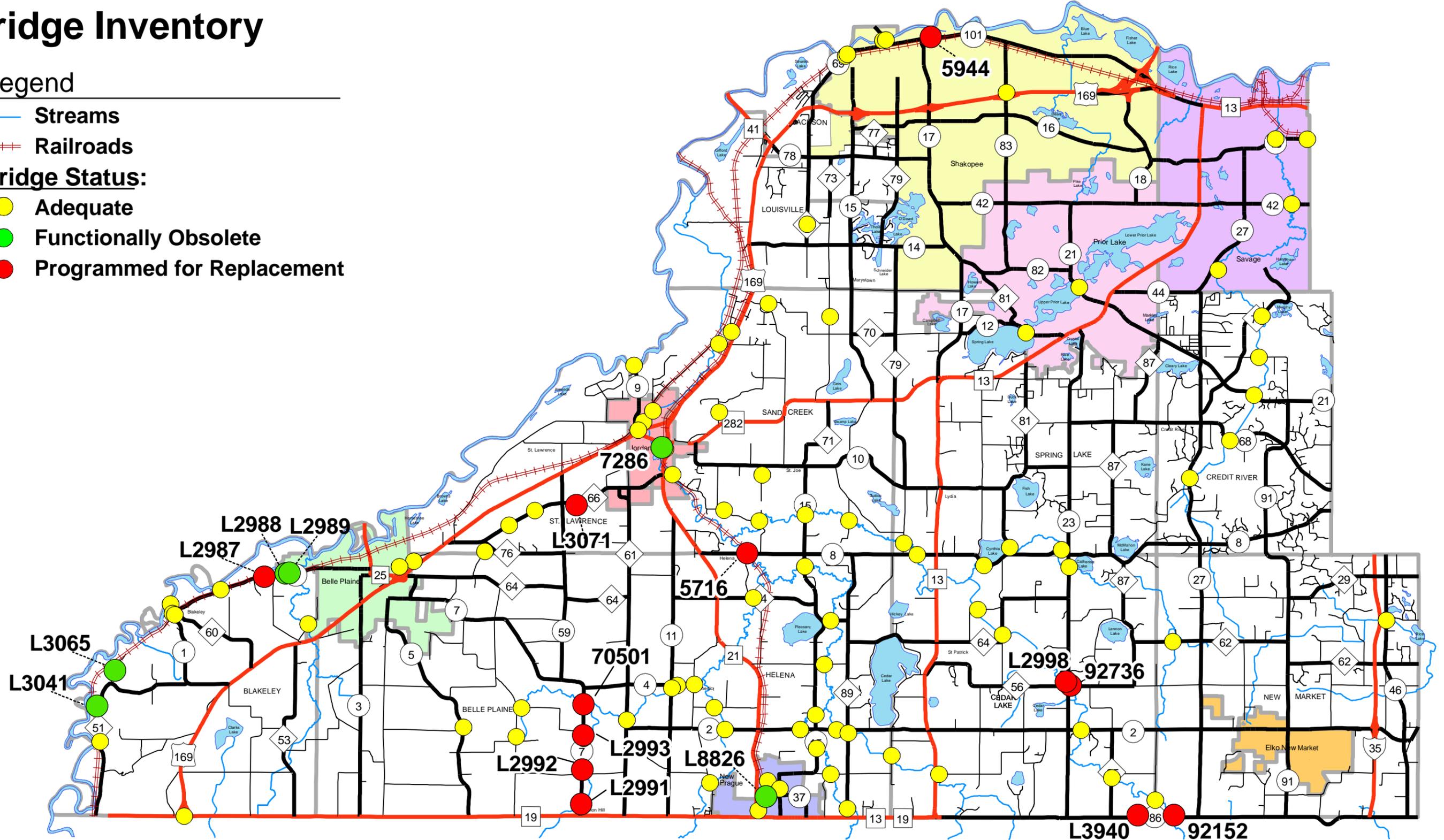
⋈ Railroads

### Bridge Status:

● Adequate

● Functionally Obsolete

● Programmed for Replacement



**Snow Plowing:** Snow events can significantly hinder both the safety and operational mobility of the transportation system. Scott County bears the responsibility for clearing of snow on the County highway system. With the unpredictability of snowfall amounts from year to year, the expense of clearing the highways can be taxing and unpredictable for budget purposes. Therefore, maximizing operational efficiency in snow and ice control is critical. The County has developed partnerships with municipalities and Dakota County to maximize efficiency in clearing highways during a snow event. The County is committed to keeping all County highways in good driving condition and achieving bare pavement as soon practical.

**Trails:** The County historically has not expended funds for maintenance of trails. It is recommended that the County will develop a trail maintenance program that will include periodic inspection and future maintenance activities in partnership with other agencies.

### **Bridges**

According to Minnesota law, any structure or combination of structures over a ten-foot span length is considered a bridge. Most of the bridges in the county are actually multiple box culvert structures. The County is responsible for inspection of 128 bridges on the County, cities under 5,000 population, and township system throughout the county. Of the 128 bridges, 36 are on municipal roads, 27 on township roads and 65 are on County Highways.

All bridges within the county are inspected every two years with some, dependent on type, inspected annually. Bridge ratings are made for each component of a bridge, deck, superstructure, substructure, channel & channel protection, and culvert condition. The ratings range from zero to nine, with nine being in excellent condition. Upon the result of the ratings the bridges fall into four categories: Adequate, Functionally Obsolete, Structurally Deficient, and Closed. A functionally obsolete rating generally does not meet current design standards for width, or design speed. A structurally deficient rating generally results from deterioration of the bridge to the point at which replacement should be planned for.

There are currently twelve bridges that are programmed for replacement within the next few years. A map of the existing bridges by category is shown in Figure VI-4. The map from 2007 is a snap shot in time and will change yearly as bridges are rated, rehabilitated or replaced. When a bridge under County jurisdiction is rated within the structurally deficient category, it is the County's policy to replace or rehabilitate the structure within five years .

## **B. Preserve Goal, Policies, and Strategies**

**Goal #VI-1: PRESERVE the existing transportation infrastructure in order to protect the significant investment.**

- a. Partner with the state, cities, adjacent counties, and townships to evaluate maintenance responsibilities based on effectiveness and efficiency versus jurisdiction.
  - 1) Pursue opportunities to partner with the state, other counties, cities and townships to maximize efficiency of maintenance operations through agreements, such as snow removal, mowing, sweeping, stormwater and trail maintenance that are performed by another agency.

- 2) Work through SCALE to ensure a dialogue that develops fair and balanced maintenance agreements which cover the short and long term maintenance responsibilities of each member when appropriate.
- b. Comply with Mn/DOT and federal requirements for bridges.
- 1) Perform inspection of bridges a minimum of every two years.
  - 2) Perform maintenance of bridges as needed on bridges.
  - 3) Program the replacement of bridges as they near structural deficiency.
- c. Preserve the life and vitality of the existing County highway system by implementing timely and consistent roadway management practices.
- 1) Work with pavement management technology to determine future needs and investment levels annually based on adopted Pavement Quality Index for County roads.
    - i) Crack filling should be completed within three to five years of every overlay, seal coat, or new construction.
    - ii) All bituminous County highways should be seal coated every seven (7) years, or as needed to maintain the roadway.
    - iii) Recommended road overlays on bituminous roadways are conducted on a thirty (30) year cycle.
  - 2) The patching of pot holes shall occur in a timely fashion to prevent significant damage to the existing infrastructure.
  - 3) Shoulder restoration of half ( $\frac{1}{2}$ ) of the system annually.
  - 4) County gravel roads shall be graded at a minimum of two times per month.
  - 5) Each mile of County gravel road shall be resurfaced once every four (4) years.
  - 6) Pave gravel shoulders with scheduled overlay projects.
- d. Maintain drainageways to ensure a proper functioning system and reduce long-term costs and replacements.
- 1) Clean two (2) to six (6) miles of ditches annually.
  - 2) Perform street sweeping on urban roadways at least twice per year.
  - 3) Perform stormwater pond maintenance and pipe cleaning as necessary.
- e. Maintain vegetation in County right-of-way and County-owned land periodically to maintain proper visibility on roadways and prevent the spreading of noxious weeds.

- 1) In the rural areas, mow the top six feet of grassy areas and ditches two times per year, with a full right-of-way mowing on a three-year cycle.
  - 2) In the urban areas, mow the medians twice per year, with a full right-of-way mowing on a two-year cycle.
  - 3) Perform trimming of tree branches and brush on a schedule of 12-15 miles per year, with a desired schedule of 20-30 miles annually.
  - 4) Periodically spray vegetated areas to reduce the spreading of noxious weeds. Perform spot spraying of weeds in troublesome areas.
- f. Work towards paving or turning back all gravel roads on the County system by 2030.
- g. Plan for 20-30 winter weather events requiring snow plowing and de-icing of roadways annually.
- h. Enforce regulations to protect the integrity of the County highway system from overweight and oversized loads consistent with the County Right-of-Way Ordinance.
- i. Encourage participation in the Adopt-a-Highway program to ensure clean and safe roadways for the County Highway System.
- 1) Require participants clean their adopted segments at least semi-annually.
- j. Require maintenance agreements governing bikeway/trails between the County and local communities.
- 1) Develop trail maintenance program (pavement, vegetation, snow, signage, etc.) that includes periodic inspection and preservation of facilities.
- k. Work with cities and townships to identify and mitigate the impacts caused by development.
- 1) Development pays for the appropriate cost to preserve existing roadways impacted by their development.
  - 2) When there is opportunity to improve the existing infrastructure outside the scope of the development the County will consider a cost share to improve the infrastructure.

## **GOAL 2: MANAGE**

### **Manage the existing transportation system to maximize safety and efficiency.**

Proper management of the system has a substantial safety benefit for residents as well as financial benefit to the County. Proper management of the system maximizes efficiency of the systems capacity. Management of the transportation system is dependent on land use, traffic volumes, functional classification, access, and jurisdiction. The following will provide background on these issues.

#### **A. Existing Conditions**

##### **Land Use**

Geographically, Scott County is, for the most part, still a rural county with most of the land area in agricultural uses. The land use in the southwestern two-thirds of the county reflects this agricultural emphasis with the presence of numerous farms supported by a rural settlement pattern. In particular, the southwest part of the county is defined by the Metropolitan Council as a "Permanent Agricultural Area." An urban population is becoming more dominant as the northern portion of the county becomes more urbanized and as the rural growth centers attract additional development. The southeastern side of the county reflects recent and historical rural growth patterns.

The north and west boundary of the county is the Minnesota River with its associated floodplain. The Minnesota Valley National Wildlife Area is also in this floodplain area. There are large regional parks, including Murphy-Hanrehan Regional Park Reserve and Cleary Lake Regional Park. There are also the undeveloped Spring Lake and Doyle Kennefick Regional Parks, located in the eastern part of the county.

Urban development is concentrated mainly in northern Scott County. All of the city of Savage and parts of Shakopee and Prior Lake lie within the Metropolitan Urban Services Area (MUSA) and are considered part of the developing area. Much of the new development in Scott County is occurring in this area because of its proximity to the fully developed areas north of the river, proximity to the rapidly growing communities in northern Dakota County, and because of recent transportation improvements which have improved general accessibility to northern Scott County.

Current rural growth centers are located at Jordan, Belle Plaine, New Prague, and Elko New Market. Scott County is responsible for land use planning in the unincorporated parts of the county. Scott County's approach to land use planning in the townships, along with the County's land use goals and policies, are detailed in the Land Use & Growth Management Chapter (V) of the Scott County 2030 Comprehensive Plan Update.

Scott County and Metropolitan Council have partnered to identify a location for a future post 2030 regional wastewater facility in the Minnesota River valley west of Shakopee. The future facility will provide urban services for the ultimate urbanized areas of the county. The County's growth management strategy preserves most of the land area of the county for future urban development. However, an area in the east central part of the county is planned for rural density development.

## **Roadways**

The existing roadway system reflects the concentration of urban development in the north. This area has the greatest concentration of roads and highest traffic volumes. TH 169 frames the western and northern border of the county and I-35 borders a portion of the eastern part of the county. The County highways resemble a grid pattern throughout the county connecting the cities to one another. The Minnesota River is a barrier between neighboring counties with limited access across it. Because of the transportation constraints caused by the Minnesota River, river crossings are a significant component of the highway system for Scott County. Crossings are located along the following roadways:

- TH 169 in Shakopee (Bloomington Ferry Bridge);
- CSAH 101 in Shakopee;
- TH 41 southwest of Shakopee;
- CSAH 9 north of Jordan;
- TH 25 in Belle Plaine; and
- CSAH 1 in Blakeley Township.

## **Existing Traffic Volumes**

Existing traffic volumes are shown in Figure VI-5. These volumes were obtained from Scott County and from the Minnesota Department of Transportation (Mn/DOT). County volumes represent annual average daily traffic in 2005. Mn/DOT volumes represent annual average daily traffic in 2005. It can be seen that the most heavily traveled routes are I-35, TH 169, TH 13 from Prior Lake to the north, CSAH 42 in Savage, CSAH 101 in Shakopee, and CSAH 17 in Shakopee. The river crossings at TH 169, TH 41, and CSAH 101 carry the most traffic across the river. It should be noted that a substantial number of Scott County residents also use the I-35W bridge, via TH 13, CSAH 42, or CSAH 21. Mn/DOT has published a Tier I EIS for a future river crossing connecting TH 169 to TH 212 west of the Shakopee city limits.

Site-specific roadway characteristics and traffic-peaking characteristics are the best measure of congestion or capacity. Elements such as intersection design or access spacing are critical to true capacity measurements. In addition, the definition of “capacity” is subject to interpretation: small urban or rural areas frequently plan for a level of service “C,” whereas larger urban areas are more accepting of peak congestion and plan for a level of service “D.” Scott County designs for LOS D or better operations based on 20-year traffic projections and also holds development to this standard.

However, the need for improvements can be considered at a general planning level by comparing the roadway design against the daily traffic, if some flexibility is incorporated to consider site-specific characteristics. Generally improvements to a congested segment results in a safety benefit to that segment.

County highways with volumes at the lower end of the capacity ranges shown in Figure VI-6 likely exhibit signs of congestion and improvements may be warranted, and highways with volumes at the higher end of the ranges shown are most likely congested and in need of improvement. The segments identified as congested in Figure VI-5 fall within or above the average daily traffic volume capacity ranges for the existing roadway design as shown in Figure VI-6.

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**PLACEHOLDER FOR FIGURE VI-5**  
**EXISTING TRAFFIC VOLUMES AND CONGESTION**

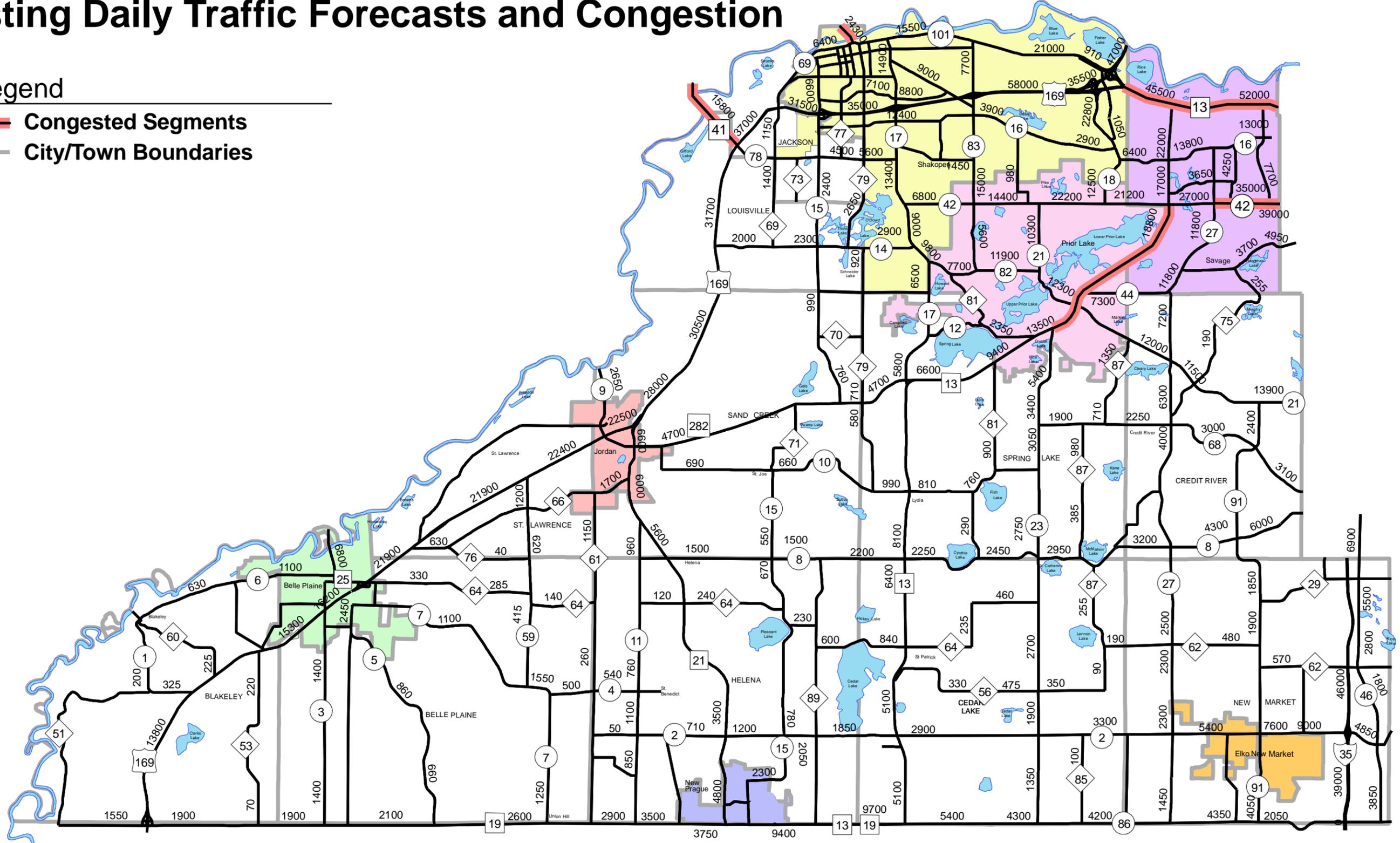
# Scott County 2030 Comprehensive Plan Update



## Existing Daily Traffic Forecasts and Congestion

### Legend

- Congested Segments
- City/Town Boundaries



SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION  
 Planning Department  
 200 Fourth Avenue West, Shakopee, Minnesota 55379-1220  
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This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.  
 Prepared by: Scott County Planning Department, November 29, 2007

<b>Figure VI-6 Roadway Design Capacities</b>	
<b>Roadway Design</b>	<b>Capacity (Average Daily Traffic - ADT)</b>
2-Lane Urban Highway	8,000 - 10,000 ADT
2-Lane Rural Highway	14,000 - 15,000 ADT
3-Lane Urban Highway	14,000 - 17,000 ADT
4-Lane Undivided Highway	18,000 - 22,000 ADT
4-Lane Divided Highway	28,000 - 32,000 ADT
6-Lane Divided Highway	48,000 - 60,000 ADT
4-Lane Freeway	60,000 - 80,000 ADT
<small>Source: Highway Capacity Manual 2000, Transportation Research Board</small>	

### **Capacity Problems**

**County Highways:** Prior to 1998, congestion on the County highway system was minimal. With the opening of the TH 169 Bloomington Ferry Bridge in 1996 and the strong housing market of the late 1990's and early 2000's, population and development growth increased at a rate unseen in the county before. The rapid growth created increased traffic on the transportation system.

The current daily traffic on CSAH 42 from CSAH 27 to the eastern border with Dakota County exceeds the capacity of the road design and as a result experiences congestion especially in peak periods. Dakota County and Scott County have worked in a partnership on reconstructing CSAH 42 from a four to six lane divided roadway from Glendale Road in Savage to CSAH 5 in Burnsville.

The CSAH 101 Bridge, along with TH 41 and TH 169, is one of only three Minnesota River crossings in northern Scott County. CSAH 101 and TH 41 experience flooding closures at times which creates traffic problems on other segments of the local and regional system. The CSAH 101 segment has carried approximately 22,000 vehicles per day for the last five years. Demand exceeds capacity of this crossing for several hours daily, causing long queues onto feeder roadways. In particular, the four signalized intersections at the north end of the crossing in Carver County create a capacity bottleneck from all approach directions. Construction of new TH 212 through Carver County may offer some relief to CSAH 101 by diverting trips from existing TH 212 but could redirect regional trips to either TH169 or TH41

**State Trunk Highways:** In Scott County, the following segments of the state system were congested in 2005, according to the criteria shown in Figure VI-6:

- TH 13, from TH 169 to the eastern border with Dakota County. In 2005, this four-lane divided highway had traffic volumes from 45,000 to 52,000 vehicles per day. TH 13 from TH 169 to I-35 has three intersections in the list of top 100 worst metro intersections for crash rates. It also carries the highest volume of any non freeway four lane divided roadway in the metro. Truck traffic on this highway is destined for grain terminal ports along the Minnesota River and numerous signalized intersections impede traffic flow. This segment currently sustains the highest percentage of heavy truck traffic of any non freeway/non IRC highway.

- TH 13, from CSAH 23 to CSAH 42 through Prior Lake and Savage. Although 2005 daily traffic volumes were in the 13,000-18,000 range, lower corridor speeds, numerous signalized intersections, and a lack of turn lanes combined with high turning movements limit the ability of this two-lane road to move traffic safely and efficiently.
- TH 41 from TH 212 in Carver County (City of Chaska) to TH 169 in Scott County. In 2005, this rural two-lane highway carried 15,800 vehicles per day on average.

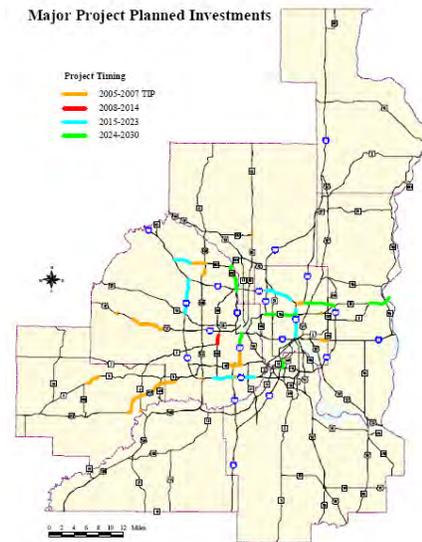
## B. Planned and Programmed Improvements

### State Highways

The Metro District of the Minnesota Department of Transportation (Mn/DOT) oversees the maintenance and construction of state-owned roadways in Scott County, with the exception of TH 19, which is managed by Mn/DOT Districts 6 and 7. There are no current construction plans for projects on any existing State Highways within Scott County in Mn/DOT's 2008-2030 Transportation System Plan. Some smaller projects funded either through the regional federal funding solicitation or through Mn/DOT safety and preservation set-aside programming is anticipated through 2030, but no major investment is anticipated.

### County Highways

Every year, the Scott County Board of Commissioners approves a ten year Transportation Improvement Program (TIP) for the construction of new roadways and the improvement of existing roads on the County system. The current TIP and the TIP project approval process are attached in Appendix C.



## C. Functional Classification System

The proposed functional classification system for Scott County is shown in Figure VI-8. This system was developed using the functional classification criteria from the Metropolitan Council's Transportation Development Guide/Policy Plan. This information is summarized in Appendix C. The purpose of this section is to outline how the proposed Scott County system is consistent with these guidelines. A future functional classification system is discussed later in this document to provide a long range view "beyond 2030" of transportation and right-of-way needs.

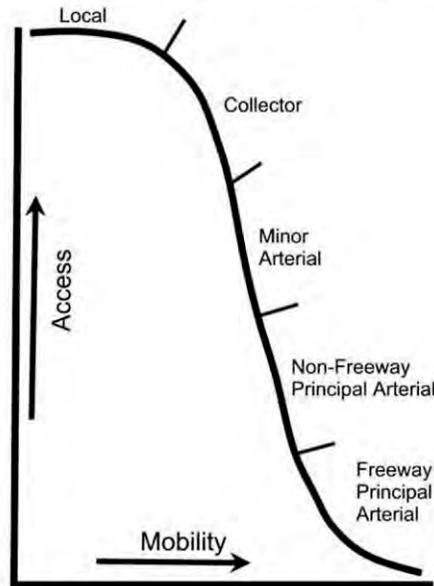
The functional classification categories are:

1. Principal Arterial;
2. Minor Arterial (A Minor or B Minor);
3. Collector; and
4. Local.

The functional classification of roadways depends primarily on the roadway's ability to serve the two competing functions of land access and mobility. The general relationship between functional classification and mobility and access is shown graphically in Figure VI-7.

**Figure VI-7**

Relationship Between Functional Classification and Mobility and Access



The physical design required for each functional classification depends primarily on the traffic volume carried by the roadway. Since principal and minor arterials carry the highest traffic volumes, higher roadway designs are necessary. Collector and local streets, which carry lower traffic volumes, may require lower design standards. This relationship is somewhat flexible and functional classifications may overlap specific design types. Supportive road systems are also a key component/tactic to be considered in County and local transportation plans to ensure road designs are cost effective and efficient. Through the future functional classification system, the County establishes guidance to reserve the right-of-way and access control to enable the highways to provide mobility as traffic volumes increase.

### **Principal Arterials**

In general, principal arterials carry the highest volumes of traffic and accommodate the longest trips on the roadway system.

Principal arterials are divided into two sub-classifications: freeway and non-freeway. Interstate freeways connect the Twin Cities metropolitan area with other urban areas both within the State of Minnesota and in neighboring states. Some Interstate highways are also designed to interconnect the metropolitan centers and regional business concentrations (RBC's) within the Metropolitan Urban Service Area (MUSA). Other principal arterials are similar to interstates in design and function, connecting the Twin Cities with other population centers and interconnecting RBC's within the MUSA.

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**PLACEHOLDER FOR FIGURE VI-8  
EXISTING FUNCTIONAL CLASSIFICATION**

# Scott County 2030 Comprehensive Plan Update



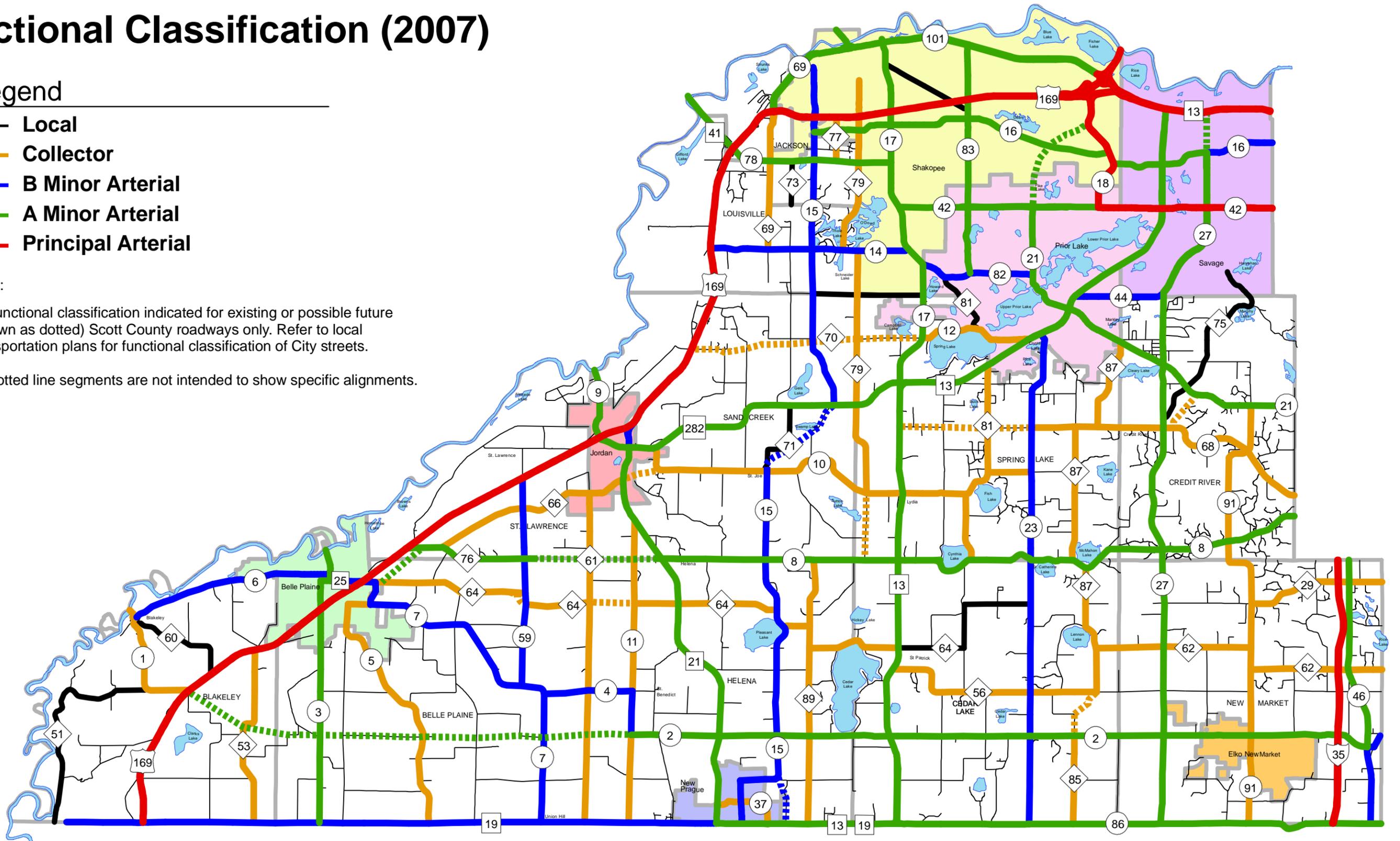
## Functional Classification (2007)

### Legend

- Local
- Collector
- B Minor Arterial
- A Minor Arterial
- Principal Arterial

### Note:

- 1) Functional classification indicated for existing or possible future (shown as dotted) Scott County roadways only. Refer to local transportation plans for functional classification of City streets.
- 2) Dotted line segments are not intended to show specific alignments.



All of the following roadways warrant designation as principal arterials by virtue of their function as inter-regional roadways connecting the Twin Cities with important locations outside the Metropolitan area, or they are important commuter routes for Scott and Dakota County residents to employment centers north of the Minnesota River. There are currently five principal arterial roadways in Scott County, three on the State System, and two on the County System. Existing principal arterials in Scott County include I-35, TH 169, TH 13, CSAH 18, and CSAH 42:

- I-35 is a north-south freeway that connects both Minneapolis and St. Paul with cities in southern and northern Minnesota and with other states to the south. It is the only Interstate highway in Scott County. I-35 is designated as an Inter-regional Corridor (IRC).
- TH 169 is a north/south principal arterial which follows the course of the Minnesota River and provides a connection from the western metropolitan area to Mankato in south central Minnesota and Interstate 90 into South Dakota. The Bloomington Ferry Bridge crossing the Minnesota River provides an important connection to Minneapolis and the western suburbs from the southwestern metropolitan area. This route is a viable alternative to I-35W.

To identify issues and needs on the regional transportation system, Mn/DOT conducted Interregional Corridor Study (IRC) for TH 169 from Mankato to the Twin Cities. The IRC focuses on routes that connect regional trade centers throughout the state. Travel between these regional centers has been increasing as people seek broader and more diverse employment, shopping, health care, educational and recreational opportunities. Mn/DOT worked with the County and local communities (such as Shakopee, Belle Plaine and Jordan) in laying out strategies to reach established expected performance levels for TH 169. The IRC identified TH 169 from Belle Plaine to the north as a future freeway design. An executive summary of the TH 169 IRC is located in Appendix C.

- TH 13 is an east/west principal arterial from TH 169 in Shakopee, easterly into Dakota County, to I-35W and I-35E (via Cliff Road) in Burnsville. TH 13 is the first east-west principal arterial south of Interstate 494, and carries one of the highest heavy truck percentages in the state. It also provides access to Minnesota River barge terminals at the Ports of Savage.
- CSAH 18 is a north/south principal arterial from CSAH 42 in Prior Lake to TH 169 in Shakopee.
- CSAH 42 is a major east/west arterial in northern Scott County, and has been designated as a principal arterial from CSAH 18 in Prior Lake to TH 55 in Rosemount (Dakota County). It is one of the few arterial connections between the developing areas of Scott and Dakota Counties. It connects Scott County with major commercial development in the cities of Burnsville and Apple Valley in Dakota County. The principal arterial segment of CSAH 42, in conjunction with CSAH 18, also provides a connection to the Bloomington Ferry Bridge (new TH 169) from northeastern Scott County and western Dakota County.

The existing functional classification system has only one freeway principal arterial (I-35) and one developing freeway (TH 169) to provide north-south mobility within the county. These roads are spaced 27 miles apart in southern Scott County. In a fully developed area, the Metropolitan Council recommends freeway principal arterials spaced at two to three miles and

three to six miles in developing areas. This has created a reliance on traffic to use the non-freeway system. This lack of other freeway/expressway principal arterials has resulted in a dependency on the County to preserve mobility on its own system. The cost to fix congestion/improve mobility after development has occurred would likely be astronomical. Therefore, a future functional classification system has been developed and will be discussed later on to attempt to deal with preserving mobility on the future transportation system.

### **Minor Arterials**

The minor arterial system is intended to provide easy movement between regional business concentrations (RBC's), freestanding growth centers and other significant concentrations of activity where the demand is not significant enough to warrant a principal arterial connection. Medium to short trips can be served by minor arterials with spacing in the developing area ranging from one to six miles and providing adequate interconnection of places in the rural area. Minor arterials would be expected to carry from 1,000 to 10,000 vehicles per day in the rural area and from 5,000 to 30,000 vehicles per day in the urban area.

In an area like Scott County, where the principal arterial system is not as fully developed as in more centrally located areas within the region, the minor arterial system becomes the primary circulation system. As the population of the county grows and becomes more urban, it is critical that the transportation system be planned to meet future needs for development and mobility. The network of minor arterials proposed for Scott County interconnects all named communities and provides access to the principal arterial system from all parts of the county by creating a regular grid of north-south and east-west routes spaced from three to five miles apart.

Scott County is a developing county. Existing minor arterials need to be studied and preserved for accommodating future traffic needs as the county fully develops, along with planning for new minor arterials that meet spacing in a future urbanized area. Environmental factors such as Prior Lake, Cedar Lake, regional parks, and numerous wetlands complexes throughout the county are barriers to a properly spaced arterial system.

There are two categories of minor arterials, the Metropolitan Council "A-Minor" Arterial System and other minor arterials (noted as "B-Minor" Arterials in Figure VI-8). Figure VI-8 identifies which category the Scott County minor arterials fall into. The Metropolitan Council defines A-Minor arterials as roadways, not on the Metropolitan Highway System, that are more regionally significant than other roadways. A-Minor arterials are eligible for federal funding when available through the Metropolitan Council solicitation process while B-Minor arterials are not eligible.

**North-South Routes:** An attempt has been made to provide continuous north-south minor arterials throughout the county. Two types of north-south roadways are designated, those that run from the southern county border to the northern county border and those that run only in the more populated northern part of the county. The continuous north-south facilities allow efficient movement throughout the county from a wide range of origins to a wide range of destinations.

- **CSAH 46:**

The easternmost minor arterial is CSAH 46. This road parallels and is supportive to I-35. The designation of CSAH 46 as an A-Minor arterial provides a route for short to medium trips in this vicinity that may otherwise use I-35. CSAH 46 connects on the north end with a similar roadway in Dakota County (CR 5S) and continues as Rice CSAH 46 southward to TH 19 near Northfield. This designation is consistent

with the Metropolitan Council policy of encouraging the development of minor arterials that are positioned to provide relief to the metropolitan highway system. CSAH 46 also provides a connection between minor arterials CSAH 86, CSAH 2, and Dakota County CSAH 70. CSAH 2 and CSAH 70 both include freeway interchanges with I-35.

- **CSAH 27 :**  
Four miles west of CSAH 46 is CSAH 27. CSAH 27 is a continuous north/south roadway from the southern county border to CSAH 16. CSAH 27 is designated as an A-Minor Arterial for the full length of CSAH 27. The land use along CSAH 27 south of CSAH 21 to CR 62 is planned for rural densities.
- **CSAH 23:**  
Three miles west of CSAH 27 is CSAH 23. CSAH 23 runs from TH 13 in Prior Lake to the southern county border. North of CSAH 23, TH 13 continues to parallel CSAH 27 at a spacing of approximately one to two miles in the urban area. The majority of CSAH 23 corridor is planned for rural development density.
- **TH 13/CSAH 17:**  
A fourth continuous north-south minor arterial lies three miles further west and includes the north-south portion of TH 13 between the southern county line and TH 282. County Road 17 functions as the northern half of this route that connects TH 19 with TH 169 and CSAH 101. Both TH 13 and CSAH 17 are designated as A-Minor Arterials. The corridor is planned for ultimate urban densities.
- **CSAH 15:**  
CSAH 15 could provide a fifth continuous north-south alignment through Scott County. A new roadway alignment for CSAH 15 from the CSAH 15/CSAH 10 intersection to the CSAH 15/TH 282 intersection would produce a continuous route from TH 19 in New Prague to TH 169 and 10th Avenue in Shakopee. This minor arterial would range between two and three miles west of the minor arterial described previously and is planned for ultimate urban densities.
- **TH 21:**  
TH 21 between Jordan and New Prague represents a sixth north-south minor arterial. Because New Prague is southeast of Jordan, TH 21 (an A-Minor arterial) does not run on a true north-south azimuth and therefore the spacing between adjacent arterials varies from one to three miles. A-Minor arterial CSAH 9 is an indirect extension (via TH 282) of this route, providing a Minnesota River crossing north of Jordan into Carver County (CSAH 45).
- **CSAH 7/CSAH 59:**  
A combination of CSAH 7 and CSAH 59 creates a seventh north-south minor arterial, two to four miles west of TH 21, connecting TH 169 with TH 19.
- **CSAH 3:**  
CSAH 3 (south of TH 169), combined with A-Minor arterial TH 25 north of TH 169 including the Belle Plaine river crossing, creates an eighth north-south minor arterial. This route is five miles west of County Road 7/County Road 59 and four miles east of TH 169 where it intersects TH 19 along the southern county border.

There are eight continuous north-south minor arterials in the twenty-seven miles between TH 169, where it crosses into LeSueur County, and I-35. This is an average spacing of 3.4 miles. The Metropolitan Council guidelines specify one to two miles in the developing area, but most of southern Scott County is still rural and is expected to remain so through the 20-year planning period. The County's growth management strategy reserves the majority of land west of TH 13 for future urban uses.

In contrast, the following additional north-south minor arterials, which are not continuous to the southern part of the county, exist in northern Scott County to provide more opportunity for movement in these areas:

- The first of these, from west to east, is CSAH 83 between CSAH 101 and CSAH 82. This arterial serves trips between the Shakopee Mdewakanton Sioux Community (Mystic Lake Casino Area), Valley Fair, Canterbury Park, and TH 169.
- CSAH 21, from TH 13 to CSAH 42 provides an important function in the area because it provides continuity from one side of Prior Lake to the other. At its intersection with CSAH 42, CSAH 21 is 1½ miles from both CSAH 83 and CSAH 18.
- CSAH 18, at its intersection with CSAH 42, is one and one-half (1½) miles from both new CSAH 21 and TH 13. This roadway is currently designated as a principal arterial, but it is proposed that this designation will change to minor arterial at some point in the future.

These additional north-south minor arterials provide an average spacing in the area north of CSAH 42 of 1.9 miles between TH 169 and the eastern county border. This is consistent with Metropolitan Council guidelines.

**East-West Routes:** East-west minor arterials, like north-south minor arterials, are generally continuous across the county with some deviation from this pattern in the Prior Lake area, and with additional roadway segments in the northern developing area.

- **TH 19/CSAH 86:**  
The first of these east-west minor arterials, starting from the southern end of the county, follows the southern boundary of the county and includes both TH 19 and CSAH 86. CSAH 86 has been designated as an A-Minor arterial for the full length of CSAH 86. The route of TH 19, Scott County CSAH 86 and Dakota County CSAH 86 provides an important regional connection between principal arterials TH 169 and TH 52 (in Dakota County). It also provides a connection between rural communities such as Cannon Falls and New Prague.
- **CSAH 2:**  
The second major east-west route is CSAH 2 from CSAH 46 to its current termini at CR 61. A future study would be needed to identify a future extension west to TH 169. CSAH 2 is a four lane divided roadway from CSAH 91 to I-35. The downtown of Elko New Market is located on CSAH 2 and limits any future four-lane expansion of the roadway in that area.
- **CSAH 8:**  
The third east-west minor arterial is CSAH 8, with an extension to TH 169 on a new alignment in the future. The CSAH 8 corridor study summary is located in Appendix C. CSAH 8 connects to County Road 70 in Dakota County, which has an interchange with I-35. This route is designated as an A-Minor Arterial.

- **TH 282/TH13/CSAH 21:**  
A fourth east-west minor arterial extends from Jordan to Prior Lake and continues to Dakota County. From Jordan to Prior Lake, this route follows TH 282 and then TH 13. From TH 13 in Prior Lake, the route then follows CSAH 21 to Dakota County CSAH 60. CSAH 60 is a minor arterial, which currently connects to I-35 with an interchange. All of the roadways that are part of this route are designated as A-Minor Arterials. Between this route and the southern border of the county, the average spacing is about 3.5 miles. North of this minor arterial, the remaining minor arterials are not continuous because of natural barriers.

In northern Scott County, providing a well-spaced system of east-west arterials is difficult because of environmental factors such as O’Dowd Lake, Prior Lake, and Murphy-Hanrehan Regional Park Reserve. Nonetheless, the following east-west arterials provide important connections between north-south arterials and between cities in the region:

- CSAH 44 serves as a connection between the city of Savage and Prior Lake. CSAH 44 links the two north south arterials of TH 13 and CSAH 27.
- CSAH 82 connects CSAH 17 with CSAH 21. This connection serves trips between Prior Lake and Shakopee. This road also serves trips to and from the Mdewakanton Sioux Community.
- CSAH 14 connects TH 169 with CSAH 17. It is anticipated that CSAH 14 would have a future interchange connection with TH 169 at some point in the future.
- CSAH 42 (in conjunction with TH 41, CSAH 78, and a one-mile segment of CSAH 17) helps to provide a major east-west route through northern Scott County, connecting Savage, Prior Lake, and Shakopee. It also provides a connection between cities in Carver and Dakota Counties.
- As noted above, CSAH 78 and TH 41(which connect at TH 169) help to provide a regional connection between southern metropolitan area cities in Carver, Scott, and Dakota Counties. TH 41 offers one of three Minnesota River crossings in northern Scott County.
- CSAH 16 from CSAH 15 to the Dakota County line serves as a reliever to TH 169 and TH 13. CSAH 16 is spaced from ¼ mile to 1.5 miles from TH 169 and TH 13. The road is also spaced between one to two miles from CSAH 42.
- CSAH 101 provides a northern reliever route to TH 169 through Shakopee.

### **Collectors**

Collector roadways connect neighborhoods and minor business concentrations with each other and with the minor and principal arterial systems. Arterials serve long trips with emphasis on mobility and restricted land access; local roads primarily function to provide access to property. Collectors provide the interconnection between local roads and arterials, capturing traffic from an area and focusing it on a limited number of access points on the arterial system. Areas between arterial roadways should be served with collectors to provide the function of collecting and distributing traffic.

In the developing area, the spacing of collectors should range from one-half to one mile. Direct access to adjacent property from major generators should be limited where possible. Trips taken on collector or local streets should be short, from one to four miles. Collectors in urban areas should be expected to carry between 1,000 and 15,000 vehicles per day. Rural collectors should carry between 250 and 2,500 vehicles per day. Most of the Scott County jurisdictional collectors fall into the rural classification. Urban collectors in Scott County are generally city streets. Issues and plans for urban systems of collector streets should be covered in the respective transportation plan for each city. The planned growth management strategy for the permanent

rural area of the county will encourage each township to plan for a future collector system to support the arterial road system.

The proposed functional classification for Scott County includes a regular pattern of collector roads. The placement of minor arterials along east-west and north-south alignments at regular intervals creates rectangular areas of roughly equal size, although topographic and political circumstances dictate that some are larger and others are smaller. Generally, these areas are served by one east-west collector and one north-south collector, each located as midway between the parallel minor arterials as practical. Areas that are narrower in either dimension, such as along the county’s southeastern border, have one fewer collector. Areas that are larger may have one or two additional collectors, where spacing requirements allow. Many of the roadways that are proposed as collectors already have average daily traffic volumes exceeding 250, with others meeting a threshold of 200. Collector roadways that have significantly lower volumes are located in the southern part of the county, and eventually these segments will be combined with future roadway alignments to form a continuous collector. Future development and completion of the roadway network will tend to increase volumes on these collector roadways.

**D. Roadway System Issues**

Issues related to the management and improvements of roadways in Scott County are outlined in this section. These issues can be grouped into the following categories:

- Access Management;
- Traffic Operations; and
- Traffic Safety.

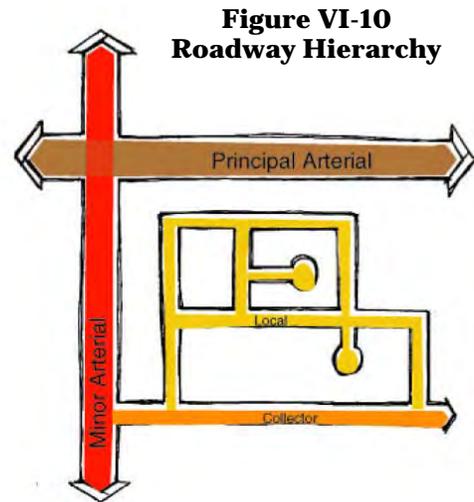
**Access Management**

A key challenge facing Scott County is adequately balancing access and mobility on the County Highway system. In urban core regions of the metro area, limited-access freeway and expressway facilities are spaced at approximately three to five miles in order to provide mobility across the developed areas of the region. Within Scott County, planned lower rural development densities in the south east part of the county, natural barriers, high land costs, lack of federal and state resources, and historic development patterns make such a freeway system within Scott County unlikely to ever occur. In the absence of a high-mobility system, the County Highway system must adequately serve long range mobility needs while balanced with the need for appropriate access for adjacent land uses. Access management of the County Highway system is critical to efficiently meet this mobility need.

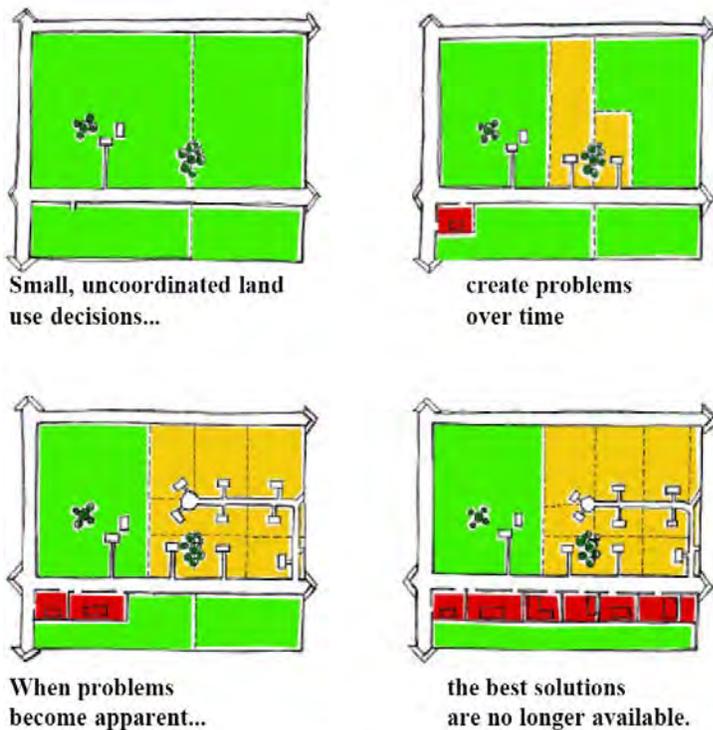
Most roadways serve both access and mobility functions to varying degrees, and this planned degree of access and mobility determines the road’s functional classification (see Figure VI-9). The four levels of functional classification are:

<b>Figure VI-9 Four Levels of Functional Classification</b>		
	<b>Mobility</b>	<b>Access</b>
Principal Arterials	Highest Mobility	No Direct Land Access
Minor Arterials	High Mobility	Limited Land Access
Collector Streets	Moderate Mobility	Moderate Land Access
Local Streets	Low Mobility	Unrestricted Land Access

In an efficient roadway network, these four types of roadways function together in a supportive and complementary fashion to serve the needs of the traveling public. The proportion of arterials, collectors and local streets must be of a proper balance to achieve a roadway system that operates effectively. Modifications made to a roadway's function without consideration of the complete roadway system will tend to undermine the operations of the system. For example, a system comprised of all local streets would not move traffic very well. Conversely, a system of too many arterials would not provide adequate land access. Figure VI-10 shows an example of how access and functional classification of roads work together.



**Figure VI-11  
Improper Land Use Example**



The County, cities, and townships and must work together to manage access as development occurs. Access management is a shared responsibility to preserve mobility and protect the safety of residents who use the roadways. Land use decisions must consider the transportation system and future impacts to the system. Figure VI-11 shows an example how a corridor can be impacted throughout time by development decisions that take place without consideration of the impact to the transportation system.

Proper spacing of access is critical to achieving improved corridor crash rates, increased roadway capacity, reduced delay, proper turn lane design, coordination of traffic signals, and pedestrian safety. Therefore, Scott County will continue to manage access through the following methods:

1. Continued application of the Scott County Minimum Access and Intersection Area Spacing Guidelines. The recommended guidelines are applied to the future functional classification (see Figure VI-17 in Improve and Expand section), and reflect the type of access requested.
2. Requirement of a County approved access permit for all new driveways to County highways per the County's adopted Right-Of-Way Ordinance. Most driveways and street entrances constructed on the County system since the 1970's have a permit governing their location and configuration. In the last 15 years, the County has required shared driveways where possible to reduce the number of direct access to County highways.

Since 2003, access permits have been governed by and enforced via Scott County Ordinance No. 22: Management of the Public Right-Of-Way.

3. Proper review of city and County development plans as they pertain to safety and mobility of the County highway system. This includes review through the development process. Because the County has access authority, but not planning authority, within municipalities, inter-agency support of access management strategies is crucial. Scott County will actively work with the cities in this regard.
4. Improve existing access and plan for long-term access through the reconstruction of County highways. Roadway reconstruction provides an opportunity to: 1) improve the safety of existing access; and 2) work with local jurisdictions in properly planning for future access. Once again, local jurisdictional support is critical.
5. A Supportive local road network extends the capacity of principal and minor arterials by allowing short local trips to be taken on the local roads and links access connections. The County plans to work with local jurisdictions to encourage the provision of local supporting roads adjacent to arterial roads. Within the unincorporated area, creating supportive roads is identified as a “public value” worthy of density bonus or other incentives (see Chapter V for more details on the Public Value Incentive Program).
6. Conduct corridor studies to identify the long-term vision for access and key planning purposes.

### **Traffic Operations**

In order for the public investment in the County Highway infrastructure to be most effectively used, proper traffic operation measures are essential. Traffic operations includes measures such as signing, striping, traffic signal timing and maintenance, traffic signal interconnect and coordination, and Intelligent Transportation Systems (ITS). Traffic operations considerations must also be taken into account with highway design, access management, and approval and construction of intersection traffic controls, including traffic signals and roundabouts.

Issues related to traffic operations facing Scott County include:

- Increasing needs for signal and sign maintenance as urban development expands;
- Increasing need for traffic signal coordination and re-timing to meet growing demands;
- Challenges of meeting current access, mobility, and safety needs without precluding future improvements;
- Limited financial resources to expand roadways or construct new alignments to address congestion;
- Increasing federal and state regulation related to roadway accessibility (e.g. special needs users) and associated safety and operational consequences;
- Challenges and opportunities of improved technology (e.g. Real-Time traffic monitoring); and
- Local interests of safety and access competing with county-wide or regional interests of safety and mobility.

Roundabouts have been consistently shown to be an effective intersection traffic control strategy. In many situations, roundabouts can serve more traffic with less delay and with lower maintenance costs than traffic signals. Further, roundabouts have consistently shown to have fewer crashes than traditional intersections, and far fewer injury crashes. Scott County was the

location of the first rural roundabout in Minnesota and will continue to evaluate roundabouts as an alternative to conventional traffic controls throughout the County highway system.

Roundabouts, however, may not be appropriate in all locations, and must be carefully considered against other options prior to approval. Some situations where roundabouts may not be appropriate include locations with unbalanced flows (high mainline volumes compared to light side-street volumes), locations within coordinated traffic signal systems, areas where topographic limitations preclude safe roundabout design, or expressway facilities where roundabouts may be inconsistent with mobility needs. Roundabouts are not appropriate for principal arterial roadways. Furthermore, Scott County considers roundabouts to be a full access with respect to access management guidelines, and as such, roundabouts should not be spaced more closely than any other type of full access intersections for a given functional classification.

### **Traffic Safety**

Public safety is a high priority for all agencies responsible for improving, managing, and maintaining roadway systems. Although this Plan does not specifically identify problem locations, Scott County is committed to monitoring the safety of the highway system by studying specific problem locations as safety concerns arise. General system-wide concerns related to traffic safety include:

- Limited resources to construct traffic safety and intersection operations improvements;
- Safety of pedestrian crossings of highways where traffic signals are not warranted;
- Safety of at-grade pedestrian crossings on highways with six or more lanes;
- Issues related to the needs of an aging driving population; and
- Local interests of safety and access competing with county-wide or regional interests of safety and mobility.

Proper spacing of access is critical to preservation of both mobility and safety on highway corridors. A 1998 Mn/DOT study of state highways showed a strong correlation of highway access density to higher crash rates. Accesses which are improperly aligned or spaced too closely hinder or negate the ability of turn lanes to safely accommodate deceleration and storage of traffic, thereby creating unnecessary obstruction of the lanes available for through traffic. Numerous access points also create increased distraction and decision demands for drivers. Proper spacing of access allows for the construction of appropriate turn lanes, consolidated decision points for drivers, and an improved ability for highway agencies to address intersection safety needs.

### **E. Jurisdiction**

The jurisdictional classification system relates to functional classification of roadways, funding source, and maintenance responsibility for the road. Roads with higher mobility functions (such as arterials) should fall under the jurisdiction of a higher level of government.

As the highway system in Scott County evolves, responsibility for maintaining certain roadway segments needs to be continuously evaluated to insure that the appropriate level of government is managing the appropriate network of roadways. Jurisdictional changes are based on evaluation of the following four main factors:

- Roadway function;
- Length of trips served;
- Volume of traffic served; and
- Spacing between roadways serving similar functions.

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**PLACEHOLDER FOR FIGURE VI-12  
JURISDICTIONAL ISSUES**



Current jurisdiction of all roads in Scott County is shown in Figure VI-3. This section discusses the potential for jurisdictional changes between the County and the township/city levels of government, and between the state and the County.

Three types of jurisdictional changes are possible: 1) transfer of a roadway segment from a lower to a higher level of government because the roadway serves a higher mobility function than that jurisdiction typically provides; 2) turnback of a roadway segment from a higher to a lower level of government as a result of the construction of a replacement roadway; or 3) turnback of a roadway segment from a higher to lower level of government for other reasons. A map summarizing the current jurisdictional issues in Scott County is shown in Figure VI-12.

The following text discusses current jurisdictional issues:

### **Potential Transfers between State and County**

Mn/DOT recognizes the potential transfer of TH 282 from TH 169 to TH 13, TH 21 from TH 19 to TH 169, and a portion of CSAH 42 from CSAH 21 to the Dakota County border in their current Transportation System Plan (TSP). They currently do not recognize CSAH 78, CSAH 17 from TH 13 to TH 169, CSAH 86 from TH 19 to the Dakota County border, and CSAH 42 from CSAH 21 to CSAH 17. It is anticipated that these discussions will take place for inclusion into an updated Mn/DOT Metro District Transportation System Plan (TSP).

If and when segments are officially proposed by Mn/DOT for jurisdictional transfer to Scott County, the County will carefully study the merits of each proposal. Scott County will then work with Mn/DOT to develop agreements for appropriate jurisdictional changes. If such jurisdictional transfers are proposed by Mn/DOT, a major concern for Scott County will be maintenance funding for these additional roads. Redirection of existing funds to meet turnback needs would likely impair the County's ability in trying to meet current highway needs.

### **Potential Transfers between County and Cities or Townships**

The County system will be periodically reviewed to identify potential jurisdictional changes. The determination of which roads should be under County jurisdiction is based on the following factors:

- Functional classification;
- Connection to major activity centers;
- Connectivity to the metropolitan transportation system;
- Mobility versus land access;
- Spacing between County highways; and
- Route continuity.

In accordance with state law, the County has held public hearings on a majority of the turnbacks that are included on this list. The County has also entered into Memorandum's of Understanding with others that are identified on this list. If a county road is turned back to a city or township, it will be in an appropriate condition, as required by law at the time the turnback is made. The following is a list of potential turnbacks:

#### **City of Belle Plaine:**

- CSAH 5, from ½ mile east of Laredo Ave to CSAH 7, is recommended as a future turnback once Hickory Blvd is extended south to existing CSAH 5. There is a formal Memorandum of Understanding (MOU) between the City and the County on this future turnback.

**City of New Prague:**

- Columbus Avenue and 12<sup>th</sup> Ave, is recommended as a turnback due to the future realignment of CSAH 15 along Alton Avenue. There is a formal MOU between the City and County on this future turnback.
- CSAH 37, from TH 19 to TH 21, is recommended as a turnback because of its localized City collector function.

**Blakeley Township:**

- County Road 51, from the south county border to CSAH 1, is a recommended turnback because it primarily serves a local access function and has low traffic volumes.

**Cedar Lake Township:**

- County Road 64, from TH 13 to CSAH 23, has been recommended for turnback because it is a non-continuous route, is located very close to CSAH 56 in some segments, and primarily provides a local access function.

**Credit River Township:**

- County Road 75, from CSAH 27 to Sunset Lake Road, is proposed as a turnback because of low traffic volumes, and other County highways provide a more direct route for traffic not destined for places along County Road 75.
- CSAH 68 from Meadowview to the Dakota County line, is proposed as a turnback because the future realignment of CSAH 68 to CSAH 21 as development occurs. Dakota County had turned back their county road to the City of Lakeville.

**Jackson Township:**

- County Road 73, from County Road 78 to 1.01 miles south of County Road 78, is recommended as a turnback because of low traffic volumes, and because it is closely paralleled by County Road 69, a collector, and CSAH 15, a minor arterial.
- County Road 77, from County Road 78 to Vierling Drive, is recommended as a turnback because it is closely paralleled by County Road 79, a collector, and CSAH 15, a minor arterial.

**Sand Creek Township:**

- County Road 71, from CSAH 10 to TH 282, is a proposed turnback because of low traffic volumes, and a future connection of CSAH 15 will provide a more direct route.

**Potential Upgrades to County Jurisdiction****City of Belle Plaine:**

- Hickory Blvd, from ½ mile east of Laredo Ave to County Road 64, is recommended as a future county road once Hickory Blvd is extended south to existing CSAH 5. There is a formal MOU between the City and the County discussing roles and responsibilities of the road.

**City of Jordan:**

- County Road 61 extension north of County Road 66 connecting existing County Road 61 with TH 169. Additional study will be necessary on the feasibility of the proposed extension, especially as it relates to design and construction standards. The existing land use, development, and topography may also come into play on a future decision/design. No change in jurisdiction is recommended until a study has been completed.

**City of New Prague:**

- Alton Avenue, from CSAH 15 at 270th Street to TH 19. A study and MOU with the City of New Prague was completed in 2005 which outlines the future alignment and responsibilities of each party. The study alignment is attached in Appendix C.

**Belle Plaine Township:**

- Fabor Avenue/Galena Avenue, from TH 19 to County Road 64 (located about midway between CSAH 5 and CSAH 7) is a potential county road with a potential connection of CR 76/future CSAH 8. As future development takes place in Belle Plaine Township, it may begin to function as a north-south collector. It is a fairly long, continuous route, providing mobility through western Scott County. Further traffic studies of this route will be conducted prior to consideration of jurisdictional change.

**Credit River Township:**

- Future alignment of CSAH 68 from Meadowview to CSAH 21, is a potential county road connection that would serve as a future arterial connection south of Prior Lake to relieve TH 13 and CSAH 21 in Prior Lake. An alignment has been identified for this connection and is anticipated to be development driven.

**New Market Township / Cedar Lake Township:**

- 250<sup>th</sup> Street, from County Road 87 to CSAH 27, is a possible future county road as identified in the Southeast Comprehensive Plan Amendment for the Elko-New Market area. A future study is needed to evaluate a future connection to County Road 62 to provide a future east west roadway from TH 13 to the Dakota County line.

**Spring Lake Township:**

- Xeon Avenue, from CSAH 8 to CSAH 10 is a possible future county road as urban densities develop to support TH 13. It would provide an extension of collector County Road 79 to CSAH 8, which is a minor arterial. Further study of this route will be conducted prior to jurisdictional change.
- 190th Street, from TH 13 to CSAH 23 is a potential county road. When complete, it would likely initially function as a collector, but could develop into a Minor Arterial as additional development of the area takes place, and as Scott and Dakota Counties grow. Through the extension of County Road 68 to the west and construction of a new roadway between Vergus and County Road 81 there would be a continuous segment to TH 13.

**Sand Creek Township / Spring Lake Township:**

- 170th Street (on either side of CR 70), 173rd Street, and a connection between these two roads could be considered for future County jurisdiction as additional development occurs in the urban expansion and urban transition area. This would create a continuous route from TH 169 to TH 13 at an average of two miles north of TH 282. The intersection with TH 169 is identified as a future interchange connection in the TH 169 IRC Study. Currently, there are four miles between east-west arterials in this area of Scott County. Additional study will be necessary on the feasibility of the proposed connection as it relates to design and construction standards due to topography. Coordination and input from the Townships would also be necessary. No change in jurisdiction is therefore recommended until further study has been completed.

## **F. Manage Goal, Policies, and Strategies**

### **Goal #VI-2: MANAGE the existing transportation system to maximize safety and efficiency.**

- a. It is the responsibility of each jurisdiction to plan for a comprehensive roadway system that implements the design, safety, and location standards consistent with the Scott County 2030 Comprehensive Plan Update and regional plans.
  - 1) Approach transportation in a comprehensive manner, giving attention to all modes and related facilities.
  - 2) Comply with applicable County, state, and federal standards in planning, designing, constructing, and operating County transportation facilities.
  - 3) Strive to maintain appropriate spacing of intersecting local streets and driveways in accordance with the Scott County Access Spacing Guidelines. Encourage cities and townships to include Scott County's access spacing guidelines in official controls.
  - 4) Encourage the design of a network of local roadways to properly direct traffic to collector or arterial roadways.
  - 5) Promote local roadway networks that create interconnected neighborhoods and reduce the need for neighborhood traffic on arterial and collector roadways for local trips.
  - 6) Require proper visibility (ROW, easements), design (which may include turn lanes) and control of all intersections to promote safety.
- b. Work with local agencies to coordinate land use plans with the transportation system of the County and region.
  - 1) Encourage cities in Scott County to plan new subdivisions and zoning changes with adequate existing or proposed transportation network facilities to support the new development.
  - 2) Review and comment, pursuant to State law, on all proposed plats on land adjacent to existing and proposed County roadways and corridors. Encourage cities to involve the County early in the planning process on plats and related road projects adjacent to or which impact County roads.
  - 3) Take an active role in City and County development review committees to support the coordination of transportation and land use decision making.
- c. Ensure that the County highway system compliments and facilitates local movements provided by local streets, bicycle trails, pedestrian facilities and other transportation modes.

- d. Preserve the functional capacity of the transportation system in order to carry traffic in a safe and efficient manner through:
- 1) When and where appropriate, require intersection improvements along County Roadways such that additional traffic (at new or existing intersections) generated by development (i.e. subdivisions, CUP's, commercial/industrial) can be safely and effectively accommodated.
  - 2) As opportunities arise, work with cities and townships to manage access by:
    - i) Removing access that is inconsistent with the County's Minimum Access and Intersection Spacing Guidelines.
    - ii) Enforcing the County's Minimum Access and Intersection Spacing Guidelines as new development is considered.
    - iii) Developing supporting local road systems.
  - 3) Regularly evaluate the interconnections of signal systems on County highways and reprogram the controllers as appropriate to create the greatest possible efficiency in the use of the capacity of the County highway system.
  - 4) Require frontage, backage, and/or other supporting roadways to be implemented or planned along all principal arterials (County and State). Promote similar supporting roadways to be implemented or planned along all minor arterials (County and State).
  - 5) Require an interchange influence area access management plan be developed collaboratively with the local land use authority and the road authorities prior programming the improvement or construction of an interchange.
  - 6) Require the completion of a corridor study for all existing and future principal arterials over the next 10 years. These studies should address access management of the corridor and transition steps necessary for the road to function as a principal arterial.
- e. Evaluate County highways identified for potential jurisdictional changes, including highways not on the County system according to the following criteria:
- Traffic volumes;
  - Functional classification;
  - Connections to major activity centers;
  - Connectivity to the metropolitan transportation system;
  - Goods movement function;
  - Mobility versus land access;
  - Spacing between County highways; and
  - Route connectivity.

- f. Work with cities and townships to identify and mitigate the impacts caused by development.
- 1) Development pays for the appropriate cost to manage existing roadways impacted by their development.
  - 2) When there are opportunities for improvement to the system outside the scope of the developments impacts, the County will consider cost sharing where appropriate.
- g. The County shall consider any development or subdivision premature if:
- The development or subdivision is inconsistent with Scott County's adopted Comprehensive Plan, Detailed Area Plans, or long-range transportation corridor plans or studies;
  - The proposed local road or lot access is inconsistent with the County's adopted Minimum Access Spacing Guidelines along current or future Principal and A-Minor Arterials as mapped and identified in the County's Transportation Plan or in long-range transportation corridor plans or studies;
  - The development or subdivision lacks necessary adequate local paved roads (or plans for future paved roads).

### **GOAL 3: IMPROVE AND EXPAND**

#### **Improve and expand the existing transportation system to meet current and future transportation needs.**

The future improvements to the County system are needed due to growth or increased safety design. By the County planning ahead for the anticipated increased traffic levels it can be determined where it will be likely to plan for future investments.

#### **A. Traffic Forecasts**

Traffic forecasts were prepared to determine the adequacy and appropriateness of the street and highway system to accommodate the forecasted level of development in Scott County. This 2030 model assumes the projected level of development growth and the completion of projects within the County's current Transportation Improvement Plan. For adjacent counties growth and transportation system, the projected regional growth allocations approved by the Metropolitan Council as of 2007 and regional transportation system improvements in approved regional plans (2004 Transportation Policy Plan) by were incorporated into the model assumptions. The forecasting methodology is explained in a detailed report in Appendix C.

#### **B. 2030 Forecast Map**

Traffic forecasts, as determined by the model, were then applied to the County highway system to identify future congestion on individual roadway segments. Segments where projected traffic volumes were within or above the typical capacity ranges for that roadway design based on the Highway Capacity Manual depicted in Figure VI-6, are shown as congested segments on Figure VI-13. This map assumes that all projects within the County's current Transportation Improvement Plan have been completed. For more information on the modeling a detailed traffic model report can be found in Appendix C.

#### **C. Capacity Improvements**

The County seeks to provide a transportation system that enhances mobility by meeting travel demands. Planning for this system must be based on projected traffic volumes. As traffic growth, construction costs, and deterioration of existing roadways continue to outpace available resources, congestion is expected to increase even as programmed improvements are completed.

Many factors contribute to the capacity of roadways; however, the County uses the general guidelines for roadway capacity shown in Figure VI-6 to determine the required cross-section. Based on the 2030 traffic forecasts, improvements identified in Figure VI-14 would need to be constructed in order to alleviate congestion and provide a safety benefit.

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**PLACEHOLDER FOR FIGURE VI-13  
2030 DAILY TRAFFIC FORECASTS AND CONGESTION**

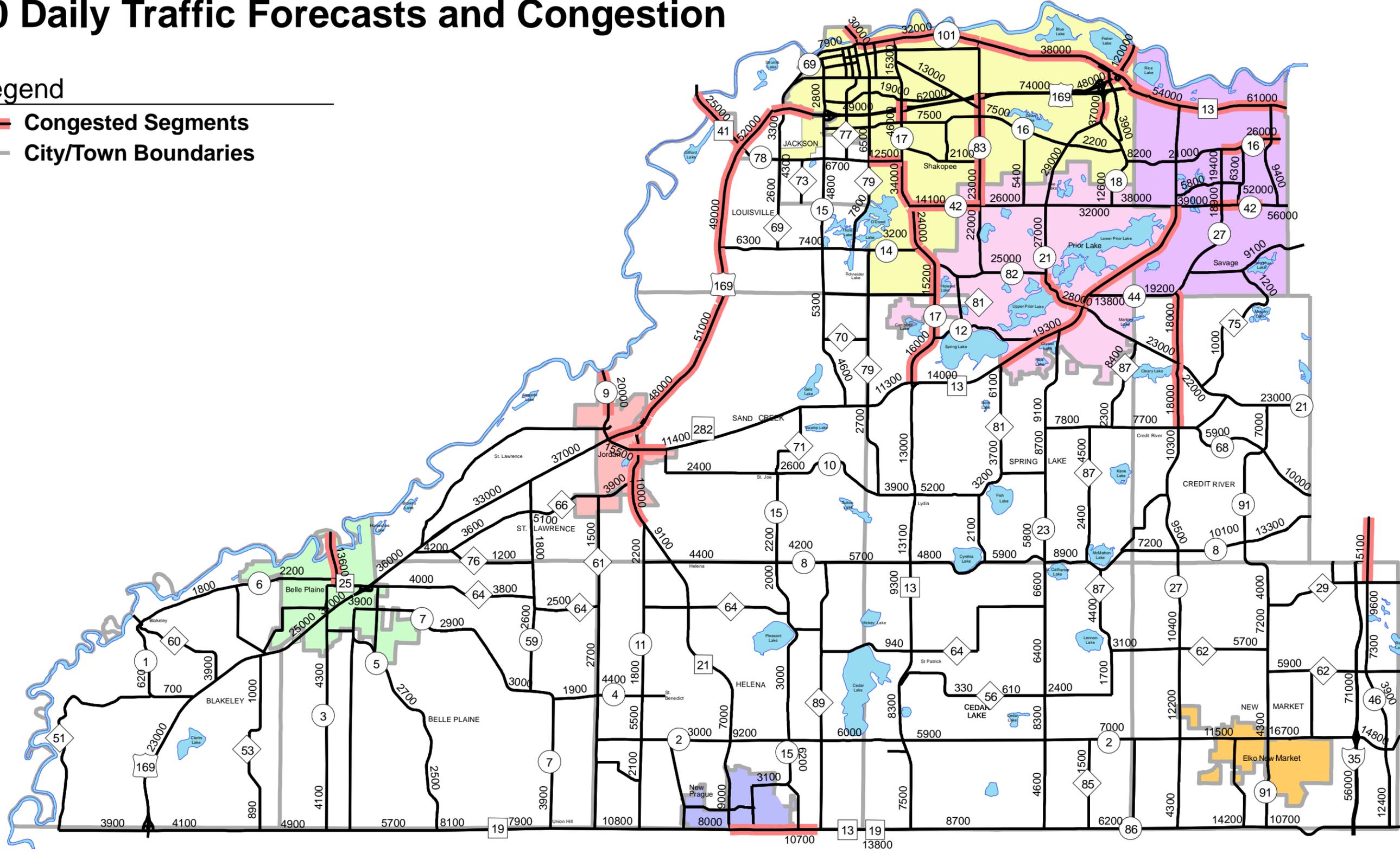
# Scott County 2030 Comprehensive Plan Update



## 2030 Daily Traffic Forecasts and Congestion

### Legend

- Congested Segments
- City/Town Boundaries



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This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.  
 Prepared by: Scott County Planning Department, October 15, 2007

**Figure VI-14  
Recommended Capacity Improvements**

<b>Road</b>	<b>Segment</b>	<b>Existing Design*</b>	<b>Proposed Design*</b>
TH 13	CR 81 to CSAH 42 TH 169 to Dakota County	2 Lane U 4 Lane Expwy	4 Lane D 6 Lane Expwy or Frwy
TH 13/TH 19	TH 21 to CR 89	2 Lane U	3-Lane & Access Control
TH 21	CR 11 to TH 282	2 Lane U	3-Lane & Access Control
TH 25	CSAH 3 to Minnesota River	2 Lane U	4 Lane D
TH 41	Minnesota River Crossing	2 Lane U	4 Lane D
TH 169	CSAH 9 - CR 69 Minnesota River Crossing	4 Lane D 6-Lane Frwy	4 Lane Frwy Improve/Construct Alternates
TH 282	TH 21 to CSAH 10	2 Lane U	Access Control & Construct Alternates
CSAH 9	TH 169 to Minnesota River	2 Lane U	4 Lane D
CSAH 16	CSAH 27 to Lynn Ave	4 Lane U	4 lane D
CSAH 17	TH 282 – St. Francis Ave	2 Lane U	4 Lane D
	St. Francis Ave to Prairie St	4 Lane D	6 Lane D
	Prairie St to CSAH 101	3 Lane U	4 Lane D
CSAH 18/21	Southbridge Pkwy to 169	4 Lane Expy	6 Lane Expwy
CSAH 21	East of TH 13 to CSAH 82	4 Lane U	4 Lane D
CSAH 27	CSAH 68 to CSAH 44	2 Lane U	4 Lane D
CSAH 42	CSAH 17 to CSAH 83	2 Lane U	4 Lane D
	CSAH 27 to Vernon Ave	4 Lane D	6 Lane D
CSAH 46	CR 29 to Dakota County	2 Lane U	4 Lane D
CSAH 78	CR 79 to CSAH 17	2 Lane U	4 Lane D
CSAH 83	CSAH 42 to CSAH 16	2 Lane U	4 Lane D
CSAH 101	CSAH 69 - CSAH 17	4 Lane U	4 Lane D or 5 Lane U
	CSAH 17 to TH 169	4 Lane Expy	No change due to limited access
	CSAH 69 to Northern Border	2 Lane U	4 Lane D

**Note:** \* U indicates undivided design, D indicates divided design.

#### **D. New Alignments and System Continuity**

The County highway system extends throughout the county. However, there are several locations where county highways are indirect and non-continuous. This causes residents to travel farther than necessary to reach their destinations. The most critical segments for completion of the County system and for realigning indirect segments of the system were identified through development of the functional classification plan. The following list of unfunded improvements, are shown in Figure VI-15:

- Extending CSAH 2 between TH 169 and County Road 61;
- Extending CSAH 8 west of TH 21 to TH 169;
- Extending and realigning CR 64 between TH 169 and TH 21;
- Extending CSAH 15 south of 270th Street to align with Alton Avenue;
- Improving the continuity of CSAH 15 from CSAH 10 north to TH 282;
- Extending CSAH 21 north of CSAH 42 to CSAH 18/TH 169;
- Extending CSAH 27 north of CSAH 16 to TH 13;
- Extending County Road 68 from CSAH 23 to TH 13;
- Extending County Road 70 between TH 169 and CSAH 15; and
- Improving the continuity between County Road 85 and County Road 87, from CSAH 2 to County Road 56.

Two projects have been studied and are programmed in the County Transportation Improvement Program (TIP). The extension of CSAH 21 will provide a roadway connection to TH 169. The realignment of CSAH 8 at CSAH 23 will create one intersection with CSAH 23.

### **E. Access and Mobility to Regional Roadways**

Mobility on the arterial highway system is of critical importance to economic development and traffic safety. The unprecedented growth of population and economic development within Scott County was triggered by the construction of the TH 169 Bloomington Ferry Bridge, which provided vastly improved mobility between Scott County and the rest of the metropolitan area. In the wake of the August 2007 collapse of the I-35W bridge over the Mississippi River, mobility on the metropolitan freeway system was vastly affected, with 140,000 vehicles per day diverted to other routes. Despite the availability of numerous other routes, Mn/DOT estimates the cost to road users to approach \$400,000 per day in increased travel time and fuel. The Minnesota Department of Employment and Economic Development, limiting its focus to the cost to business activity, has estimated the economic costs of this loss of mobility to be \$17,000,000 for 2007 and \$43,000,000 for 2008.

When mobility is reduced on the arterial highway system due to congestion, trips are diverted to roadways of lower functional classifications. For the County system, diversion to local roadways often means that collector roadways begin to carry a higher percentage of longer trips, and in many cases drivers may use residential streets as cut-through routes to avoid congestion, thereby creating safety concerns.

In addition to meeting capacity and continuity needs, the County must also plan for and preserve the regional mobility of some roadways. CSAH 42, for example, is an important regional roadway and is classified as a principal arterial; however corridor speeds are currently around 40 mph and are expected to deteriorate significantly as growth continues, even if capacity needs are met. TH 169, by comparison, has fewer access points and corridor speeds average closer to 60 mph. The County is currently undergoing a study of CSAH 17 & TH 13 to identify the feasibility of preserving high corridor speeds on this important north-south corridor versus allowing development and access similar to CSAH 42. Similar mobility preservation may be evaluated for other arterial corridors in the future.

Access from the northern half of Scott County to interchanges along I-35 is less than ideal because of the limited number of east-west routes. This leads to increased demands placed on the few access points available: TH 13, CSAH 42, and CSAH 21. There are few if any opportunities to add east-west corridors that connect with I-35 even though there is considerable growth and development opportunities remaining in this portion of the county. For example, there had once been consideration for a new roadway to connect southern Savage with I-35 in Dakota County. This possible connection was studied and determined by the County Board to be environmentally and economically infeasible, due to obstacles posed by Murphy-Hanrehan Park Reserve and developed residential areas in Dakota County. Scott County will therefore not pursue such a connection in the foreseeable future.

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**PLACEHOLDER FOR FIGURE VI-15  
SYSTEM NEEDS FOR CONTINUITY**

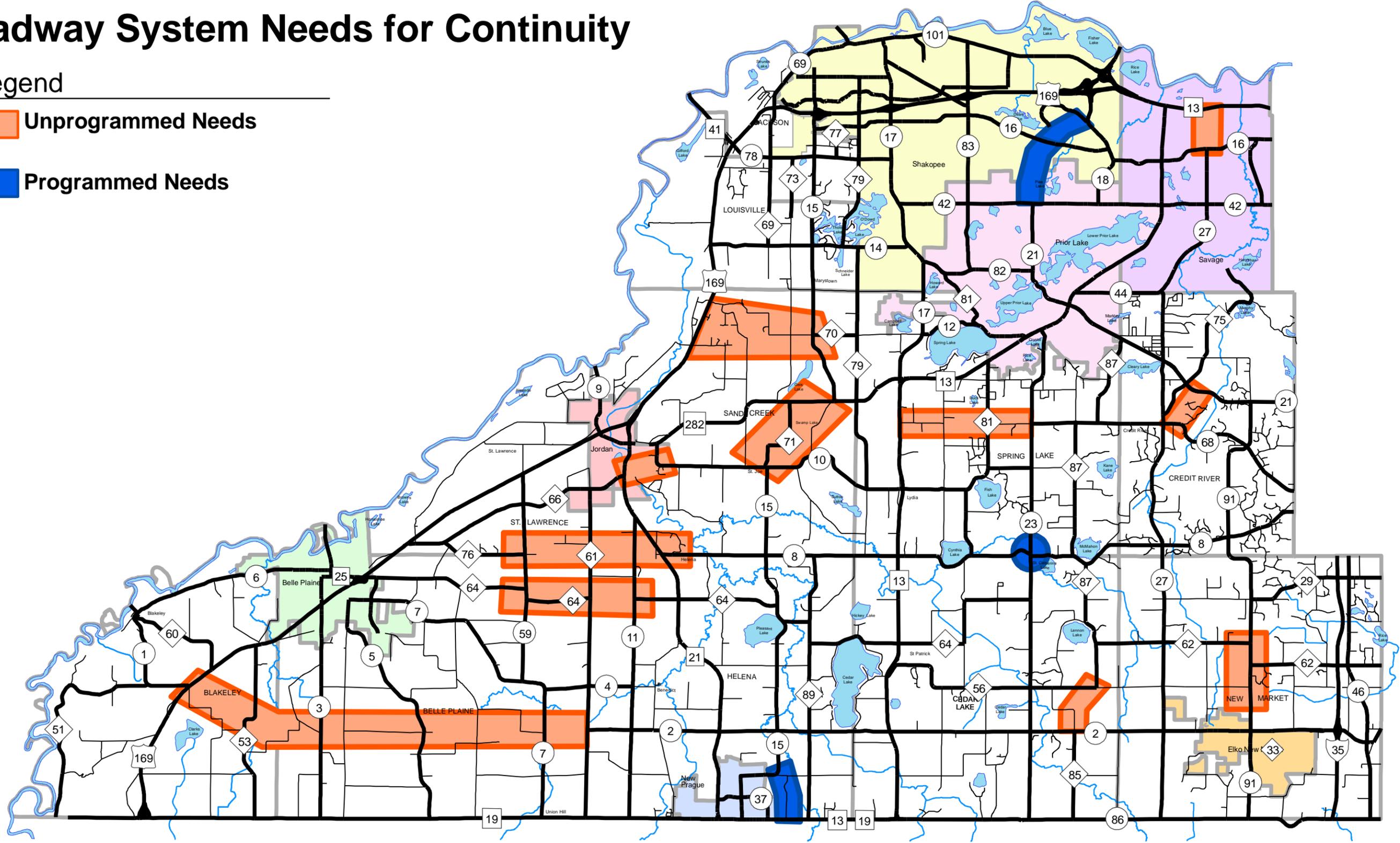
# Scott County 2030 Comprehensive Plan Update



## Roadway System Needs for Continuity

### Legend

-  Unprogrammed Needs
-  Programmed Needs



In the southern part of Scott County, access to I-35 must also be evaluated. Currently, access exists at CSAH 8 (via Dakota CSAH 70) and at CSAH 2, at a spacing of five miles. Dakota County is reconstructing the interchange at Dakota CSAH 70 to alleviate existing congestion. As southern Scott County experiences growth and development, similar expansion of the interchange at CSAH 2 will be needed. Also, the feasibility of a new interchange at CSAH 86 should be evaluated in order to provide access between these two roadways. Scott County has identified CSAH 86 as a future Principal Arterial, providing a direct route to I-35 from the New Prague area and serving as a bypass of the Elko New Market downtown area.

Under the TH 169 Interregional Corridor (IRC) Study, TH 169 is planned to be a future freeway design in Scott County. Under the study, existing at grade intersections will become closed over time and interchanges will replace some major access points. TH 169 is the freeway river crossing of the Minnesota River. At times congestion occurs due to the funneling of traffic to the river bridge. In just over ten years of service the river crossing is already at capacity in the a.m. peak hour. North of the Minnesota River there are existing signals at the ramps to I-494, which create congestion along TH 169. The County supports removal of these signals to alleviate the current congestion. The County also supports the findings of the TH 169 IRC study.

## **F. Efficiency Improvements**

Apart from expansion, management of the highway system must ensure that the existing roadways are used efficiently so as to minimize the need for expansion. Currently, the County operates a traffic signal coordination system on CSAH 42 from CSAH 27 to Dakota County. In the future, this system may be expanded and additional coordination systems will be implemented on other roadways within the county. Efficiency can also be maximized through access management and proper traffic control implementation. Good access in a corridor can lead to reduced or unnecessary infrastructure costs.

## **G. 2050 Forecast Map**

The Metropolitan Council is planning a new regional wastewater treatment facility to be operating in Scott County post-2030. The establishment of a new regional wastewater treatment facility in the future will allow urban densities to grow beyond current city service areas. The additional urbanization of Scott County will impact the transportation system of the county and region. By planning for additional water and sewer facilities promoting future growth the County will also have to plan for additional transportation improvements to meet the future demands.

Scott County is the first county in the Twin Cities metro area to forecast beyond 2030 and create a forecast for 2050 with the information that is available. Figure VI-16 demonstrates a scenario on the type of infrastructure improvements that may be needed based on anticipated traffic volumes. The congested segments cover 405 lane miles in Scott County. The figure gives a scenario that allows the County to anticipate future investment needs in the county by 2050. It also serves as a tool for the County to plan the future transportation system. Determination of general right-of-way preservation needs and the proper functional classification can be made by looking into the future needs.

The forecast does not include any projects outside the 2008-2017 Transportation Improvement Program (TIP). Additional projects by 2050 outside of the ones identified in the current TIP will likely reduce the congested segments by 2050. For more information on the modeling a detailed traffic model report can be found in Appendix C.

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**PLACEHOLDER FOR FIGURE VI-16  
2050 DAILY TRAFFIC FORECASTS AND CONGESTION**

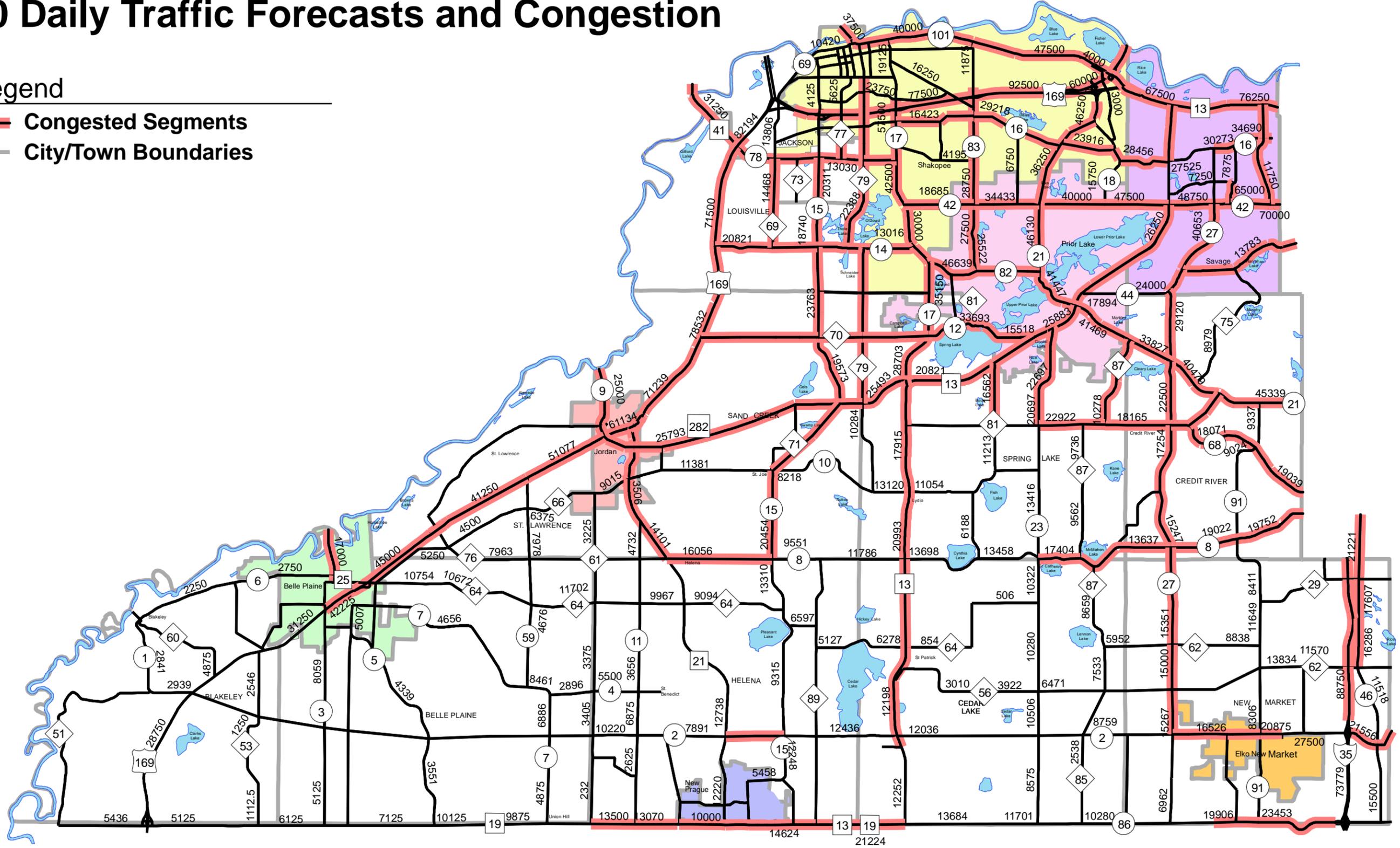
# Scott County 2030 Comprehensive Plan Update



## 2050 Daily Traffic Forecasts and Congestion

### Legend

- Congested Segments
- City/Town Boundaries



## **H. Future Functional Classification Map**

The 2030 and 2050 Forecast Maps show a need to preserve the function of the transportation system in the county and region to accommodate the future demand on the system. The County has developed a Future Functional Classification Map in Figure VI-17.

The Future Functional Classification Map is not currently recognized by the Metropolitan Council as part of their existing and planned functional classification system. However, the time to preserve the function of the roadways and transportation system is now, prior to development precluding options. It is difficult or expensive to retrofit existing development when roadways are upgraded. In the past, access has been granted to roadways in relation to existing traffic volumes and existing functional classification. The future functional classification map is a tool to use when determining access and long term land use.

Principal arterials are the highest function roadway for mobility. The County is recommending the following minor arterial roadways be preserved as future principal arterials in Scott County:

- TH 41 from TH 169 to Carver County border;
- TH 13 from TH 19 to TH 282;
- CSAH 17 from TH 282 to TH 169;
- CSAH 42 from CSAH 18 to CSAH 17;
- CSAH 86 from TH 19 to the Dakota County border;
- CSAH 78 from TH 41 to CSAH 17; and
- CSAH 8 from TH 169 to Dakota County border/CSAH 70.
  - The city of Lakeville also recommends CSAH 70 as a future principal arterial.

## **I. Future Land Use/Access, and Future Functional Classification**

Planning for the future or ultimate functional classification of roads creates the need for the access and land issues to be revisited throughout the county, especially in the urban area. The County's access spacing guidelines will utilize the future functional classification map as a basis for access control along the corridors. While access type and spacing may have been permitted under a previous minor arterial/collector, upgrading the functional class to a principal/minor arterial respectively would create greater spacing needs or elimination of a type of access altogether. Frontage or backage roads may need to be planned so accesses could be consolidated, or land use designations may need to be changed entirely to avoid conflicting traffic patterns due to land use. Land use along roadways should be evaluated in each jurisdiction to make sure that the proposed land use can match the future function of the roadways for spacing. The County is willing to partner with each jurisdiction on any land use corridor analysis.

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**PLACEHOLDER FOR FIGURE VI-17**  
**FUTURE FUNCTIONAL CLASSIFICATION MAP**

# Scott County 2030 Comprehensive Plan Update



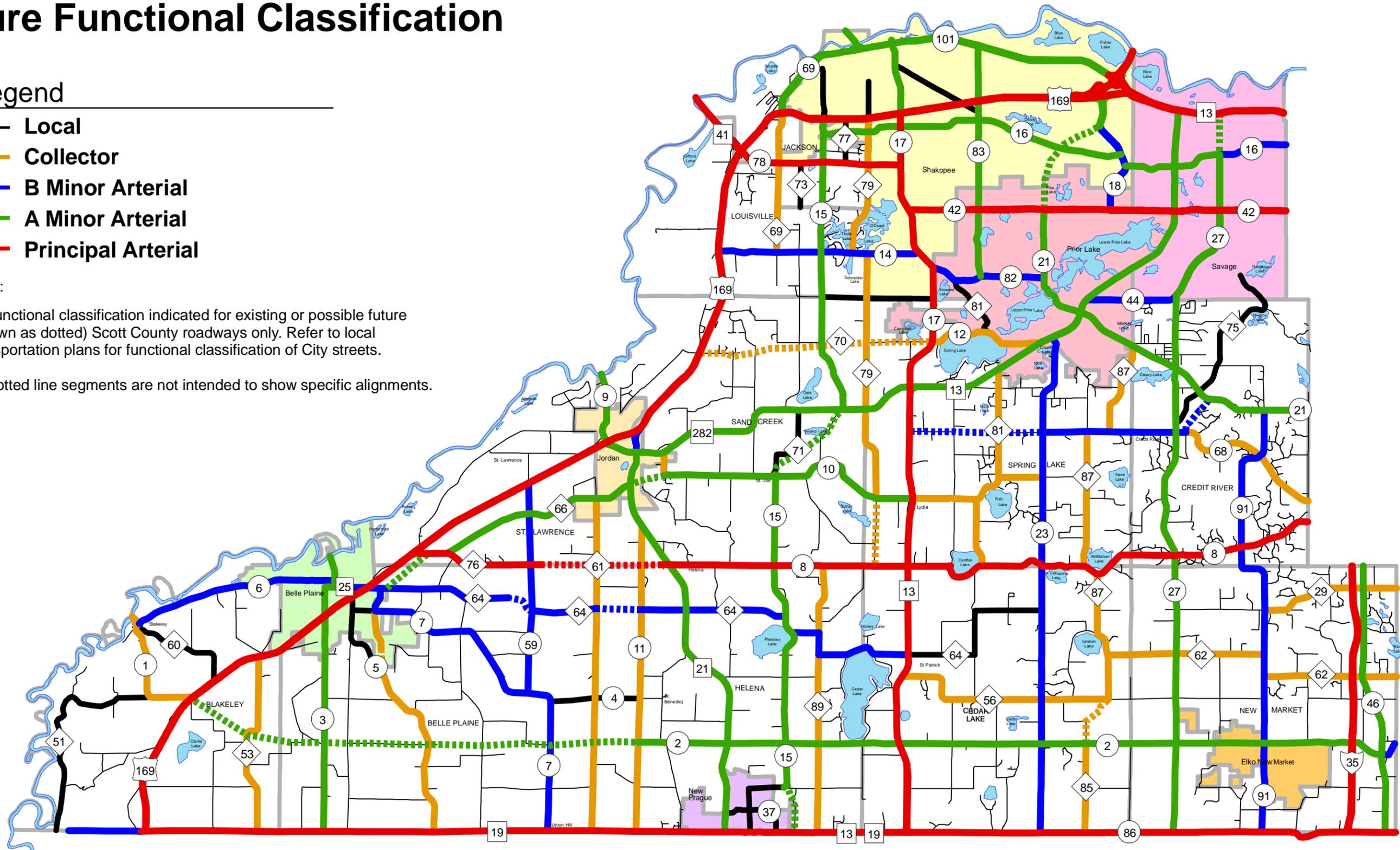
## Future Functional Classification

### Legend

- Local
- Collector
- B Minor Arterial
- A Minor Arterial
- Principal Arterial

### Note:

- 1) Functional classification indicated for existing or possible future (shown as dotted) Scott County roadways only. Refer to local transportation plans for functional classification of City streets.
- 2) Dotted line segments are not intended to show specific alignments.



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This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.

Prepared by: Scott County Planning Department

Adopted: March 24, 2009

## J. Right-Of-Way Preservation

### Corridors

Right-of-Way Preservation (ROW) on existing and new corridors is a key element in planning for the preservation of the future functional classification system. It is anticipated that ROW preservation will take place as development occurs or there is an opportunity to protect a future alignment. The County is working through Scott County Association for Leadership and Efficiency (SCALE) to develop guidance on appropriate ROW strategies. These strategies can be found in the January 2008, *Keep it Moving SCALE Report*.

Figure VI-19 shows the general recommended ROW that will be required to fully develop the functional classification system. When developments occur within city limits the County will work with the city and developer to preserve ROW at the desired requirement in Figure VI-19. When development occurs in the rural area, the County shall require ROW dedication based on Figure VI-19 as part of the plat approval process. Providing additional dedicated public road ROW for an existing or new roadway is identified in this 2030 Plan Update as “public value incentives” for private development (see Chapter V for more details on the Public Value Incentive Program).

### Sight Triangles and Easements

The County has the desire for ROW sight triangles to be located at every new road connection to a county road. The sight triangles allow for the County to maintain sight lines at intersections free of obstruction. It also allows flexibility in locating utilities at intersections. Figure VI-18 shows the recommended sight triangle at intersections to be dedicated with development. The measurements are taken from the corner of intersecting dedicated ROW.

In addition to sight triangles, additional sight lines may be obstructed outside of the ROW due to curves or topography. Sight line easements would need to be obtained by development facing sight line issues identified by the County.

<b>Functional Classification Intersection</b>	<b>Sight Triangle</b>
Arterial and Arterial	75x75
Arterial and Collector	50x50
Arterial and Local	25x25
Collector and Collector/Local	25x25

### Supporting Road Network

Preservation of a collector or local road system along minor and principal arterials is also recommended as development occurs or opportunities arise. It is anticipated the County will work with local jurisdictions to promote the planning, preservation, and construction of interconnected streets that parallel minor and principal arterials.

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**PLACEHOLDER FOR FIGURE VI-19  
FUTURE RIGHT-OF-WAY NEEDS**

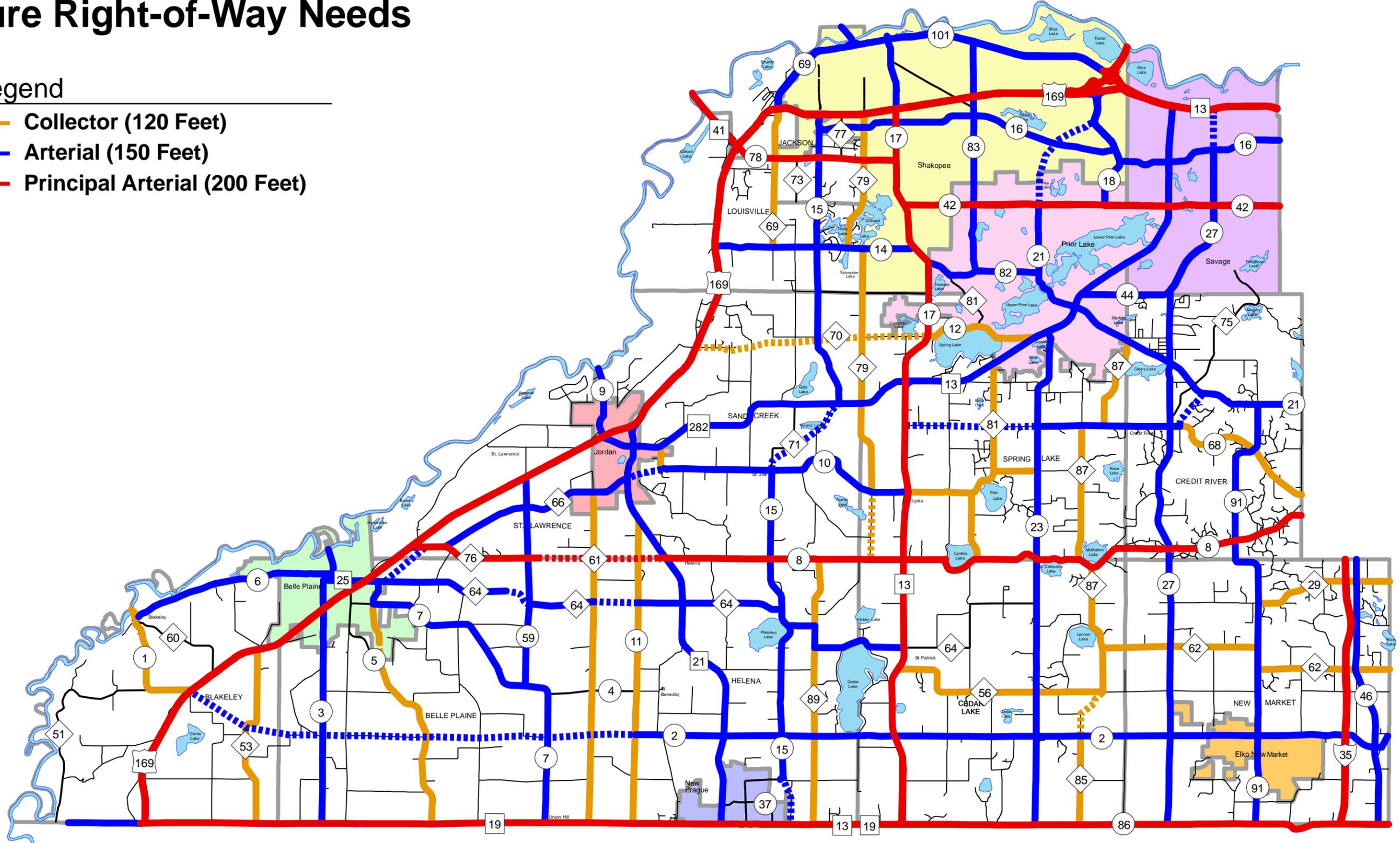
# Scott County 2030 Comprehensive Plan Update



## Future Right-of-Way Needs

### Legend

- Collector (120 Feet)
- Arterial (150 Feet)
- Principal Arterial (200 Feet)



## **K. Green Infrastructure Planning**

One of the objectives of SCALE's Transportation Task Force is to establish and institutionalize a regionally-focused land use and transportation planning process that will ensure the preservation and effective management of both "green infrastructure" (parks, greenways, planned rural areas) and "gray infrastructure" (highways, bridges). SCALE and its member organizations – including the County – envision a transportation and land use planning process that promotes a seamless transportation and greenway system encompassing trails, transitways, and all functional classes of roadways from local streets and collectors to principal arterials.

This 2030 Plan Update sets the overall framework for "green infrastructure" planning through the identification of Natural Area Corridors (see Chapter VIII for more details). These natural corridors could influence the placement, design, and construction of transportation infrastructure that run along or through them depending upon the feasibility of alternative options.

## **L. Improve and Expand Goal, Policies, and Strategies**

### **Goal #VI-3: IMPROVE AND EXPAND the existing transportation system to meet current and future transportation needs.**

- a. Reserve highway transportation corridors based on the transportation needs of the County, as identified in this Plan.
  - 1) Coordinate with the cities in requiring right-of-way dedication consistent with the future Right-of-Way Needs Map for plats adjoining county roads in order to minimize right-of-way acquisition for future roadway construction.
  - 2) Periodically review and update the County's future functional classification system and recognize the map as the starting point for future system needs.
  - 3) When appropriate develop official maps or use of other appropriate preservation tools at future interchange and corridor locations in coordination with Mn/DOT, cities, and townships for preservation of future right-of-way.
- b. Identify, analyze and plan for improvement of the County highway system at appropriate locations to improve traffic flow and safety.
- c. Work with Scott County GIS and local jurisdictions to maintain up-to-date data for implementation into the Scott County traffic model.
- d. Work with cities and townships to identify and mitigate the impacts cause by development.
  - 1) Development pays for the appropriate cost to expand existing roadways impacted by their development.
  - 2) When there are opportunities for improvement to the system outside scope of the developments impacts, the County will consider cost sharing where appropriate.

## **GOAL 4: ALTERNATIVE MODES OF TRANSPORTATION**

### **Provide alternative modes of transportation.**

The alternative modes of transportation section covers modes of travel other than the automobile. Alternative modes range from commuter bus service to travel demand management strategies. Due to rapid growth, the County has come from very little investment in transit service to express service in just a few short years to meet the under served demand that has existed in the county. Trails have also developed from only being in the urban area at the sole expense of the city, to County support of trail construction in the city and in the townships.

### **A. Transit**

#### **Unified Transit Management Plan**

A Unified Transit Management Plan (UTMP) was adopted by Scott County and partnering cities in 2005 and will be updated during 2008. The UTMP guides the transit service operations and transit infrastructure investments within the County. The executive summary of the UTMP is located in Appendix C.

The UTMP was the first overall review and planning document for transit operations within Scott County. As a result of the adoption, the County has seen significant investments in the expansion of express service and infrastructure.

The population growth within the county has had a significant impact on the communities as it relates to alternative transportation options. With the TH 169 River Crossing and I-35W River Crossing currently at capacity, residents are looking for alternative forms of transportation. The Metropolitan Council's 2004 Regional Park and Ride Study identified TH 169 as the most underutilized express transit corridor in the region. This study coupled with the UTMP moved forward construction of the County's first transit station in 2007.

THE UTMP also identified roles and responsibilities for each of the agencies within Scott County.

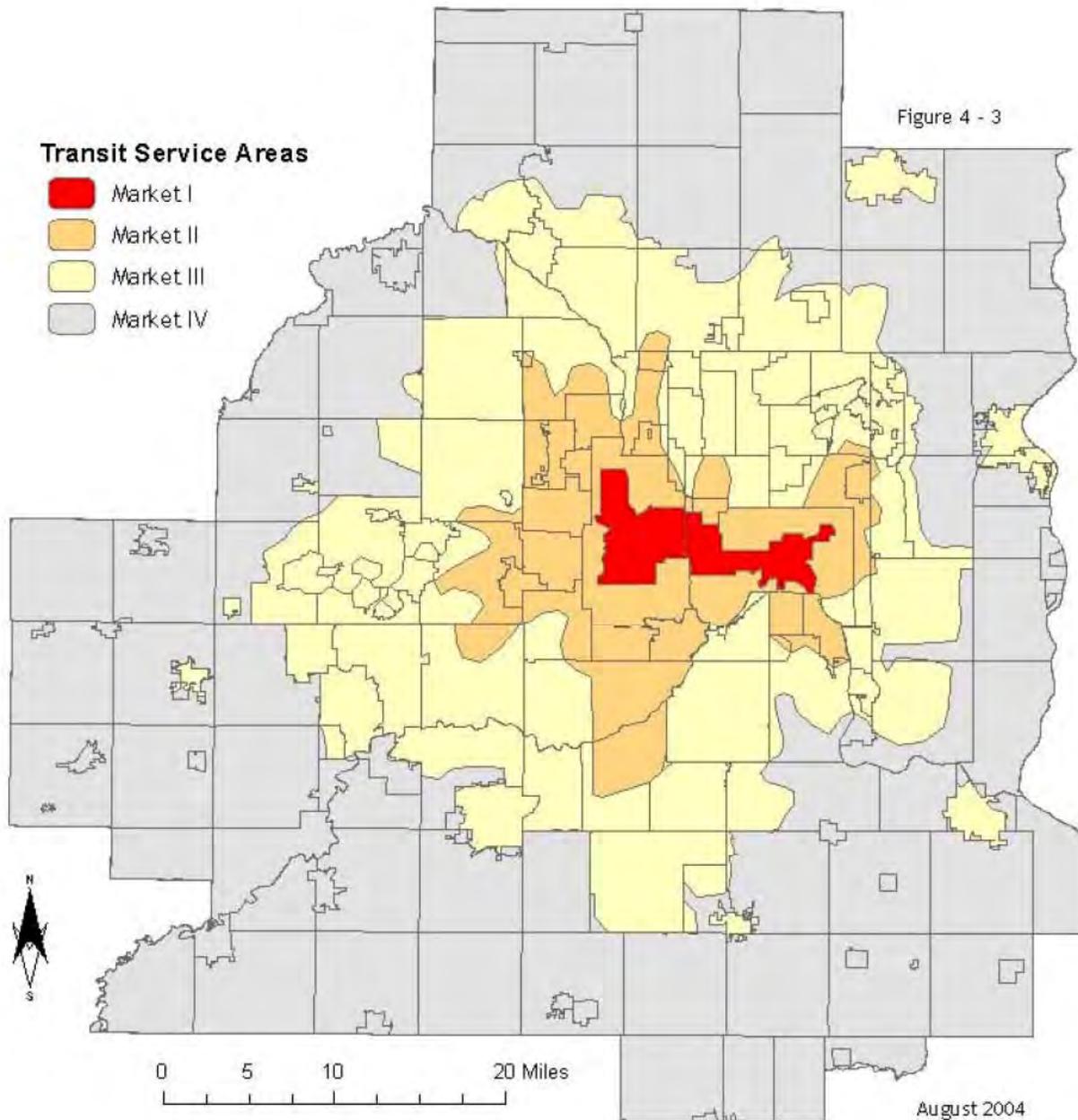
- The County is now responsible for providing ADA and dial-a-ride services within and surrounding the county;
- Cities of Shakopee and Prior Lake (Opt Out Communities) focus their resources on express bus service to downtown Minneapolis via the Blue Express; and
- City of Savage (Opt Out Community) focus their resources on express bus service and local service through the Minnesota Valley Transit Authority (MVTA).

Construction of the new Southbridge Transit Station was a joint partnership between the cities of Shakopee, Prior Lake, and Savage, Mn/DOT, Met Council and Scott County. This station was open for express service to Downtown Minneapolis via the Blue Express in July of 2007 and currently has 500 stalls. Plans are underway to construct a second station, the Eagle Creek Station in 2009 as part of the CSAH 21 extension. This station is consistent with the region's park and ride study and the County's UTMP. This will be a 500 stall parking facility.

As we move forward we will continue to use and update the UTMP as a guide for alternative transportation and infrastructure planning and implementation.

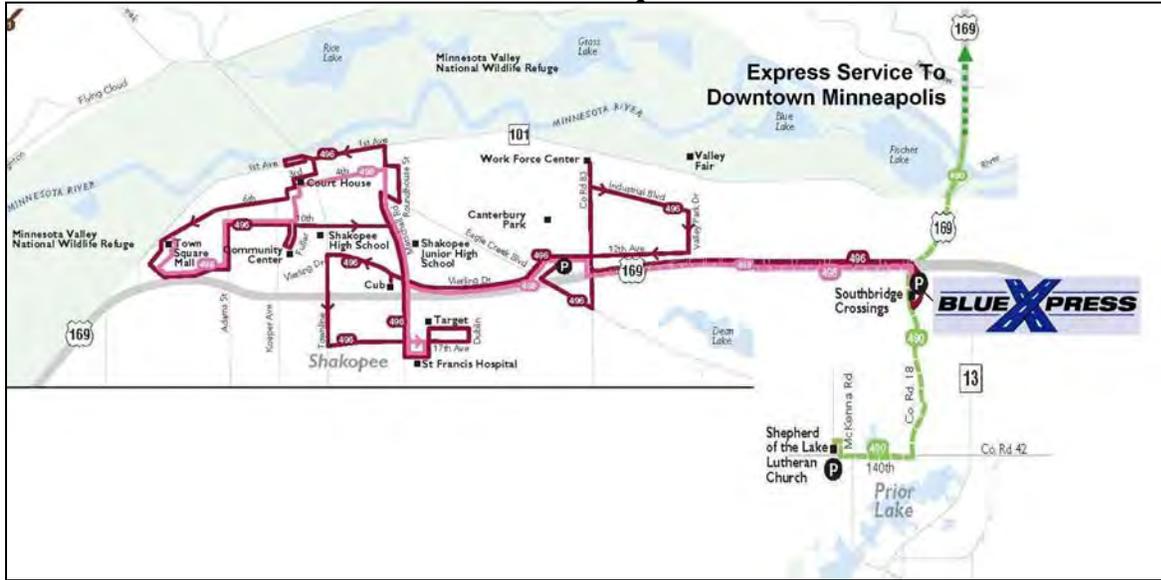
Areas of Scott County are within Metropolitan Council Market Areas III and IV (see Figure VI-20). Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing. Existing transit service routes in Scott County are shown in Figures VI-21 and VI-22.

**Figure VI-20**  
**Existing Transit System Service Areas**



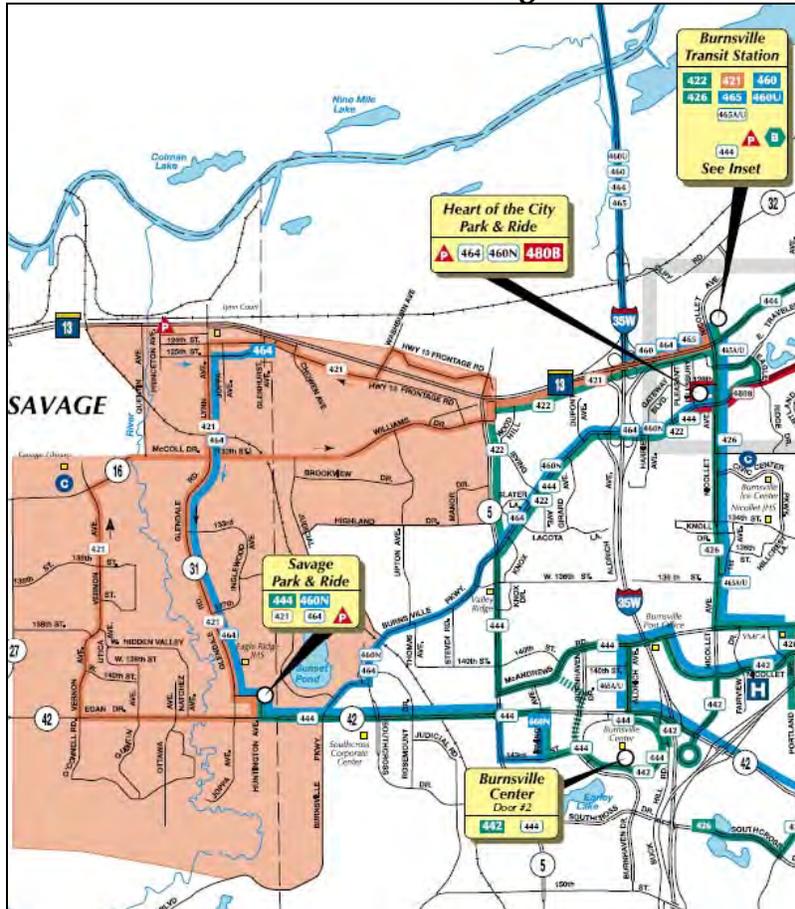
**Source:** Metropolitan Council

**Figure VI-21  
Bus Routes in Shakopee and Prior Lake**



Source: Metropolitan Council

**Figure VI-22  
Bus Routes in Savage**



Source: Minnesota Valley Transit Authority

## **Collaborations and Partnerships**

Scott County will continue to partner with opt out communities, townships, the region and the state to plan for and provide the appropriate transit operations and infrastructure. This would include, but not limited to, the County's roles with organizations such as:

- Metro Transitways Development Board (Membership 7 Metro Counties);
- Minnesota Valley Transit Authority (Opt Out Communities of Savage, Burnsville, Rosemount, Apple Valley, Eagan);
- Scott County Transit Review Board (Elected Officials from the Scott County Cities and County Board);
- Scott County Transit Planning Team (Staff from the Scott County Cities and Scott County);
- Regional Rail Authority;
- SCALE (Scott County Association for Leadership and Efficiency);
- Transit Providers Advisory Committee; and
- Minnesota Public Transit Association.

## **Dial-A-Ride and ADA Services**

Scott County recognizes the significance of quality customer service and efficiencies as it relates to transit. As part of the UTMP, Scott County became the dial-a-ride provider for Scott County. This service is available to all residents of Scott County and is essential in providing trips for a certain portion of our population. In 2007, Scott County provided about 85,000 dial-a-rides.

Scott County through an annual agreement with the Metropolitan Council is the ADA (American with Disabilities Act) provider for Scott County. This service is provided to eligible residents in Scott County. In 2007 Scott County provided about 30,000 ADA rides.

Scott County and Carver County was the recipient of a Metropolitan Council grant in 2008 to work towards a consolidated operation. One of the short-term goals of this grant is to collaborate and/or to merge with the Carver County Transit Service by 2010. This collaboration/consolidation will lead to increased ridership in Scott County's dial-a-ride and ADA programs and enhance our overall services to the region.

## **Contractual Services**

Scott County will continue efforts to provide efficient transit services under contract with other local communities to enhance current services and develop new services that increase transit options to the general public and the region. Scott County provided contracted local fixed route services in 2007 for the cities of Shakopee and Prior Lake. This service provided about 25,000 rides in 2007.

## **Blue Express**

The Blue Express (the name given to the express bus service in the County) is the County's first express commuter bus service from the Southbridge Transit Station (Figure VI-23) in Shakopee to downtown Minneapolis ([www.blueexpressbus.com](http://www.blueexpressbus.com)). The Blue Express service was a major recommendation from the UTMP. The UTMP recommended that the city opt out communities focus their funding on providing express service on the TH 169 Corridor. The Blue Express service is a collaborative operation between Shakopee Transit and Prior Lake Laker Lines. There is currently eight morning and eight afternoon express routes. Mid-day service is provided through the MVTA and Scott County Transit.

Scott County will continue to work with the Metropolitan Council and local communities to provide transit alternatives to the region through infrastructure investments and local services. Scott County currently provides support for the Blue Express bus service as it relates to in kind services (engineering and snow removal activities) and customer service collaborations.

**Figure VI-23  
Southbridge Transit Station**



### **Capital Investments**

Scott County will continue to plan, design, develop and reserve land for future capital investments including but not limited to, bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts as it relates to capital investments.

Scott County will continue to work with Team Transit and Mn/DOT to provide continual bus shoulders on TH 169 from CSAH 18 to the north, including the Bloomington Ferry Bridge. Recent upgrades to TH 169 at Anderson Lakes and Pioneer Trail extended the bus only shoulders, there is still a gap from Old Shakopee Road South and this needs to be addressed in the near future. This is considered a low cost high impact improvement for transit in Scott County.

A park and ride facility at CSAH 16 and future CSAH 21 will be constructed with the extension of CSAH 21. A transit advantage ramp from Stagecoach Road onto the northbound TH 169 ramp will also be constructed with the extension of future CSAH 21. A future park and ride may be considered near CSAH 17 and CSAH 16 (17<sup>th</sup> Avenue) in a future UTMP update.

The Met Council has identified I-35 South as a potential long haul route. As part of future transportation studies in the Elko New Market area, Scott County will work to identify a potential park and ride site in this corridor.

### **Funding Initiatives**

Dedicated funding for alternative modes of transportation has been an ongoing issue for many years within the region. Currently only three Scott County cities are within the transit taxing district and thus eligible for regional service investments. Funding sources do not meet the current demand nor provide opportunities to improve services in the future. Scott County will continue to support the regions efforts to find and implement revenue streams that will improve transportation alternatives. This would include dialogue with the Metropolitan Council and legislature to look at different revenue mechanisms. This may include supporting the re-direction of current funding or finding new revenue sources.

## **Regional Transit Corridors**

Transit Corridors are identified as either Light Rail, Commuter Rail or Bus Rapid Transit (BRT). Scott County will continue to support and collaborate with the region to plan, design, reserve, and develop transitway corridors within the region. These corridors supported by Scott County include, but are not limited to, Dan Patch, Southwest, I-35 W, I-35 E, and Cedar BRT.

**Commuter Rail Transitways:** There are no planned commuter rail projects currently recognized by the Metropolitan Council in Scott County. In the 1990s the Dan Patch Commuter Rail project was identified in the Twin Cities Metropolitan Commuter Rail System Plan as a Tier 1 Corridor (see Figure VI-24). The Dan Patch corridor is a 40-mile corridor from downtown Minneapolis in Hennepin County, through the west and south suburbs of Hennepin, Scott and Dakota Counties, to the city of Northfield in northern Rice County. The proposed Dan Patch Corridor Commuter Rail line could have used existing tracks owned by the Canadian Pacific Railway and Burlington Northern Santa Fe (BNSF) Railway from Minneapolis to Lakeville.

During the 2002 legislative session, the Minnesota State Legislature passed language that prohibits the Commissioner of Transportation, Metropolitan Council, or any Regional Railroad Authority from expending funds for any studies, planning, preliminary engineering, final design, or construction in the Dan Patch Corridor, a Tier 1 Corridor as identified in the Twin Cities Metropolitan Commuter Rail Feasibility Study. Further the legislation states that at the time that Mn/DOT updates its state transportation plan or its Commuter Rail System Plan, the Dan Patch Corridor must be removed for all but historical purposes.

Scott County anticipates that the Dan Patch Corridor will be revisited at some point in the future. Scott County will take an active role in any future study of the corridor. Due to limited road river crossings and forecasted congestion in the future, it is believed that the rail corridor could be a viable choice for commuters south of the Minnesota River in the future. In 2007 Scott County requested the Metropolitan Council include language in their 2030 Transit Master Plan Update to work with the Minnesota Legislature to allow the “Dan Patch” commuter rail line between Minneapolis CBD and Northfield be analyzed.

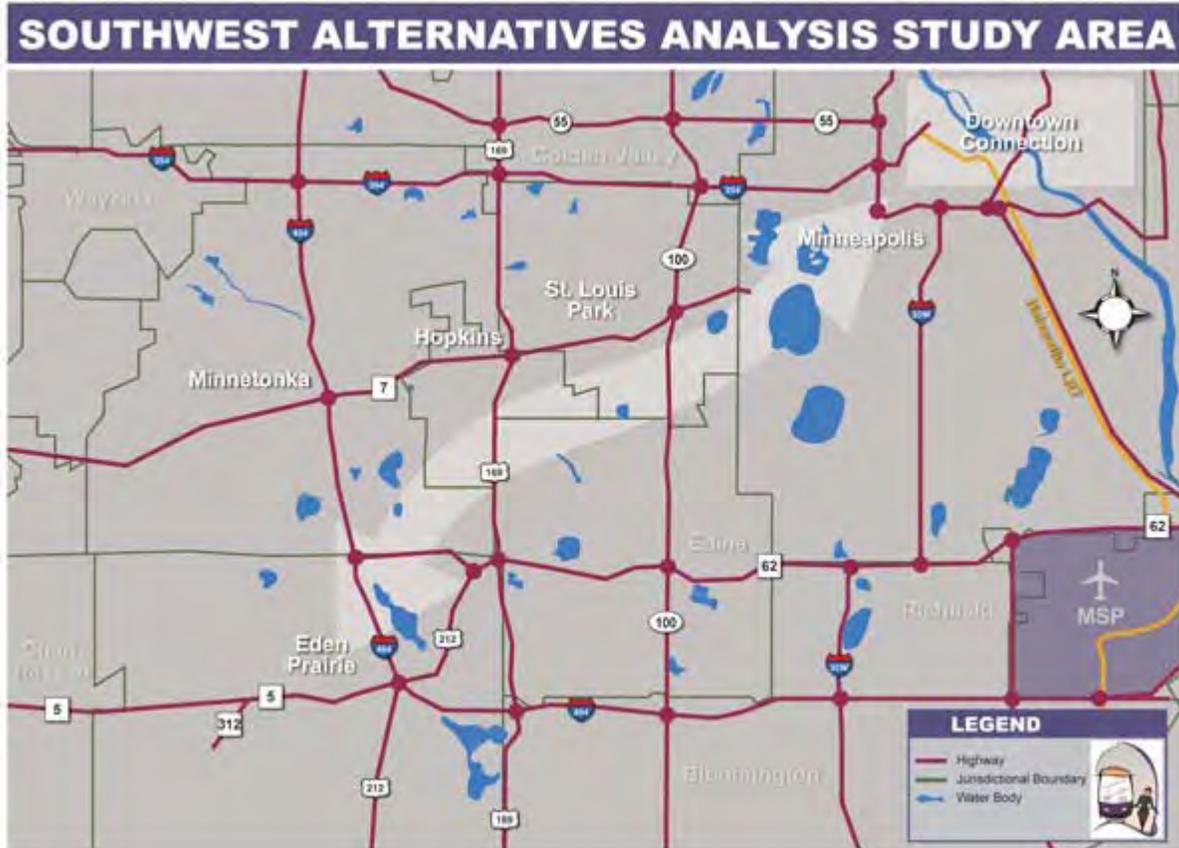
**Light Rail Transitways:** The Southwest Transitway is a proposed high frequency transit line connecting Eden Prairie, Minnetonka, Hopkins, St. Louis Park, Minneapolis neighborhoods and downtown Minneapolis ([www.southwesttransitway.org](http://www.southwesttransitway.org)). The Hennepin County Regional Railroad Authority (HCRRA) accepted a recommendation from the Southwest Policy Advisory Committee (PAC) and authorized staff to issue a request for proposals for a draft environmental impact statement (DEIS) for light rail transit in the Southwest Corridor. Scott County will

**Figure VI-24** (Source: Mn/DOT)



continue to support the efforts for the study and any future implementation of the Southwest Corridor. Scott County is supportive of opening a dialogue with Hennepin County and the Metropolitan Council on how the TH 169 corridor is connected to the Southwest Transitway.

**Figure VI-25  
Southwest Transitway Corridor**



**Bus Rapid Transit (BRT):** I-35W BRT is supported by Scott County as a member of the 35W Solutions Alliance. The I-35W Corridor between Downtown Minneapolis and Lakeville is one of the most heavily traveled corridors in the region. Besides vehicles, it serves over 15,000 bus riders per day. Scott County is supportive of providing infrastructure that promotes advantages for buses and increased park and ride capacity on this corridor.

Scott County is also a member of the Minnesota Valley Transit Authority and supports the express service efforts on I-35W and the importance of the bus routes provided by the MVTA as the backbone of the transit system south of the river.

## **B. Trails and Non Motorized Facilities**

Scott County recognizes the important role of trails (bikeways and pedestrian ways) and sidewalks, for transportation, recreation, and fitness. There is growing demand in our local communities, county-wide and in the region, for these types of facilities.

Given that the County's highways are high volume, high-speed facilities, separated bike and pedestrian ways are an important element of a safe and efficient transportation system. Scott

County recognizes the provision of these facilities with an emphasis on providing continuous facilities across boundaries is an important transportation mode in the county. Public Works and the Parks Department work together to coordinate planning and implementation efforts for the purpose of achieving a county-wide trail system which serves multiple functions, is constructed efficiently, and is complimentary to the trail facilities of local communities and regional neighbors.

Each individual township or city may define a sidewalk system that includes county roads within its jurisdiction. It is important to coordinate the pedestrian and bicycle facilities between jurisdictions. At the time improvements are planned for these roadways, the township or city is responsible for informing the County of its desire for constructing trails or sidewalks. Scott County works within the Metropolitan Council's 2030 Regional Parks Policy Plan for regional needs. The County also cooperates with cities, townships, and other jurisdictions on a trail network that complements the regional trail system.

Figure VI-27 shows the current Metropolitan Council adopted regional trail network in yellow. The blue lines are anticipated future separated trails that will be considered with future road projects. The pink is the County's desire for a regional trail to be considered in future regional plans. Other County highways are to have on road bike facilities provided as roads are reconstructed. It is anticipated the County will include trails on both sides of the road when highways are reconstructed in or near the urban areas. It is also anticipated the County will work with cities to include trails as part of development adjacent to the County road system.

County Road trails within city boundaries are operated and maintained by the cities. County Road trails in rural areas are operated and maintained by the County. Currently there are no operations/maintenance agreements between the County and cities regarding trails, however, it is the County's intention to enter into a future comprehensive agreement.

The standard approach to creating County Road trail facilities is to build them in conjunction with County Road projects and/or development projects, with the exact design, extent, and phasing of the trail facility dependent on the unique situation of each road/development project. Key in the process of building trail facilities is partnering with the local jurisdictions within the county on the development of trail facilities, including cost-sharing.

As with other County infrastructure, financing for the development and maintenance of County Road trails comes from several sources. The County abides to a strict philosophy that development should pay for itself and this holds true for financing development of the County trail system. Other funding sources are local and state aid transportation dollars. The County aggressively looks for federal and state grant opportunities to construct trails consistent with this Plan. The County cost-shares with the cities on the construction of County highway trails. The County policy for trail construction will look at 50 percent of the funding being provided from the cities. Typical suburban construction includes a sidewalk on one side of the highway and bituminous trail on the other side of the highway.

Scott County has identified an emerging concern related to trails, or lack thereof, in residential developments located in the townships. Several existing developments lack trails within their neighborhoods as well as to trails and destinations beyond the neighborhoods. Demand for these facilities from the residents of those neighborhoods is high and continues to grow. Construction of trails post development is unduly expensive. There is an opportunity to require the provision of neighborhood trails as a part of the development process; however, issues related to ownership and maintenance responsibility are a concern given the capacity of the

townships for infrastructure maintenance. The County is interested in working with the townships to explore possible solutions to our mutual concern, especially in those areas designated as permanent rural.

Providing safe locations for pedestrians and bicyclists to cross the County highways is another area of concern. These issues will be considered anytime a pedestrian or bicycle facility is proposed.

### **County Trails and Trail Classification**

The County uses the following trail classifications (a subset of those that appear in Chapter VII, Parks and Trails, of the 2030 Plan Update) in defining its trail facilities (modified from *Trail Planning, Design, and Development Guidelines*, MN DNR Trails and Waterways). Categories and classifications shown are those pertinent to Scott County transportation.

<b>Figure VI-26 Roadway Design Volume Ranges</b>	
<b>Category</b>	<b>Classification</b>
<b>Shared Use/Separated Paved Trails</b>	Bituminous or aggregate trails separated from the roadway; shared use. <u>Sub-categories:</u> -Linking Trail: typically paralleling roads -Destination Trail: emphasize the landscape setting and recreational value. Typically not associated with roads.
<b>On-Road Bikeways</b>	These are associated with the road surface. Typically are local and do not serve as a regional route. <u>Sub-categories:</u> Bike Routes – road shoulders 5' + Bike Lanes- designated striped lane for bicycles

### **C. Snowmobiles/ATV's**

It is the County's intent to manage snowmobile trails throughout the county by serving as the Grant-In-Aid local sponsor. As the local sponsor, the County will work with the local snowmobile clubs to identify trail routes, evaluate routes for safe travel, and monitor trail routes for maintenance concerns caused by snowmobile use. Local snowmobile clubs will be responsible for negotiating easements, marking trails, grooming trails, monitoring use, providing educational and training opportunities, and assisting with resolving issues throughout the snowmobile season through agreement with the County.

State law permits snowmobiling on the bottom or outside of ditches on rural sections of County Roads. Snowmobiling is only allowed by special permit issued by the Highway Department on urban sections of County Roads through the Grant-In-Aid program. In issuing permits, the County will work with the local snowmobile clubs to review the proposed route for safety, maintenance concerns, and other issues. If a trail route permit is denied by the County, the County will work with the local snowmobile clubs to determine if another route is feasible.

The County supports this current flexible approach, with the understanding that as urbanization continues, the County has concerns regarding future pedestrian, vehicle and snowmobile conflicts in the incorporated cities. The County believes that working with the snowmobile groups to identify future corridors for snowmobile use today may have an acceptable solution in place before the conflicts occur. The County will work with clubs to identify potential future trail

issues and solutions. Where feasible and when funding is available, additional right-of-way may be acquired with road projects to accommodate designated long-term sustainable trails to provide access from urban areas to rural areas and other recreation destinations. In addition, parking sites may be identified to provide trail access to rural areas.

Due to the damage ATV's cause to vegetation and infrastructure, ordinances will be developed to prohibit ATV use on County roads or in County right-of-way in both incorporated and unincorporated areas. The Parks and Trails chapter (VII) of the 2030 Comprehensive Plan Update further discusses the County's intention to work with snowmobile and ATV clubs in exploring long-term opportunities.

## **D. Aviation**

There are no existing or proposed regional system airports located in Scott County. Commercial flights are directed to the Minneapolis-St. Paul International (MSP) Airport, which is approximately 15 miles northeast of the county in Bloomington. All but one of MSP's runways route take-offs and landings in a northwest/southeast direction. Runway 4-22 is aligned in a southwest/northeast direction, which brings planes over parts of Savage and the rest of the county. However, when these planes are over Scott County, they are at an elevation a few thousand feet above ground, which prevents noise disturbances from reaching the surface and impacting residents. Scott County is outside the noise exposure zones and airport safety zones of MSP Airport.

Flying Cloud Airport is a reliever airport for the MSP International Airport. It is located in Eden Prairie, approximately one mile north of Shakopee. Flying Cloud has three runways; two positioned in an east/west fashion (with little impact on Scott County) and one runs in a north/south direction. The 2,690 foot north/south runway generates the least amount of air traffic. A small portion of the Minnesota River Valley in Shakopee is part of the airport's influence area. Most planes are 800-1,000 feet above the river valley before entering Scott County. Flying Cloud has not established any airport safety zones, but may be looking into this with the cities of Shakopee, Eden Prairie, and Chanhassen in the near future.

Airlake Airport is another reliever airport located in Lakeville, approximately two miles east of New Market Township. Airlake has one runway positioned in a northwest/southeast direction. The airport has limited influence zones due to its small size, direction of runway, and low usage; as a result, it does not have a major impact on any portion of Scott County. Belle Plaine Airport is located in Sibley County, approximately one mile north of the city of Belle Plaine. This is a private airport open to the public with one 2,505 foot north/south runway. It is not a part of the regional airport system and primarily used for small personal planes. Influence areas and noise exposure zones have not been identified for this airport.

Since all of these airports discussed above have minimal impacts on the County, airport safety zones have not been established in the Scott County Zoning Ordinance which covers the unincorporated area of the county. However, the County recognizes the need for airspace protection from potential electronic interference and obstructions where regular flight patterns have been established. Any proposed structure over 200 feet shall require notification to the Federal Aviation Administration (FAA) at least 30 days prior to construction, using FAA Form 7460-1 "Notice of Proposed Construction or Alteration," as defined under code of federal regulations CFR - Part 77.

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**PLACEHOLDER FOR FIGURE VI-27  
REGIONAL AND COUNTY TRAIL SYSTEM**

# Scott County 2030 Comprehensive Plan Update

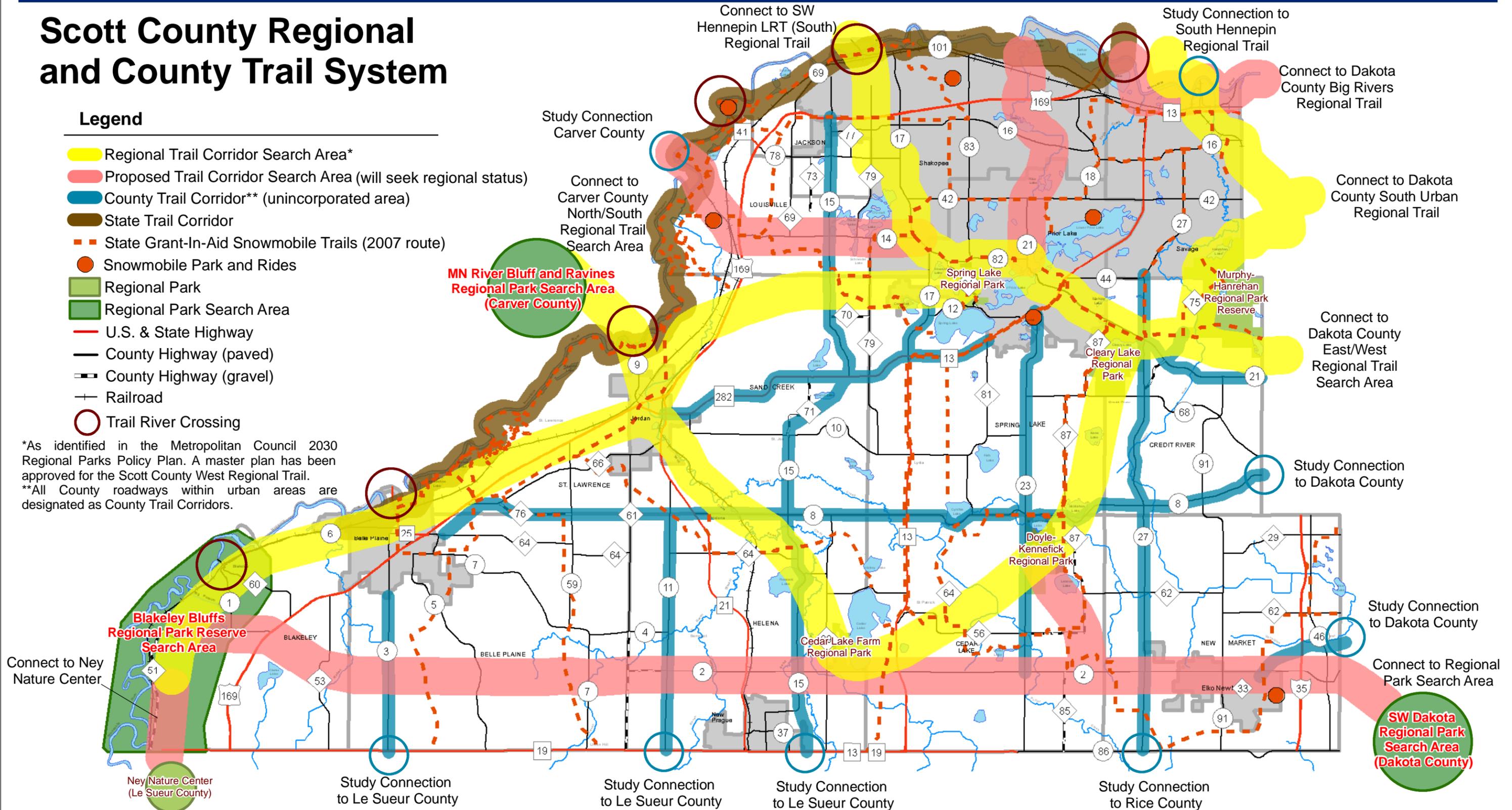


## Scott County Regional and County Trail System

### Legend

- Regional Trail Corridor Search Area\*
- Proposed Trail Corridor Search Area (will seek regional status)
- County Trail Corridor\*\* (unincorporated area)
- State Trail Corridor
- State Grant-In-Aid Snowmobile Trails (2007 route)
- Snowmobile Park and Rides
- Regional Park
- Regional Park Search Area
- U.S. & State Highway
- County Highway (paved)
- County Highway (gravel)
- Railroad
- Trail River Crossing

\*As identified in the Metropolitan Council 2030 Regional Parks Policy Plan. A master plan has been approved for the Scott County West Regional Trail.  
 \*\*All County roadways within urban areas are designated as County Trail Corridors.



For purposes of safe use of surface waters and compatible land use, certain public waters within the seven-county metropolitan area have been designated by Minnesota Department of Transportation (Mn/DOT) Aeronautics for permitted seaplane use areas under state rules. Six lakes located in Scott County are designated as seaplane accessible: Cedar Lake, Geis Lake, Pleasant Lake, Upper Prior Lake, Lower Prior Lake, and Spring Lake. Two regional parks, Cedar Lake Farms Regional Park and Spring Lake Regional Park, abut seaplane accessible lakes of the same name. Scott County and Three Rivers Parks District should become familiar with Mn/DOT regulations regarding the use of the lakes for seaplane purposes to ensure they do not conflict with the development and use of these parks.

Five private airstrips are located in Scott County. New private airstrips are limited to agricultural and low-density, rural residential areas. A conditional use permit is required for operation to insure clear approach zones are provided and flight operations will not present a hazard or nuisance to surrounding land uses. Any private airfields/airstrips permitted through the County should meet minimum safety requirements as defined by Mn/DOT Aeronautics. Figure VI-28 identifies locations of the existing private airstrips and seaplane accessible lakes.

One heliport is located within Scott County at St. Francis Regional Hospital in Shakopee. Heliports allow airborne access in confined or developed areas. This allows for faster emergency response times in critical medical situations. Trailheads and regional parks could be designed to accommodate helicopters for accidents and unexpected situations. If the development of heliports is determined as an appropriate measure in Scott County, regulations and guidelines should be established based on FAA regulations and designed to prevent land use conflicts and noise disturbance.

## **E. Railroads**

Railroads in Scott County serve regional agriculture and industrial uses. Two carriers currently operate in Scott County: the Union Pacific Railroad (owner of two lines) and the Canadian Pacific Railroad. The railroad lines located in Scott County are shown in Figure VI-28, along with the number of trips generated per track. In the event that any railroad line is up for abandonment, the County will evaluate preservation of the corridor for multiple transportation needs. Currently, a Union Pacific spur line that connects Scott and Carver County is being considered for abandonment. This line is being evaluated for acquisition for a future utility, transportation, and trail corridor.

## **F. Commercial Navigation**

The Port of Savage is the only commercial navigation access to the Minnesota River in the metropolitan area. The Port of Savage includes six terminals operated by the following (listed from east to west): Port Cargill East, Mosaic Crop Nutrition, Superior Minerals Co., Port Bunge, CHS Inc., and Port Cargill West. The locations of the river terminals on the Minnesota River are identified in Figure VI-28.

As shown in Figure VI-29, 3-5 million tons of product was handled annually through the Port of Savage between 2001 and 2005. The shipping season generally begins in mid-March and runs until the end of November. Although all of the terminals have rail access, about 75 percent of the tonnage to and from the terminals is distributed by truck. This amounts to over 175,000 truck trips in an 8.5 month season.

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**PLACEHOLDER FOR FIGURE VI-28  
RAILWAYS, RIVER PORTS, AND AIRSTRIPS**

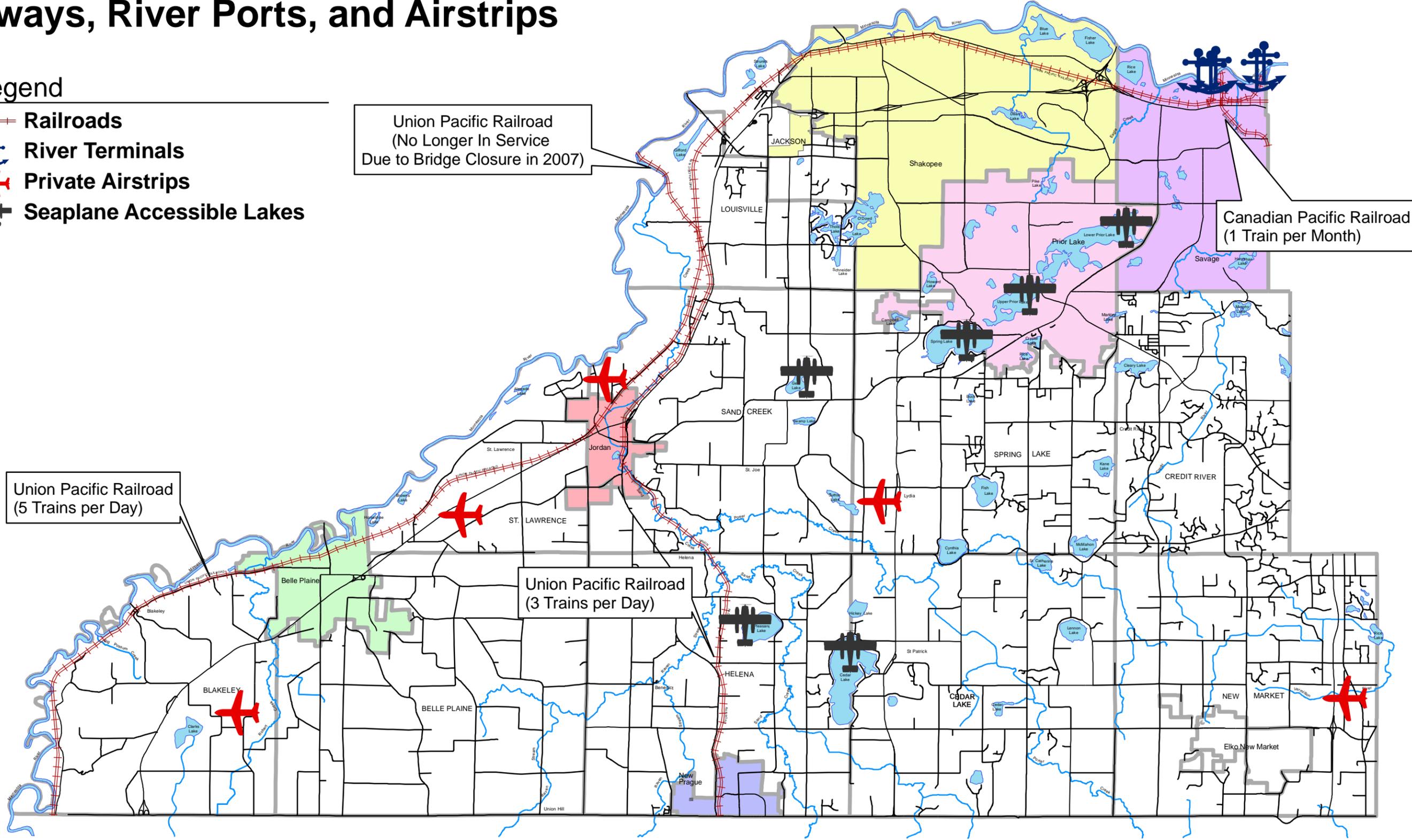
# Scott County 2030 Comprehensive Plan Update



## Railways, River Ports, and Airstrips

### Legend

-  Railroads
-  River Terminals
-  Private Airstrips
-  Seaplane Accessible Lakes



<b>Figure VI-29 River Port Annual Tonnages*, 2001 to 2005</b>					
<b>Port</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
Minneapolis	1,513,745	1,721,612	1,683,650	1,282,993	696,277
St. Paul	5,104,139	5,941,109	5,479,857	5,660,509	5,462,801
<b>Savage</b>	<b>4,185,198</b>	<b>5,461,318</b>	<b>4,204,697</b>	<b>3,427,182</b>	<b>3,018,613</b>
Red Wing	812,567	987,461	1,026,891	830,446	787,883
Winona	2,558,633	2,812,915	2,263,660	1,781,079	2,008,029
<b>Total</b>	<b>14,174,282</b>	<b>16,924,415</b>	<b>14,658,755</b>	<b>12,982,209</b>	<b>11,973,603</b>

\*Annual tonnages have varied due to seasonal flooding, ocean freight rates, and commodity demand.  
**Source:** Minnesota Department of Transportation, 2006.

The nearby merging of the Minnesota and Mississippi Rivers allows connection for the Port of Savage to the Mississippi River shipping system. The river system supports five port areas in Minnesota with a combined 2005 transported tonnage of 11.9 million tons. The Port of Savage is the second busiest port in the system. Minnesota's largest river tonnage commodities are agricultural products, namely corn, soybeans, and wheat. Minnesota agriculture ships over 60 percent of its total agricultural exports down the Mississippi River. River ports also handle dry cargo products such as coal, fertilizer, minerals, salt, cement, steel products, scrap, and liquid products including petroleum, caustic soda, vegetable oils, and molasses.

The Lower Minnesota River Watershed District (LMRWD), in conjunction with other agencies such as the Army Corps of Engineers, periodically conducts dredging operations on the Minnesota River up to the Port of Savage to maintain a 9-foot deep shipping channel. The LMRWD works to obtain locations for the dredging spoils and assists in finding end users for the dredged materials.

The TH 13 Corridor and the Ports of Savage is a high funding priority for SCALE. This corridor is considered the highest transportation priority for SCALE and is considered a multi-modal corridor serving regional and global markets on the 3R's – River, Rail and Roads. The inability of TH 13 to serve the ports efficiently limits the productivity of the ports.

## **G. Travel Demand Management**

The metropolitan area's Transportation Policy Plan (TPP) seeks significant changes in travel behavior to more effectively manage congestion on existing transportation facilities. By modifying the demand for travel, congestion and the need for facility (roadway) expansion can be lessened. Travel Demand Management (TDM) refers to a variety of strategies and actions for increasing vehicle-occupancy rates and reducing vehicle miles of travel and is a critical tool for implementing congestion management. TDM can manage congested routes by coordinating transit operations on routes with major lane closures due to accidents, construction, or planned maintenance activities.

For Scott County, TDM can be a tool for mitigating congestion in particular corridors and locations. The river crossings and approach highways as well as highways leading to the Burnsville Center regional business concentration/I-35W corridor may be future candidates for TDM actions in Scott County. The County encourages TDM efforts that include participants from both the public and private sectors. Joint public-private programs will better represent the diversity of concerns and be more effective in achieving their goals.

## **TDM Strategies**

Travel demand management may include both incentives and disincentives to reduce trip-making activity, shift travel away from congested locations, increase high occupancy vehicle travel, and decrease peak hour travel. Most TDM actions are targeted toward peak hour work trips in highly congested areas. TDM programs are more effective where there are multiple strategies for changing behavior. The particular actions selected depend upon the stated objectives and priorities of the TDM sponsor, funding availability, administrative resources, and participant support. TDM strategies, including ridesharing, transit incentives, parking management and alternative work schedules are discussed below.

**Ridesharing:** In the Twin Cities metropolitan area, Metro Commuters (a division of the Met Council) provides carpool and vanpool matching services, promotes ridesharing and sponsors demonstration projects. Ridesharing can be especially attractive for longer trips on congested corridors such as work trips from Scott County to the metropolitan centers and the I-494 employment strip. Some barriers to ridesharing include the need for before and after work and noon hour trips for shopping, daycare, etc.; varying work schedules; and inability to find pooling partners. Local area bus shuttles, guaranteed rides home, flexible work schedules and employer participation in ride matching can help overcome these barriers. The MVTA's vanpool program provides local commuters an opportunity to rideshare; this program offers matching services and vehicle arrangements.

**Transit/Ridesharing Incentives:** Employers can encourage employees to rideshare or use public transit if available. The benefits to the employer may include a reduction in the need for parking facilities and less traffic congestion around the employment site. Incentives from employers can include subsidized bus passes, on-site sale of bus passes, distribution of transit schedules and ridesharing information, subsidy of vanpools, and preferential parking.

**Parking Management:** Experience elsewhere indicates that parking management is the most effective TDM program element. If parking is free or nearly so, there is a strong incentive to continue solo driving. If parking prices reflect the cost of constructing and maintaining the parking facilities, there is an incentive to try less costly modes of travel. Parking fees can be less for those ridesharing. Similarly, if the supply of parking is constrained, auto driving will be discouraged. In low density suburban areas, restrictions on parking or adoption of fees may be difficult to implement. Parking management is more feasible in the metropolitan centers.

**Alternative Work Schedules:** Variable work hours, flex time, and other alternative work schedules can help facilitate ridesharing and shift travel from the peak hour or period. Telecommuting is another alternative that has been increasing in use as technology improves.

**High Occupancy Vehicle Lanes:** High Occupancy Vehicle (HOV) facilities provide incentives for people to carpool or use transit. These are special facilities for vehicles carrying more than one person, including carpools, vanpools and buses. As highways become congested, highway lanes reserved for HOVs can provide time savings over the more congested mixed traffic lanes. The occupancy restriction typically applies during peak periods in the peak direction.

**High Occupancy Toll Lanes:** High Occupancy Toll Lanes (HOT) facilities provide an option for vehicles to pay for use of a lane at times of congestion. Tolls can vary depending on the amount of congestion on the non toll lanes. There are no lanes planned for or in use in Scott County at this time but I-35W north of Scott County is being designed for such use as part of the Urban Partnership Agreement.

**TDM Organizational Alternatives:** A travel demand management program can be initiated by any level of government operating singly or together or by the private sector. The public sector may include regional agencies, the County or adjacent counties, and local governments. Private interests may include developers, major employers, office-park managers, etc.

One organizational approach to TDM is the formation of a Transportation Management Organization or Association (TMO or TMA). A TMO is commonly a voluntary group of businesses that use TDM measures to address transportation problems. The TMOs sometimes involve public membership. The TMO may serve a major employment activity center or major employers along a congested highway corridor. The Improve 494 TMO consists of private employers and developers and is working to implement a TDM demonstration program along I-494. The Regional Transit Board's (predecessor to Metro Commuter Services) recommended TDM program for I-35W suggests the formation of a TMO in downtown Minneapolis along with a "corridor coordinating group" consisting of regional agencies, affected cities and counties, a neighborhood group, the I-494 TMO, the Downtown Council, University of Minnesota and Honeywell. One of the objectives of a Scott County and Dakota County collaborative effort is to examine the benefits and options to creating a south of the river cross-county TMO for 2008.

The County will coordinate with the Metro Commuter Services, local communities, and others in the implementation of TDM programs, the formation of new TMOs, or the initiation of specific TDM activities.

## **H. Investment in Job Growth in Scott County**

While employment has increased within Scott County over the past decade, the 2000 U.S. Census reported 65 percent of the working population commutes outside of the county on a daily basis, creating a major dependency on County and regional transportation systems. This outward migration results in congestion during peak periods on major roadways that connect to the rest of the metropolitan area, especially in the I 35, TH 169, TH 13, and CH 42, CH 18 and CH 101 corridors. The Blue Express and Southbridge Crossing transit park-and-ride station help alleviate this congestion by providing an alternative mode of transportation for commuters working in downtown Minneapolis. However, commuter shed patterns (as shown in Chapter X) illustrate the county's workforce is spread throughout the metropolitan area.

The 2030 Vision promotes a change in commuter trends over the next two decades; envisioning a time when half of county residents work within Scott County. Satisfying this component of the 2030 Vision will not only diversify the local economy, but it will also help alleviate congestion on these regional corridors. By creating a more diversified local job base, the number of miles traveled per worker may decrease, especially by reducing the need to travel outside of the county to make a living. This will move their traffic from existing congested corridors and disperse it throughout local job centers. In addition, new residents will have an increased opportunity to find a job close to their home, reducing the number of miles traveled for future residents as well.

It is important to continue to find ways to invest in job growth within Scott County to strengthen the local economy and create a more balanced flow of traffic. Scott County can continue to do this by providing investments in County and local infrastructure systems. Major road investments can spur commercial, industrial, and office development within Scott County. Other methods to create job growth include business retention, marketing and promotional efforts, workforce training, and continued economic development efforts by SCALE.

## **I. Alternative Modes of Transportation Goal, Policies, and Strategies**

### **Goal #VI-4 Provide ALTERNATIVE MODES OF TRANSPORTATION.**

- a. Continue to use and update the UTMP as a guide for alternative transportation and infrastructure planning and implementation.
- b. Support the development of public transit that will minimize the need for individual automobile travel.
  - 1) Continue the support of express bus service and identification of new express routes.
  - 2) Continue to plan, design, develop and reserve land for future capital investments including but not limited to, Bus Shoulders along transit corridors, Park and Rides, Transit Advantage ramps, and other regional concepts.
  - 3) Continue to support the region to find and identify a long term stable source of transit operating dollars.
  - 4) Seek funding from regional and state agencies to plan and deliver alternative modes of transportation.
- c. Explore ways to improve and increase efficiency of transit systems in Scott County.
  - 1) Work with transit providers, cities, and the state to evaluate the use of priority timing of signal systems for transit vehicles along specific corridors and other transit advantages.
  - 2) Explore new and existing technology and information relating to transportation alternatives.
  - 3) Encourage employers and communities to promote the implementation of travel demand management initiatives including:
    - Staggering work hours;
    - Employer incentives;
    - Focused use of County resources;
    - Explore potential of transportation management organizations; and
    - Technology.
  - 4) Evaluate collaborative effort opportunities with other counties/providers.
  - 5) Evaluate development of a TMO with Dakota County.
- d. Lead a cooperative effort to reinstate in the Dan Patch commuter rail line for future evaluation.
- e. Support the Southwest light rail line study efforts and any future implementation of the corridor.

- 1) Evaluate express bus service to southwest line.
  - 2) Evaluate southwest service on the TH 169 corridor.
- f. Continue to deliver and support local circulator service and dial-a-ride service.
- g. Continue to partner with others through the Scott County Transit Review Board (TRB).
- h. Review developments for transit issues as part of standard County and City developments reviews.
- i. Create a trail system to serve countywide healthy/active living needs (i.e., access to County parks, activity centers, schools), and transportation needs that provide connections between municipalities and to adjacent counties.
- 1) Include trails as part of the Transportation Improvement Program.
  - 2) Coordinate development of trails with counties, cities, townships, and Three Rivers Park District when opportunities arise.
  - 3) Include paved shoulders or separated trails as a regular component of highway improvements on both sides of the highway where possible in the urban area, and on targeted County roads in the rural area.
  - 4) Include paved shoulders to serve bicycle and pedestrian modes on rural construction and resurfacing projects.
  - 5) Include separated trail facility phasing considerations (additional ROW, grading) on County identified future separated trail corridors where current needs do not warrant a full facility with a project on the trail corridor.
  - 6) Consider Mn/DOT and AASHTO guidelines when designing County road trails.
  - 7) Support the provision of pedestrian and bicycle facilities that are consistent with the safe and convenient circulation/recreational needs of pedestrians and bicyclists.
  - 8) When rail corridors become available through abandonment, pursue options of alternate uses including trails and other forms of transit or recreation uses.
- j. The County's long term vision is that snowmobile trails shall not be allowed within County right-of-way in the incorporated areas, except for some limited long term sustainable corridors that have not yet been identified. The County shall continue to work with local clubs to determine the sustainability of State Grant-In-Aid trails in incorporated areas as land use developments or road projects occur.
- k. ATV's shall not be allowed within County right-of-way in both incorporated and unincorporated areas.

## GOAL 5: TRANSPORTATION PLANNING

**Provide transportation planning that supports a comprehensive transportation system.**

*“You cannot escape the responsibility of tomorrow by evading it today.”*  
Abraham Lincoln, circa 1863

Why is transportation planning so critical? Rapid growth in Scott County has placed pressure on transportation providers to plan for and preserve the necessary corridors and right-of-way for transportation purposes. Since funding for transportation purposes is so scarce, it is critical to identify and preserve this needed right-of-way. Through the use of corridor studies that coordinate transportation, land use and environmental factors, Scott County can identify the needed corridors to achieve its transportation vision.

Transportation planning involves assessing the current state of the County and region's transportation issues, managing development to mitigate impacts to the transportation system, and developing plans to address issues that are projected to arise in the future.

### A. Existing Studies

#### **TH41 River Crossing Study (New alignment between TH 169/TH 212 )**

Mn/DOT, along with the city of Chanhassen, Carver, Chaska, Shakopee, and both Carver and Scott County partnered to study a future freeway connection over the Minnesota River between TH 169 and TH 212 with a Tier 1 Environmental Impact Study (EIS). At the time of this printing a preferred alignment has not been selected. There is no funding identified by Mn/DOT to construct the river crossing at this time. There has only been ROW acquisition/preservation funding identified. A Tier II EIS will be conducted closer to the time of construction.

Trunk Highway 41 *over*  The Minnesota River

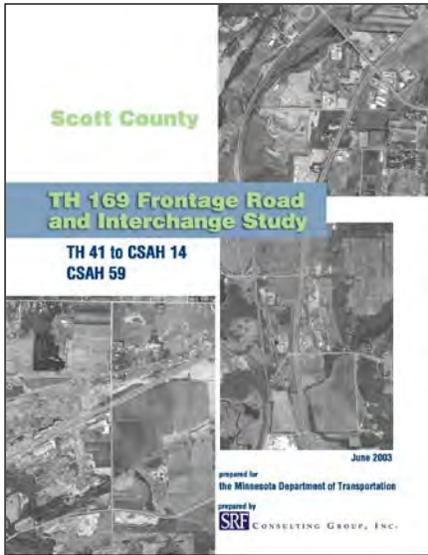
#### **TH 13 Corridor Management Study**

TH 13 Corridor Management Study completed in 2000 by Mn/DOT, Scott County, Dakota County, cities of Savage and Burnsville. This corridor study identified alternatives for improving traffic flow and needed local street connections to support this corridor. Six projects have been identified with one completed and two funded over the next four years. These projects consolidate access, provide frontage roads so that freight vehicles in to the ports can stage on local streets and not TH 13, and grade separate two intersections (CSAH 5 in Burnsville and TH 101 in Savage).

#### **TH 169 IRC and TH 169 Frontage Road and Interchange Study**

In 2000, the Minnesota Department of Transportation (Mn/DOT) identified and adopted a statewide system of arterial roadways that are critical to serving the economic interests of the state. This system, the Interregional Corridor (IRC) System, is comprised of two percent of the roadway miles in the state, but accounts for over 30 percent of the miles traveled. State Highway 169 is an important corridor that provides essential connections between southwestern Minnesota and the Twin Cities.





It carries commuter traffic; serves as a conduit for commercial, agricultural and manufacturing products; and provides regional access to retail, institutional, recreational and entertainment facilities (Mn/DOT). An executive summary of the TH 169 IRC is located in Appendix C.

The identification of a local road network and interchange system, including land needed for future public uses, permits both public and private property owners to adjust their building plans equitably and conveniently before future investments are made. Having a long-term transportation and access plan in place will provide local agencies with a tool to guide development and redevelopment in the area in order to optimize both public and private investments (Mn/DOT). This was the inspiration for the TH 169 Frontage Road and Interchange Study prepared in 2003. The study looked at frontage road needs along TH 169

between TH 41 and CSAH 14, also developed interchange concepts at CSAH 14 and an official map for an intersection with CSAH 59. A copy of this study can be found on Mn/DOT's website.

### **CSAH 42 Corridor Study**

CSAH 42 has a unique significance to Scott County, Dakota County, and the Metropolitan Area. It is the only east-west roadway that provides a continuous connection through central Dakota County and northern Scott County, provides direct connections to all of the major north-south freeways in the southern metropolitan area, and is one of the few options available from northern Scott County to access Interstate 35. It provides access to a number of major regional commercial nodes and to a variety of retail land uses. It is one of the very few principal arterial highways in the metropolitan area that is under county jurisdiction.

CSAH 42 was the subject of a special corridor study undertaken jointly by Scott and Dakota Counties in 1997 and 1998. The Corridor Study examined comprehensively both traffic and land development characteristics in the corridor, and actively involved area residents and representatives of the business community to better understand the key issues facing the corridor. After reaching a general agreement with the study participants relative to the deficiencies in the corridor, an overall plan was developed for the corridor that balances the need for mobility and safety with the need to maintain a reasonable level of accessibility to support area businesses and residents.

The CSAH 42 Corridor Study Report was approved by the Scott County Board of Commissioners as an overall vision for future planning along the CSAH 42 corridor on March 16, 1999. It has been and will continue to be used as blueprint for future action for the management and improvement of the corridor, and will serve as a guide for working with affected communities and Dakota County for future development of the corridor. The findings and recommendations of the CSAH 42 Corridor Study are included in the CSAH 42 Executive Summary as Appendix C.

CSAH 42 is currently being studied from CSAH 21 to the Dakota County line. This study is intended to first identify future ROW preservation needs based on estimated traffic. A preliminary study finding is that there will be a six-lane need between CSAH 18 and the Dakota County line by 2030. The study and its recommendations are anticipated to be completed by summer of 2008.

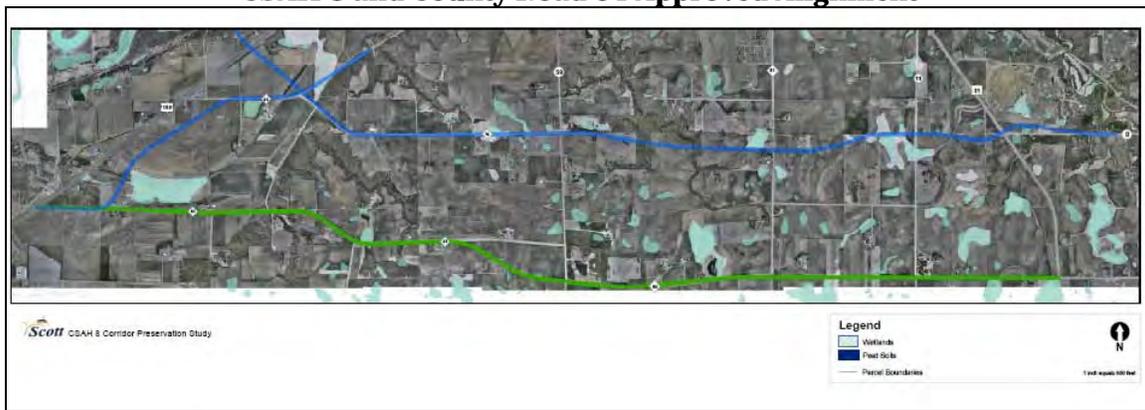
### **CSAH 17/TH 13 Corridor Preservation Study**

The CSAH 17/TH 13 Corridor Preservation Study is looking at the long-term vision and preservation needs for CSAH 17 and TH 13 from CSAH 101 in Shakopee to TH 19 along the southern border. Preservation of the corridor as a future principal arterial and implementing supporting roadways to reduce access points are preliminary findings of the study.

### **CSAH 8 Corridor Study**

The CSAH 8 Corridor Study was adopted in 2005 and looked at a new alignment for CSAH 8 between TH 21 and TH 169. There is an existing gap in the arterial system and this study looked at the location of a future alignment. The preferred alignments for CSAH 8 and County Road 64 are shown in Figure VI-30. A copy of the final report can be found on the Scott County website.

**Figure VI-30  
CSAH 8 and County Road 64 Approved Alignment**



### **CSAH 21 Study in Prior Lake**

The CSAH 21 Study in Prior Lake laid out a vision for future needs of CSAH 21 between CSAH 82 and CR 87. The study examined the existing and future traffic issues that will be anticipated from the study. It also examined the constraints due to the downtown area of Prior Lake and close proximity of Main Street to TH 13. CSAH 21 is anticipated to become a four lane divided between CSAH 82 and CR 87. Portions of this study have already been implemented near CSAH 82 and near Franklin Trail in Prior Lake. An executive summary is provided in Appendix C.

### **CSAH 15 Study in New Prague**

The CSAH 15 Study in New Prague looked at the realignment of CSAH 15 from 270<sup>th</sup> Street to TH 19. This one-mile segment utilizes a portion of the current Alton Avenue alignment. The future project is intended to be development driven and there is a Memorandum of Understanding that was entered into by the City and County for this corridor. A map of the proposed alignment can be found in Appendix C.

### **CSAH 5 and CSAH 7 Study in Belle Plaine**

The CSAH 5 and CSAH 7 in Belle Plaine looked at the realignment options for CSAH 5 and CSAH 7 in the City of Belle Plaine and Belle Plaine Township. The CSAH 5 intersection with TH 169 was closed with the construction of an interchange at CR 64 and TH 169. A new alignment for CSAH 5 was determined to be needed to serve the long term north-south mobility needs of the area. The alignment uses a portion of Hickory Boulevard that has been constructed with development in recent years. A Memorandum of Understanding has been entered into by the City and County that discusses the intent of the study and responsibility by each party.

## **B. Future Studies**

The County has identified a number of transportation system issues that require further study. They are included in a list below in Figure VI-31. The figure does not include studies currently in progress. These studies are identified yearly in the TIP process and programmed for funding accordingly. Studies can also be identified as development issues arise or at the request of other agencies. The current TIP should be referred to for the most updated list of studies.

1. CSAH 69 and TH 169 Intersection, is an interchange geometric layout and access management plan of the interchange area that will allow for the future preservation and lead to the eventual construction of an interchange at CSAH 69 and TH 169.
2. CSAH 78/TH 41 at TH 169, is an interchange geometric layout and access management plan that will allow for the future preservation and lead to the eventual construction of an interchange at CSAH 78/TH 41.
3. CR 70 from TH 169 to CSAH 17, is a corridor preservation study to determine an alignment of a future connection of CSAH 12 to TH 169.
4. TH 282 from just east of Jordan to TH 169, is a corridor preservation study that has been requested by the City of Jordan to evaluate a potential realignment of TH 282 north of Jordan. This alignment study may need to be combined with the CR 70 corridor preservation study due to access spacing restrictions on TH 169.
5. CR 61 from CR 66 to TH 169, is a future feasibility study to determine the potential extension of CR 61 across TH 169 in the city of Jordan.
6. CSAH 2 from TH 169 to CR 61, is a future corridor preservation study to determine a future alignment of CSAH 2 to be preserved. This connection would complete the CSAH 2 corridor and provide an arterial connection from TH 169 to I-35.
7. CSAH 8 from TH 21 to I-35, is a corridor preservation and safety identification/improvement study. This portion of CSAH 8 is a two lane roadway with no identified project funding. This study would look at short term improvement projects (within 10-15 years) and long term build out preservation needs.
8. CSAH 15 from CSAH 10 to TH 282, is a future corridor preservation study to determine a future alignment of CSAH 15 connection. This connection would complete an arterial roadway segment from TH 169 in Shakopee to TH 19 in New Prague.
9. CSAH 68 from TH 13 to CSAH 23, is a future corridor preservation study to determine an alignment of CSAH 68 to TH 13 to provide an east west reliever road to TH 13 in Prior Lake.
10. CR 62 and 250<sup>th</sup> Street at CSAH 91, is an area for future study to determine if a connection between the two intersections can be made. 250<sup>th</sup> Street is identified as a possible future County road and terminates at CSAH 91. CR 62 has an overpass of I-35 and together with 250<sup>th</sup> Street could serve as a continuous east-west roadway across Cedar Lake Township, New Market Township, and the city of Elko New Market.

11. CSAH 2 and I-35 Intersection, is an interchange preservation study for the long range needs of the interchange and access management of the interchange area..
12. CSAH 86 and I-35 Intersection, is a future interchange study for the long range right-of-way preservation needs for constructing a new interchange at the existing overpass.
13. CSAH 101, is a future study to evaluate future improvements to the CSAH 101 river crossing.

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**PLACEHOLDER FOR FIGURE VI-31  
FUTURE STUDY NEEDS**

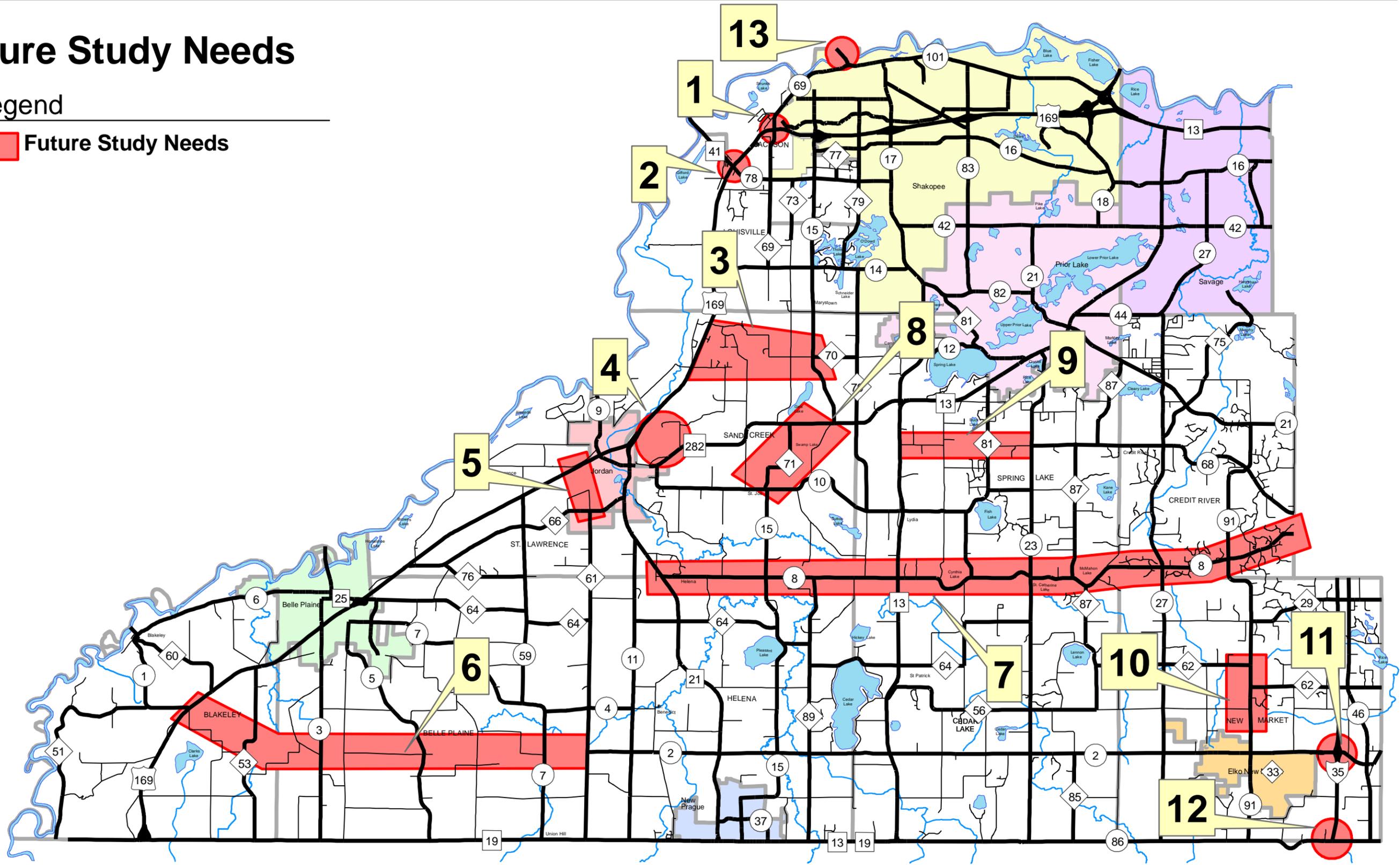
# Scott County 2030 Comprehensive Plan Update



## Future Study Needs

Legend

 Future Study Needs



## **C. Transportation Planning Goal, Policies, and Strategies**

### **Goal #VI-5: Provide TRANSPORTATION PLANNING that supports a comprehensive transportation system.**

- a. Implement the approved County Transportation Plan to establish a transportation system that effectively moves traffic within and through the county.
- b. Provide leadership in the State and region on planning for future regional roadways and on regional transportation issues.
- c. Implement a countywide cost participation policy that is comprehensive in nature.
- d. Support and implement findings of existing studies and support future planning efforts to address existing and future transportation issues/corridors which are anticipated to address future traffic needs.
- e. Promote the development of a comprehensive roadway system at the County, city, and township levels that implements the design, safety, and location standards consistent with this Plan and work with state, regional, city and township agencies to outline both local and regional measures to address transportation system problems including but not limited to traffic congestion and safety concerns on transportation corridors in Scott County.
  - 1) Coordinate transportation planning efforts between neighboring townships, Counties and cities.
  - 2) Coordinate transportation planning and implementation with Mn/DOT, Scott County cities, townships, and neighboring jurisdictions and encourage coordinated investment in transportation facilities to support development.
  - 3) Review and comment on the transportation plans and transportation plan amendments of the cities within Scott County, Mn/DOT, and adjoining jurisdictions for consistency with Scott County's Transportation Plan.
  - 4) Plan for and reserve roadway rights-of-way and corridors based on the transportation needs of the County, as identified in the Scott County Transportation Plan.
  - 5) Encourage the design of supportive and local roadway networks to be interconnected to discourage or minimize direct access to major collector or arterial roadways.
  - 6) Require turn lanes at all new road accesses to County roads of four or more lots.
- f. Work with townships to leverage the County's traditional development controls to encourage the private sector into a collaborative track that could include density bonuses in exchange for public values such as preserving, protecting, or

dedicating right-of-way above and beyond the County's standards for an existing or new collector or arterial roadway, as identified in County or township long-range transportation plans.

- g. Annually update and utilize the Transportation Improvement Program as a system of priorities for improving the various elements of the transportation system coordinated with County Growth Management Strategies.
- h. Incorporate the following strategies in planning for transportation facilities in the townships:

  - 1) Require all developments to provide transportation improvements to serve the development.
  - 2) Work with townships to develop or regularly update their future local street, collector street plans, and turn lane implementation plans.
  - 3) Requiring the staging of platted right-of-way and ghost platting of all property to encourage a vision for a local interconnected street network.
  - 4) Permanent cul-de-sacs will only be allowed in cases where proper interconnectivity of local streets will be provided or where topography or environmental constraints preclude interconnection of local streets.
  - 5) Requiring shared driveways for plats of three (3) or less lots that include plans for the future removal of those direct driveway accesses to a local street at some time in the future.
  - 6) Plats that are of four or more lots or have the ability to create more than four lots shall require a public road be dedicated and that turn lanes be constructed on the County road.
- i. Use of the Wheelage Tax fund must meet three of the five qualifying criteria:

  - Project must include an Interstate Freeway, Inter-Regional Corridor, US Highway, or Trunk Highway;
  - Project must be currently identified in the "SCALE" list of high priority projects for the County;
  - Project must be identified as a need in one of the following: Met Council's TPP, Mn/DOT's TSP, an adopted Corridor Study (such as the TH 169 IRC or interchange preservation study), or identified in the County's Plan as a regional need;
  - Identified as a congested corridor on the Mn/DOT congestion maps; and/or
  - Identified as being or having intersections on Mn/DOT's list of top 200 crash intersections.

## **ONGOING COSTS AND CAPITAL INVESTMENT NEEDED TO MEET HIGHWAY SYSTEM PLAN**

The current value of the Scott County Highway System is estimated at \$115,000,000 (does not represent replacement value). It is necessary that this investment be protected through an ongoing expenditure of resources for maintenance, preservation and management of the system. Additionally, due to population and employment growth in the county, a significant level of additional capital investment is needed to meet the demands growth places on the existing highway system Section A identifies the current funding composition used for funding ongoing expenditures and capital investment on the highway system. To obtain the vision that has been outlined in this Plan it is going to require a significant annual expenditure and capital investment.

### **A. 2007 Sources of County Highway Funding**

The following is a listing of 2007 county highway funding sources for ongoing expenditures and capital investment:

#### **Scott County Property Tax Levy**

Construction: \$8 million

Maintenance: \$ 1.4 million

#### **County State Aid**

Construction: \$3.4 million

Maintenance: \$2.0 million

#### **Gravel Tax**

The County's portion of the County gravel tax is approximately \$150,000 per year.

#### **Local Partner Cost Sharing**

The current cost participation policy has an estimated participation of 10-15 percent by local governments towards County project costs.

#### **Wheelage Tax**

Wheelage Tax is currently at \$5 per eligible vehicle registered. The revenue generated was estimated in 2007 to be approximately \$475,000 per year. The County implemented this tax in 2008 as a dedicated funding program, "System Advanced Funding through Efficient Transportation Investments" or Legacy fund. The Legacy fund commits the wheelage tax revenues to projects that advance a regional need thus saving cost for the public through reduced crashes, improved mobility and project cost savings by moving projects forward to construction sooner.

#### **Federal Highway Funds**

Scott County competes at the regional level for federal highway funding based on multiple factors. Scott County has been successful in obtaining approximately \$6 million every two years towards highway construction.

#### **Bridge Bonds**

Scott County annually submits a bridge inspection report that rates the quality of bridges within the county. Based on the structures rating, these bridges may be eligible for local bridge bonds

for replacement. These are applied for on an ongoing basis as needed. The current TIP includes approximately \$3,320,000 to replace 12 bridges.

### **State Turnback Funding**

As part of the construction of the TH 169 bypass and Ferry Bridge, Scott County took over jurisdiction of CSAH 101 and CSAH 69. These roads are eligible for TH Turnback funds to rehabilitate these highways. The current TIP includes \$19,130,000 for seven identified projects over the next ten years.

## **B. Current and Future Highway System Costs**

### **Ongoing Expenditures Required to Protect Existing Highway System**

To preserve the County's existing highway system investment valued at \$115,000,000, in 2007 the County expended \$6.4 million to maintain, operate and manage the system (materials and labor). In some areas the County expenditures are below the levels needed to sustain the life cycle of the investment at the most optimal level. It is estimated that the County should be expending approximately \$2.1 million more annually (\$1.6 million in preservation and \$0.5 million in management) in order to meet this objective. Long-term deferred expenditures could result in shortened service life of roads and bridges, higher road user costs and operational issues. Efforts should be made over the life of this Plan to move towards higher annual expenditures for these activities.

### **Preservation of Pavements and Bridges**

Preservation of the system assumes the ongoing operational and maintenance expenditures occur on an annual basis. These activities include: ditching, re-graveling shoulders and road surfaces, culvert replacements/repairs, mowing, plowing, and weed control at a minimum. As the system increases in size, so will the costs associated with these activities. The County will work towards efficiencies in these activities, but over time the ongoing budget will need to increase due to inflation and system growth.

In addition to the ongoing maintenance expenditures, the County has an annual bituminous overlay program. This practice extends the life of the roadways and insures that road surfaces are in a safe condition, with good ride quality. Currently the County spends about \$2.3 million in bituminous surfacing annually. The County pavement management system indicates that the expenditure should be increased to \$3.6 million by 2010 to meet the County's PQI goal, which is to maintain our system at an average PQI of 70. Recent cost escalation in bituminous have not been factored in these costs, so if prices remain at current levels or increase further, this annual investment level will need to be reevaluated. Failure to make the appropriate expenditure in for the overlay program can result in more rapid deterioration of the pavements resulting in the need for more expensive fixes such as reconstruction or reclamation.

To insure sound bridge maintenance and preservation, the County inspects at a minimum of every two years 128 structures that are classified as bridges. 65 of these structures are actually on the County system. The County performs maintenance as needed on these bridges and has a policy to replace the bridges as they near structural deficiency. Currently, the County has replacements programmed for 12 structures totaling \$3,320,000 in the 10 year program, resulting in an annualized expenditure of \$332,000.

## **Management**

Proper management of the system provides a safety benefit, financial benefit, and efficiency benefit to the transportation system. Management of the system includes signal construction, median installation and closures, turn lanes, right-of-way preservation, and access management as examples. These tend to be low cost and high benefit opportunities such as turn lane construction or restriping a roadway.

The County currently expends approximately \$1 million annually for these types of needs. To meet increasing management needs on the system, the level of expenditures should be increased to \$1.5 per year.

## **Capital Investment Needed to Improve and Expand the Highway System**

Due to the current and projected growth of the county, there are numerous transportation system investments that will be needed to address safety issues or alleviate congestion. These investments in expanding the highway system are essential to the County's ability to meet strategic initiatives of: creating safe, health and livable communities; developing strong public partnerships; managing the challenges and opportunities derived from growth; and development sustaining the County's excellent financial health and economic profile.

Regional and state resources will continue to be scarce so it is very important for the County to take a leadership role.

Investments needed to meet this Plan are described as follows:

**Congested Segments:** The 2030 traffic forecast shows that there could be as many as 110 lane miles of congested segments on transportation system in the county. The estimated cost in 2008 dollars to alleviate the anticipated 2030 congested segments in the county (including state highways) would be \$280 million, or an average of \$13 million per year in expansion. Some of these roadway segments cannot be expanded due to environmental constraints and existing land use. Other investment options will need to be utilized to reduce congestion in these corridors instead of road expansion.

**New Alignments:** There are thirteen continuity issues that are identified in this Plan. Only two of the thirteen are programmed for construction. The estimated cost, to construct the remaining continuity issues is estimated in 2008 dollars at \$288 million, or \$13 million per year. Cost sharing and other tactics, such as right-of-way preservation, are needed to reduce the County's burden in order for these new alignments to be constructed in the future.

## **Alternative Modes of Transportation**

Alternative modes are a growing investment in the county as congestion grows throughout the region. This Plan supports continued growth of alternative mode choices.

There is a park and ride facility planned to be constructed at the intersection of CSAH 16 and future CSAH 21. There is an anticipated future park and ride facility at some point in the future in the vicinity of CSAH 16 and CSAH 17 with no current funding identified. There is also a park and ride potential location for the I-35 corridor near Elko New Market; however this site is not identified in the regional park and ride plan.

The future trails identified in this Plan do not have any current funding identified for their implementation outside County road improvement projects in the current County TIP.

## **Transportation Planning**

There is a need to continue transportation planning efforts in order to address the planned growth in the cities and county. It is anticipated that most existing arterials or future corridors that have not been studied to date would be studied in some way by 2030. The estimated cost of continued transportation planning study efforts to 2030 is estimated in 2008 dollars at \$6 million, or an average of \$272,000 per year.

## **PLAN IMPLEMENTATION**

The Transportation Plan has outlined the basic framework for development of the Scott County Transportation System through the year 2030 by:

- Analyzing the existing Scott County transportation system;
- Analyzing future transportation needs;
- Defining specific transportation goals and policies; and
- Actively coordinating land use development decisions with transportation improvements and long-range right-of-way needs.

### **A. Maintenance and Improvements**

Scott County has made a significant investment in its transportation infrastructure. It is critical that facilities be maintained and managed properly to protect this investment. The dramatic increase in traffic volumes, particularly in the northern portion of the county, will require the County to build new highways and add capacity to meet the projected travel demand. The implementation strategy of this Plan establishes how the goals and policies of the Plan will be achieved and the transportation infrastructure protected and upgraded.

This Transportation Plan identifies currently evident safety improvement needs. Other safety and maintenance needs are identified on an on-going basis. Long-range improvements needed to meet 2030 transportation demands are also identified. These are based on traffic forecasts which will be realized if development projections are met. It is important to continue to monitor traffic volumes to discover discrepancies in actual development patterns. Traffic forecasts and the resulting transportation needs can then be adjusted accordingly.

### **B. Future Roadway Classification**

The improvements recommended in this Plan help to identify the type of roadway that will be needed in specific corridors. Most projects will require more detailed design studies to verify traffic projections, consider local conditions, determine design details (especially at intersections) and refine cost estimates.

The County has also developed access spacing guidelines and refined general right-of-way needs for County highways. These guidelines, shown in Appendix C, help the County to reserve adequate right-of-way and access control for new and existing roadways and other improvements.

## **C. Funding**

The actual selection and scheduling of County highway projects for construction are determined annually on the basis of a priority rating system which takes into consideration factors such as road condition, accident statistics, projected traffic volumes, existing and projected congestion, and local jurisdictional input. Other factors which are considered in the prioritization process include the project's ability to reduce County operating and maintenance costs and costs to motorists caused by traffic congestion, delays, crashes, fuel consumption and air pollution.

Funding types and limitations also play a major role in the selection and scheduling of improvement projects. Each year the County establishes a 10-year Transportation Improvement Program (TIP) based on expected funding. The County Board approves funding for the first year of the TIP; subsequent year projects are revised annually.

## **D. Collaboration and Partnerships**

The efficient implementation of County improvement projects depends on the coordination of both scheduling and funding with other levels of government and with private development. Scott County is committed to the coordination of its projects with local and state-sponsored improvements. The County seeks out funding grants and assists other agencies in the preparation of these grants to reduce the cost of a project. The County also aggressively lobbies for funding for identified projects at the State and Federal level.

To improve the coordination of projects with local governments, the County seeks input from cities and townships when identifying projects to be included in the TIP. The needs of specific communities play an important role in the identification of new projects. The communities also provide information on local projects which helps the County to schedule County highway projects more efficiently and to minimize the impact that construction may have on the traveling public.

### **SCALE**

The Scott County Association for Leadership and Efficiency (SCALE) was formed in the spring of 2003 to encourage greater efficiencies and leadership in public service through enhanced communication, collaboration of services and sharing of resources. Members include the mayors and administrators from all cities within Scott County, school board chairs and superintendents from all districts, township officers, representatives of the Shakopee Mdewakanton Sioux Community (SMSC), as well as the County administrator and County Board Chair. SCALE members meet monthly to discuss ways in which local governments already are collaborating, covering programs in law enforcement and public safety, parks and recreation, transportation, community development and general government.

SCALE is particularly beneficial as public officials strive to deliver essential public services with increasingly limited revenues. By building upon existing partnerships, SCALE is helping public officials maximize the opportunities inherent in multi-jurisdictional cooperation to make the most of local government resources.

### **Other Jurisdictions**

Scott County is working with other agencies to implement the jurisdictional changes recommended in this Plan, many of which will come about as a result of other improvement projects. Jurisdictional changes may be phased over a period of time to avoid placing an overwhelming burden on any of the governmental units.

The County maintains continual contact with the state and adjoining counties and cities to ensure a well-planned and implemented transportation system. The County further seeks to take advantage of funding opportunities that develop from coordination with other agencies. The County's "Policies for Cost Participation with Municipalities, State of Minnesota and Other Agencies" is included in Appendix C.

### **E. Summary**

The transportation policies identified in this Plan will guide the development of the Scott County Transportation System over the next 20 years. Scott County is committed in implementing these policies in the development of a safe and efficient transportation system.