
INTRODUCTION

Scott County operates and maintains a highway system. The County also partners to provide transit options both in and outside of the County to other destinations, in conjunction with local, regional and state agencies. Both highways and transit help to serve the transportation needs of its residents, businesses and visitors to the County. 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.

TRANSPORTATION PLAN AND APPROACH

The Scott County Transportation Plan (Plan) provides the basic framework for development of the Scott County Transportation System through the year 2040. 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 appropriate land use adjacent land use while considering the future of transportation systems in the county including highways, transit, and travel demand management. 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 2040 Scott County Transportation Plan is an update of the 2030 Scott County Transportation Plan.

A. Goals

To effectively develop a safe and efficient transportation system in Scott County, this Plan identifies five goals and a number of policies. The goals consider transportation policy directions of the Metropolitan Council and the Minnesota Department of Transportation (MnDOT) and align under the 2040 Vision defined in the County Vision section of the 2040 Plan. All policies and strategies, contained within this section, 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.**

B. Relationship of this Plan to the Metropolitan System

The Metropolitan Council is responsible for planning activities in the seven-county Twin Cities metropolitan area. The Council issued the 2040 Transportation Policy Plan (TPP), adopted January 14, 2015, to present its policies and plans to guide the development of the region's transportation system. It carries forward the vision of Thrive MSP 2040 for growth and development of the Twin Cities region. The primary transportation policy directions within the TPP are to invest to preserve, maintain, and operate the existing transportation system; ensure a safe and secure transportation system; provide effective, reliable, and affordable transportation connections within the region; strengthen the performance of the transportation system; protect the natural, cultural, and built environment and contribute to livable and sustainable communities; use transit investments to shape development; and to advance prosperity by balancing transportation investment across the region. Cities and counties in the metropolitan area are required to develop transportation plans in coordination with these policy directions. The Metropolitan Council reviews the plans to ensure that they are consistent with the Metropolitan Council TPP.



The Metropolitan Council recently adopted the 2040 TPP update on October 24, 2018. The 2018 updated TPP also includes two future scenarios for highway investments and transit service in the region, the Current Revenue Scenario and the Increased Revenue Scenario. The Current Revenue Scenario, is fiscally constrained to currently projected future revenues. The Increased Revenue Scenario is not fiscally constrained, but includes a reasonable assumption for potential increased future revenues.

Current Revenue (Fiscally Constrained) Scenario

- a. Highway
 - Scott County Highway 83 – US 169 to north of Valley Industrial Boulevard, Adding Turn lanes and median
 - Scott County Highway 27 – 2 to 4 lane expansion from Scott County 21 to Scott County 44
 - Scott County Highway 42 – 2 to 4 lane expansion from Scott County 17 to Scott County 83
 - US 169 (& US 41) and Scott County Highway 78 – Construct Interchange
 - US 169 & Scott County 14 - Interchange
 - MN 13 & Dakota - Port Access and Mobility Project
- b. Transit
 - METRO Orange Line (I-35W South Highway Bus Rapid Transit): under construction with some elements already completed, planned to open around 2021

Increased Revenue Scenario

- a. Highway
 - US 169 MnPASS Lanes – Scott County 21 to I 494
 - I 35 MnPASS Lane – Dakota County 50 to Crystal lake Road
- b. Transit
 - Highway 169 Bus Rapid Transit
 - METRO Orange Line Extension

The purpose of this section is to identify how the Scott County Transportation Plan supports the TPP. As the region continues to grow, the level of congestion on the highway system is expected to increase. Because of the regional function of the metropolitan highway system, factors impacting segments within the County are often outside the County's jurisdiction. The County supports efforts to resolve

transportation issues by coordinating with local communities, adjacent counties, MnDOT, and the Metropolitan Council.

The County takes a comprehensive approach to support metropolitan-wide transportation goals and to address transportation issues. This approach considers several methods for addressing current and future transportation concerns: 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's update of the Transportation Plan 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 County and adjacent Counties and between communities within Scott County, thus providing alternatives to the metropolitan system for medium and long distance inter-community trips.
 - c. A Collector system that parallels in close proximity to the metropolitan system and arterial system, thus providing alternate routes for short and medium length trips, and removing them from the metropolitan system.
 - 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, cities in Scott County including Shakopee, Prior Lake, and Savage and several cities in Dakota County have opted out of the Metro Transit Service area.
 - a. The County's multi-service transit system includes:
 - Minnesota Valley Transit Authority – Express commuter service to downtown Minneapolis and St. Paul and fixed route service within Shakopee and connecting to Burnsville and Mall of America; and
 - Park and Ride Facilities; and
 - Smartlink Mobility Management - Scott County provides ADA eligible and dial-a-ride transit service; and
 - Service to Mystic Lake (reverse commute)
 - Metro Mobility
3. 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 "best management practices" for stormwater management.

4. 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.

C. County Highway System and Funding Resources

County Highway System

There are 323 centerline miles (767 lane miles) under the jurisdiction of Scott County. The County Road System includes 92 centerline miles (186 Lane miles) of County highways that typically accommodate lower volumes of traffic and provide a lower transportation function such as collector or local roads. The County's State Aid Highway (CSAH) system has 231 centerline miles (580 lane miles). County highways, designated as CSAH, are eligible for funding from Minnesota's state-aid highway fund for construction, improvement and maintenance. County Highways designated on County state aid system are generally the higher functioning roadways supporting longer trips and greater countywide connectivity.

The primary sources of funding for the maintenance, replacement and improvement of County Roads are the County levy, the wheelage tax and the gravel tax. These funding sources are particularly important because the County Road system is not eligible for State Aid funding. This means expected increases in State Aid revenues will not be able to address maintenance, pavement preservation, replacement, and improvement needs along County Roads.

Because Scott County and Carver County are more rural compared to the other Counties in the twin cities metropolitan area, County Highways (County Roads and CSAH) provide about one quarter of the total lane miles of roadways servicing residents, farms and businesses in the County. In more urbanized metro area counties, local roads comprise a greater share of the lane miles of roadway. The County Road (CR) system makes up $\frac{1}{4}$ of the total county system lane miles and County State Aid Highway's (CSAH) comprise the remaining $\frac{3}{4}$ of the county system. The CSAH system carries about 33 percent of the total vehicle miles travel (VMT) in the County and the County Road system only carries about 2 percent of the county wide VMT. By comparison, the state highway system in Scott County comprises about 7 percent of the total lane miles but by far carries the highest number percent of the traffic, with slightly less than 50 percent of County's VMT recorded on the state highways in 2017.

Maintenance and Operations Funding

In 2016, Scott County spent \$6 million on Maintenance and Operations activities on the County highways. Maintenance activities include snow and ice control, shouldering, pot hole patching, gravel road grading, ditching, mowing/weed control, seal coats, striping, signal maintenance and sign replacement. These activities were funded through \$3.876 million in State Aid, \$1.564 Million in property tax levy, \$103,000 in gravel tax and the remainder in reimbursements/fees.

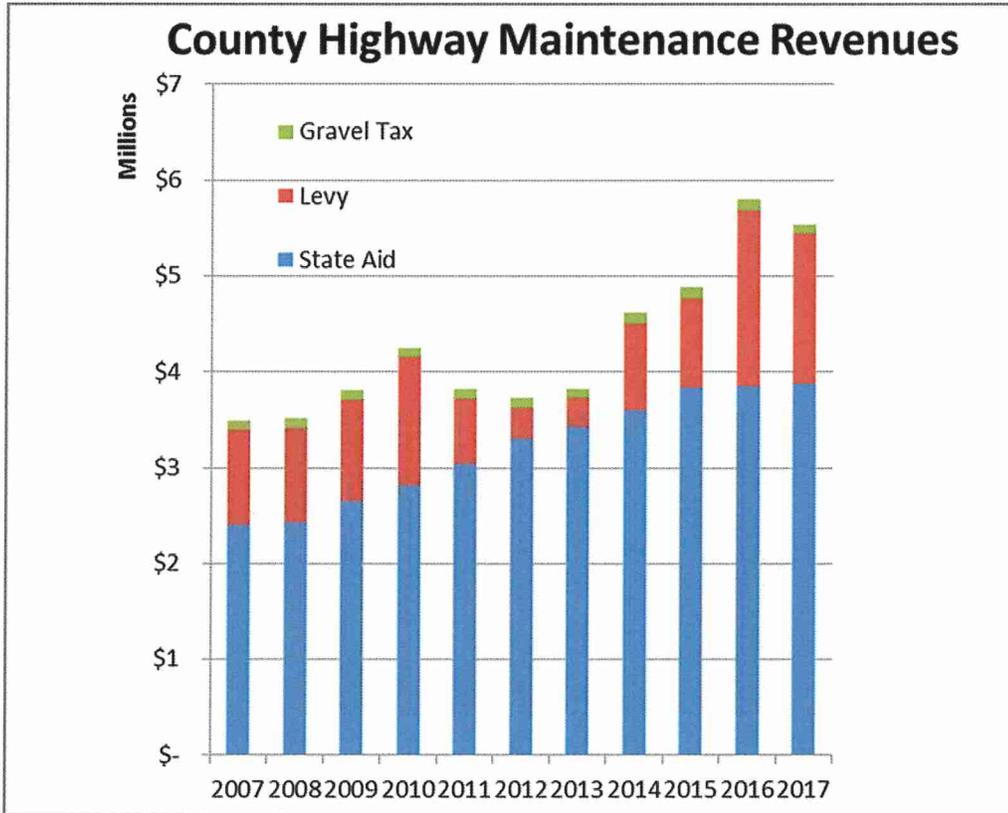
Minnesota statute (MS 298.75 Subd. 7) mandate that Scott County collect a production tax on aggregate material produced within the county or imported into the county. Sixty percent of this revenue goes to the county; 30 percent to cities and townships, and 10 percent goes into a special reserve fund. This tax raises approximately \$100,000 per year and these funds are directed into the road maintenance budget for the county.

State Aid expenditures for maintenance was 65 percent of the funding and property tax levy accounting for 26 percent of the revenue used to pay for county highway maintenance activities. State Aid roadways comprise 75 percent of the lane miles of the County system. Since 2010, the state aid maintenance funding revenue has increased an average of 4 percent per year. Scott County has shifted on a short term basis, capital funding (levy funds) to catch up on pavement preservation needs especially to bolster the seal coating program.

**Figure VI-1
Maintenance Revenues**

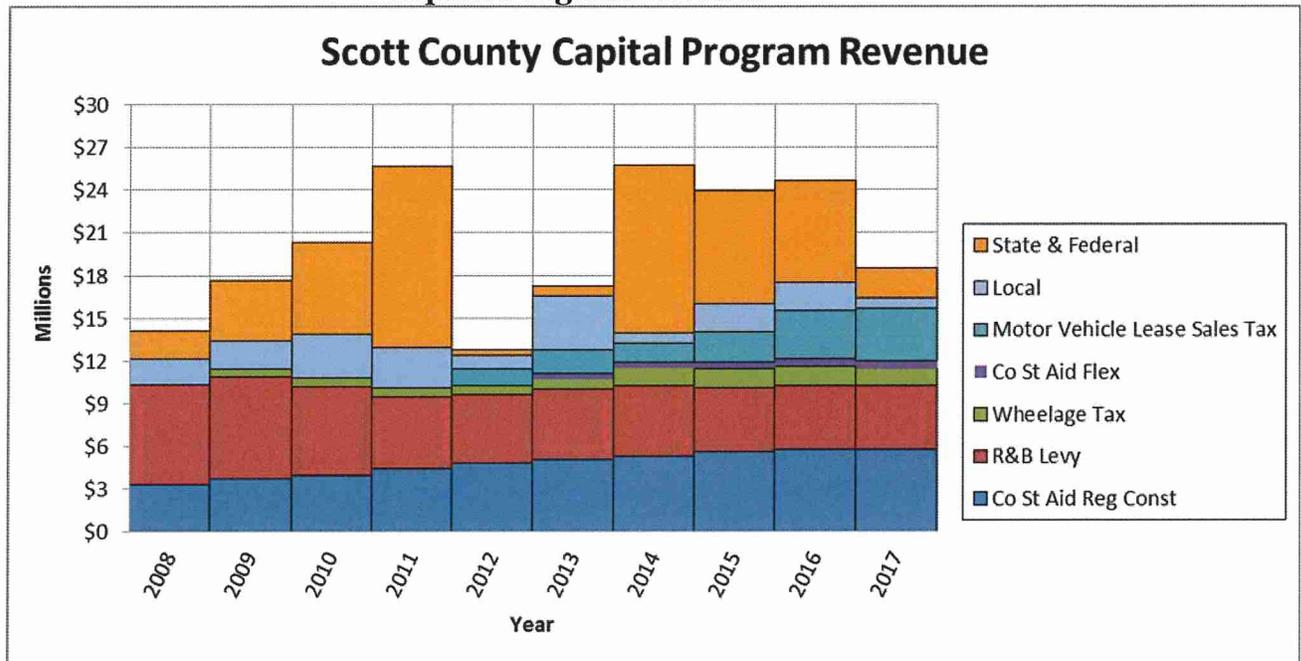
Capital Projects

The County has a 10 year capital program, Transportation Improvement Program (TIP),



updated on an annual basis. All improvement projects including the pavement program (overlays, reclamations & reconstruction), bridge reconstruction/rehabilitation, safety projects such as turn lanes and intersection improvements, and capacity projects (lane additions and interchanges) are including in the TIP. Since 2008 the County’s capital investments in transportation has averaged \$19 million per year, excluding the one-time 2014 federal flood disaster funding (approximately \$10 million over 2 years: 2014 and 2015).

**Figure IV-2
Capital Program Revenue**

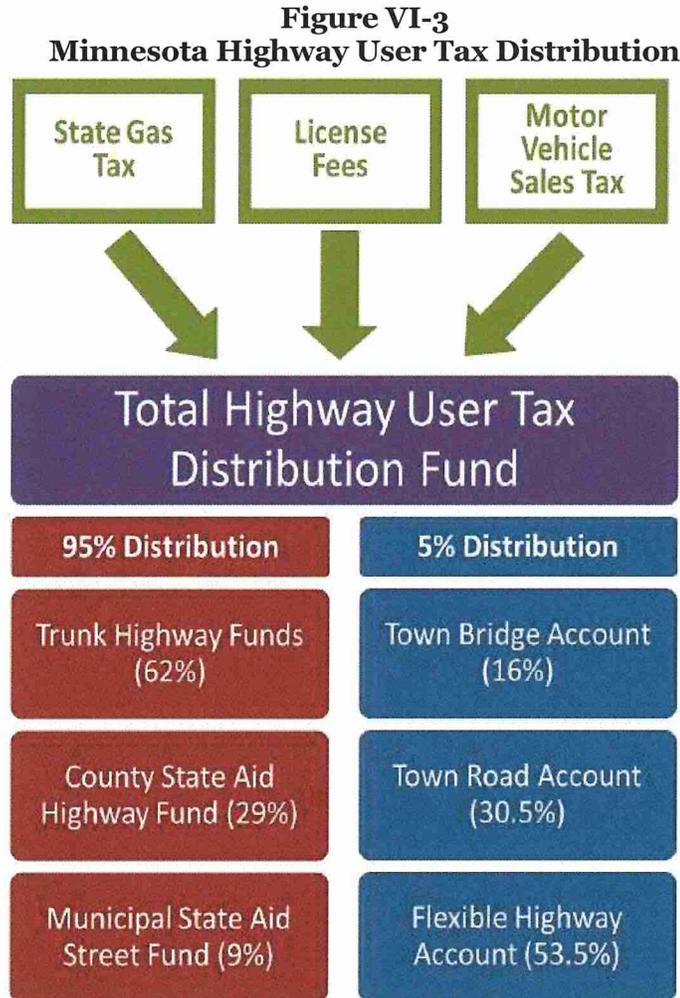


Property Tax Levy A primary source for capital funding the County Road (CR) System is property taxes (levy). Since the last Transportation Plan in 2008, the property tax levy put towards road and bridge investments peaked in 2009 with a total of of \$7.2 million. In 2010 and 2011, to address County Program Aid (CPA) cuts in other areas, the County reduced the levy portion of going towards highway investments. Since 2013 County levy funding has remained constant at \$4.49 Million.

Wheelage Tax Beginning in 2007, a new revenue source brought funding for counties. Minnesota statute (MS 163.051 Subd. 1) allowed the counties to collect a \$5 tax on each motor vehicle housed in its jurisdiction, which vehicle owners pay with the annual renewal of state license tabs. The statute requires that revenues from the tax be used for road and bridge projects and doesn't limit what road system it can be used on (state or local). Originally when approving the wheelage tax in 2007, the Scott County Board approved this tax starting in 2007 as a way to fund projects of regional significance.

Since 2007, several regional projects were leveraged with the wheelage tax: 1) the TH13 and TH101 interchange project in 2011 (\$2 million of wheelage funds leveraged a total investment of \$19.2 million), 2) the TH169 and CH69 Interchange project (\$2 million leveraged a total investment of \$12 million) and 3) the TH169/CSAH 3 overpass project (\$800,000 leveraged an investment of nearly \$4 million). In 2013, the legislature provided the option for the County wheelage tax to increase from \$5 to \$10 dollars per vehicle. Scott County exercised that option. There was also an opportunity in 2017 to increase the wheelage tax up to \$20 but the County did not exercise that option. With passage of the Transportation Sales Tax in 2015, wheelage tax revenues have been refocused by the County to address growing pavement preservation needs. The wheelage tax at \$10 per vehicle raises approximately \$1.2 million per year for improvements on the County System and has helped to lessen the need to raise property tax levy for transportation purposes.

County State Aid Highway (CSAH) Funds The state constitution directs, through the Minnesota Highway User Tax Distribution Fund (HUTDF), that Minnesota’s 87 counties shall receive CSAH funds from state-collected motor fuel taxes, motor vehicle sales taxes, and motor vehicle license fees. The total HUTDF is distributed as shown in Figure VI-3. These CSAH funds can only be used for eligible road and bridge construction and maintenance on County State Aid Highways.



Money in the County State Aid Highway Fund is then allocated to the 87 Minnesota counties by a combination of two formulas provided in statute:

For revenues collected prior to 2008, called the Apportionment sum:

- 10 percent is divided equally among all counties;
- 10 percent is divided according to total registered motor vehicles in each county;
- 30 percent is divided based on total lane miles on the County State Aid Highway system (compared to the total for all counties ; and
- 50 percent is divided based on the needs of the state aid highway system. This is defined as the total amount each county needs to improve all of their state aid highways to state aid standards.

For revenues collected after 2008 due to increased gas and license fees, called the Excess sum:

- 40 percent proportional, based on motor vehicle registration in each county
- 60 percent proportional, based on each county’s construction needs.

The allocation of the excess sum is:

- in fiscal year 2010, 100 percent to metropolitan counties
- in fiscal year 2011 and after, 50 percent to metropolitan counties

The second change to the flexible highway account modifies the allowable uses to (1) eliminate funding for the trunk highway system, (2) allow funds to be used for – safety improvements on county highways, municipal highways, streets, or town roads, and (3) allow funds to go to routes of regional significance.

These changes have increased the construction funds available to state aid roadways in Scott County by approximately \$6.14 million which is \$2.8 million more than the annual state aid construction allocation in 2008.

Flexible Highway Account As shown in Figure VI-3, Minnesota’s constitutional framework for transportation finance includes a 5-percent set-aside from the highway user tax distribution fund (HUTD). Of the set-aside, 53.5 percent is allocated by statute to a Flexible Highway Account (FHA). The Commissioner of Transportation has discretion in distributing flexible highway account funds, but its use in recent years has been limited to trunk highway expenditures and the turnbacks of trunk highways to counties or cities. The 2008 legislation made two basic changes to the FHA. First, it reallocates a portion of the funds to seven metropolitan counties. That portion, termed the excess sum, which essentially refers to recent increases in transportation revenue from the fuel tax, registration tax, and the motor vehicle sales tax.

Leased Motor Vehicle Sales Tax Minnesota imposes a sales tax on motor vehicle leases at the rate of 6.5 percent, which is the same as the statewide sales tax for other goods and services. The 2008 legislation utilizes lease sales tax revenue from the general fund, phased in over several years. Starting in fiscal year 2010 (for taxable year 2009), there is an allocation to lower the income motor fuels tax credit created in the act. The amount allocated is necessary to cover the tax credit, which accounts for about two-thirds of available lease sales tax revenue. After the phase in, the remainder of the allocation is divided 50 percent to the county state-aid highway fund for roads in the metropolitan area and 50 percent to greater Minnesota transit. The funds distributed to metropolitan counties via the county state-aid highway fund are allocated separately from most state-aid dollars. Originally the revenue did not go to Hennepin or Ramsey counties and was distributed proportionally based on the population of each of the other five metropolitan counties. During the last 3 legislative sessions this revenue has been the subject of debate. In 2016 the funding was extended to Hennepin and Ramsey County, excluding the population of Minneapolis and St. Paul, from the proportion distribution. For Scott County, this is estimated to add about \$4.485 M/year in CSAH construction account revenue once fully in effect in 2018.

City Cost Participation Historically cities have participated in approximately 15 percent of the cost of most county highway improvement projects. Since 2008, the local cost participation revenue has averaged about \$1.9 million per year. The cost of city utilities is typically 100 percent city cost. City cost participation percentages vary in some instances because of aesthetics, right-of-way acquisition, traffic signals, storm sewer system maintenance, future city road segments and street lighting.

The County has recently reevaluated its cost participation policy and has established a new tiered system based on the function classification of the roadway. The old cost participation policy was approved by the County in 1985 and last updated in 1988. The old policy was difficult to calculate and hard for elected officials and administration to articulate. A goal of the new policy is to simplify the calculation, based on using a straight percentage for the basic project rather than each element. It is also based on the function of the highway, with the county’s share being more on higher functioning roadways. The County is also now requiring cost participation in right-of-way. This will benefit those

communities that partner during the platting and development process to obtain right-of-way dedication from developers, as their right-of-way cost share should be lower. The County anticipates under this new policy city cost participation will increase as a percentage of project cost.

The specific of the cost participation policy is identified in Appendix A2.

Local Bridge Bond Funds The state legislature authorizes state general obligation bonds for funding local bridge repair and replacement needs. Funds are received for eligible bridges on a project-by-project basis as a funding grant. The County anticipates approximately \$300,000 per year through 2019 for Scott County local bridge and replacements.

State Trunk Highway Funds MnDOT's planned investment in state highways in Scott County is extremely limited over the planning period. Even if available additional funding is received it would be limited because of distribution formulas. The state Constitution directs 62 percent of the Highway User Tax Distribution Fund (HUTDF) to MnDOT for trunk highway purposes. These funds can only be used for highway and bridge work on trunk highways. The County works with MnDOT on cooperative projects where County and trunk highways intersect. Trunk highway funding is determined in accordance with MnDOT policy and priorities. Currently MnDOT has no expansion funding planned for Scott County and its investment will be focus almost exclusively on pavement rehabilitation over the next 20 years on the trunk highways within Scott County.

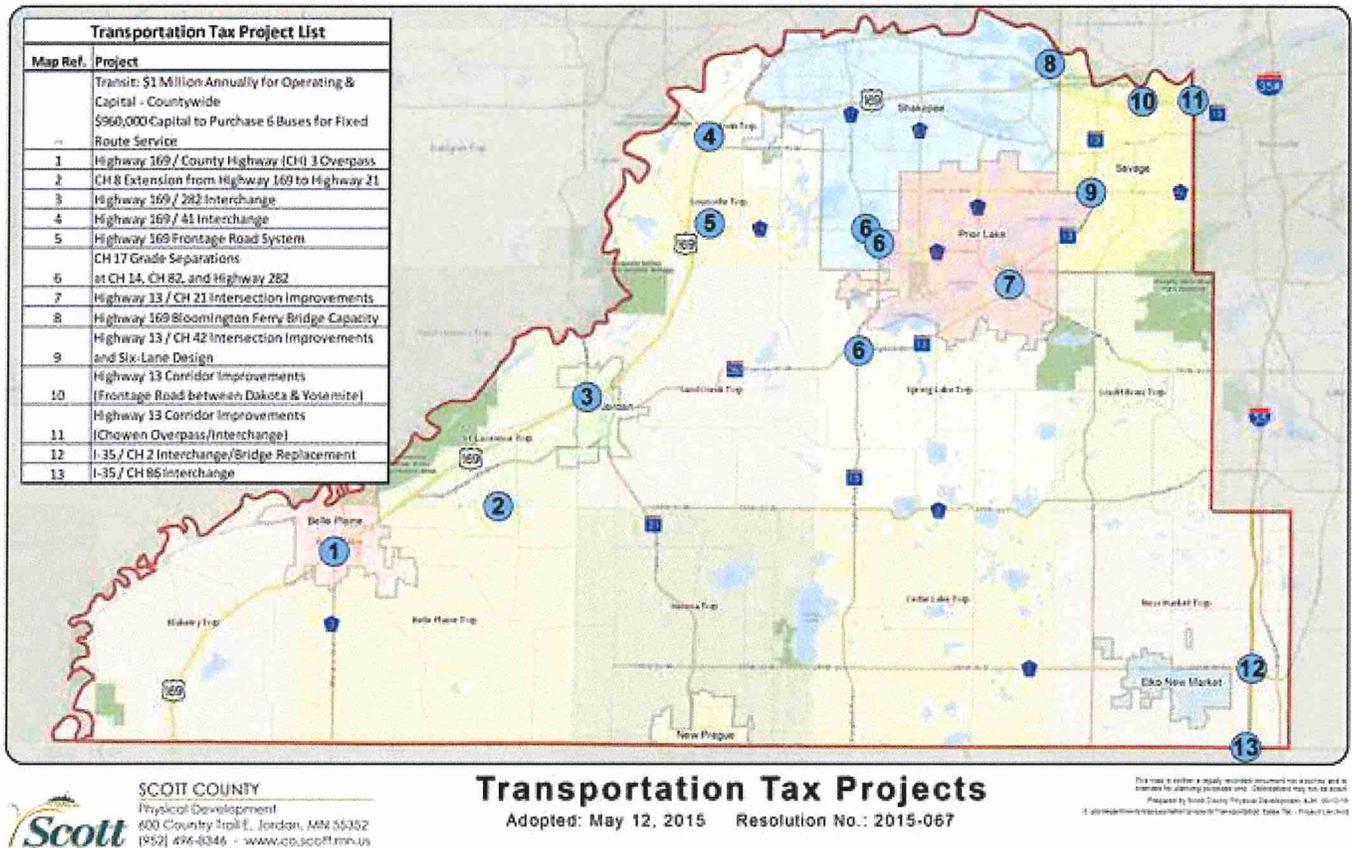
Federal Aid On December 4, 2015, the President signed into law the Fixing America's Surface Transportation Act (FAST Act). With guaranteed funding for highways, highway safety, and public transportation totaling \$305 billion through 2020, the FAST Act represents the largest surface transportation investment in our nation's history. This authorization provides revenue from the federal motor fuel tax for various types of transportation improvements. The County benefits from FAST Act funds in the following ways:

1. Federal funds through competitive grant programs like TIGER, Fastline, and the recent state led Minnesota Highway Freight Program (MHFP). Since 2009, the TIGER (Transportation Investment Generating Economic Recovery) program has been a popular competitive grant program for funding innovative multimodal and multijurisdictional projects that don't fit neatly into traditional funding streams. The program has been recently rebranded as BUILD. Scott County has been the recipient of a \$17.7 million TIGER grant and a \$15 million MHFP.
2. Projects are selected through the Regional Solicitation process administered by the Metropolitan Council. Federal aid funds can be available for up to \$7 million per project through a competitive process. The solicitation process typically occurs biannually. Federal funds received vary depending on selection process results. During the last two solicitations the County received an average of \$5 million per year through 2020. In the future, due to changes in the project selection process criteria by Transportation Advisory Board and Council to focus on THRIVE objectives, the County anticipates it will be difficult to sustain federal funding at this historic level.

Transportation Tax In 2015, The Scott County Board approved a Transportation Sales Tax (1/2 percent sales tax and \$20 excise tax on vehicles purchased for road use) to help fund road, bridge, and transit projects within the County. Approximately \$8.25 million is expected to be raised annually to be used for transportation projects identified to improve safety, reduce commute times, and support economic development throughout the County. The local sales tax will be collected for seven years, from October 1, 2015 to December 31, 2022. The Transportation Tax highway funding must be focused on Interregional Corridors (TH169 & I35) and/or Principal Arterials as identified on Figure VI-4. The Transportation Tax transit funding must be focused on improved transit service and connections (up to \$1 million annually).

The first two major highway projects to be funded with the Transportation Sales Tax will get underway in 2018: 1) CH42 and TH 13 Improvement project and 2) TH 169/CH78/TH41 interchange project. Federal funding has also been secured for the TH13 & Dakota interchange in 2022, with the remaining funding coming from the Transportation Tax.

**Figure VI-4
TRANSPORTATION TAX PROJECT MAP**



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 on Map VI-5. Scott County Public Works is responsible for maintaining over 767 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 2040.

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 of the county between 1990 and 2010, a large portion of yearly budget expenditures went towards the safety improvements or expansion of the roadway system. However, growth in the County has slowed and by 2040 more of the future expenditures are expected on preserving the current transportation system. The maintenance of the county system has to be balanced, along with the other system needs, against the resources that are available.

Highways

Bituminous: Of the 767 lane miles in the county there are 699.4 lane miles that are bituminous. Providing a high level transportation system requires a considerable maintenance investment in the paved road system. There are a number of methods that are used to maintain the existing pavement condition at an acceptable level. They are as follows:

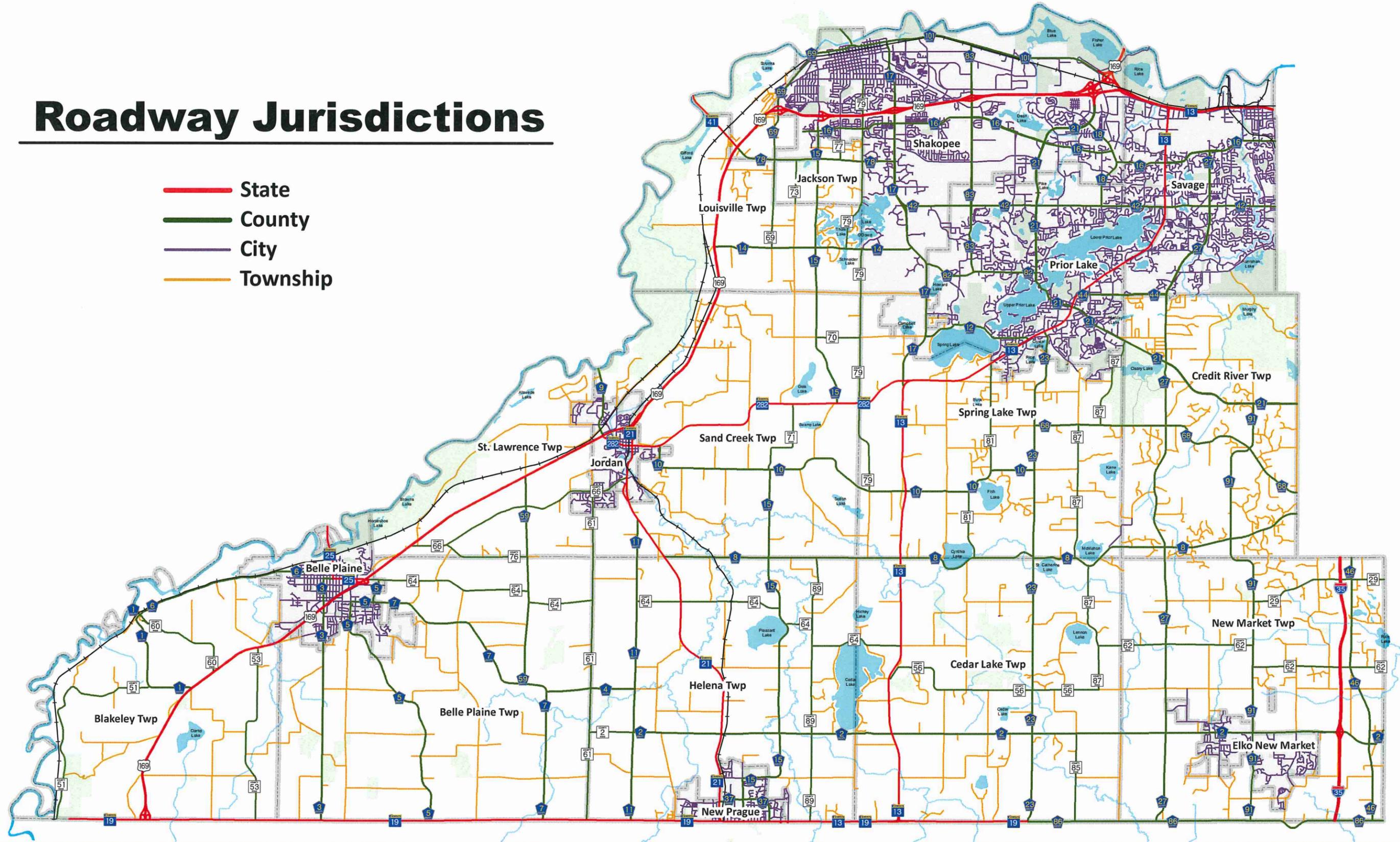
1. **Crack Fill:**
Crack filling is routing and sealing longitudinal cracks to prevent moisture intrusion and subsequent degradation of the gravel road base. It is recommended that crack filling be completed the year prior to every overlay and every 6 years after.
2. **Seal Coat:**
Seal Coat (commonly 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 25 to 30 year cycle provided chip and crack seals are provided within the recommended timeframe.

The condition of the existing pavement is continually reviewed by County staff. Additionally, each segment is rated by MnDOT every two years (previously every four years) and given a PQI (Pavement Quality Index) rating. PQI is a pavement condition rating composed of both a review of the road's roughness or ride and general distresses like cracks and color fading. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition. 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 and when. The Scott County Board has approved a policy of maintaining a network weighted average of 72. Figure VI-6 tracks the performance over time of this measure.

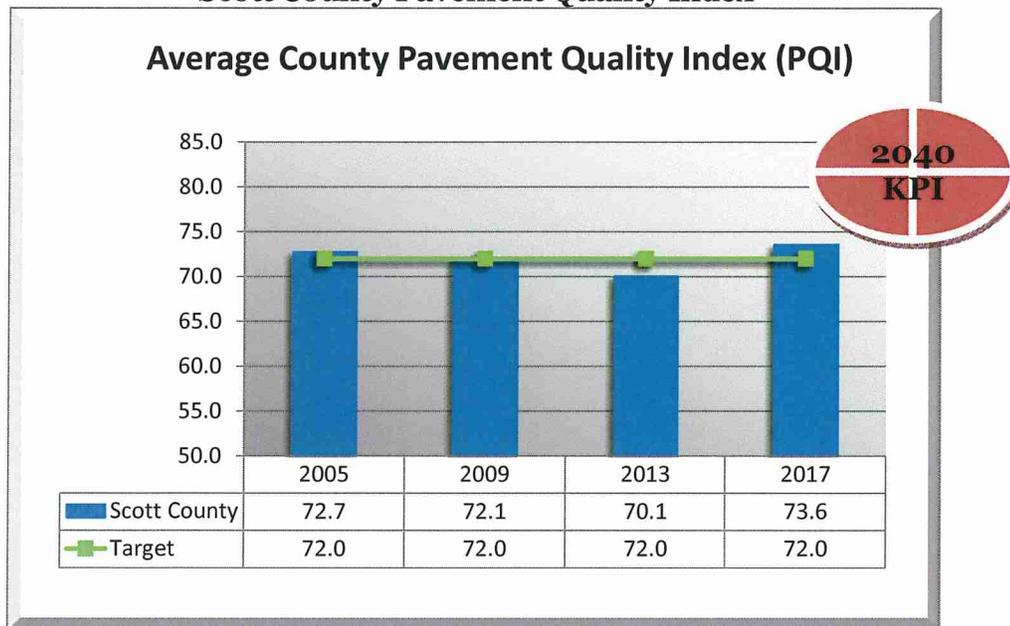


Roadway Jurisdictions

- State
- County
- City
- Township



**Figure VI-6
Scott County Pavement Quality Index**



Since 2000, the County has consistently increased the amount of investment into improving and maintaining pavement conditions. By 2013 it was determined the County was not maintaining the County’s condition goals and an additional level of investment occurred. Due to this increase the County achieved in 2017 a weighted network average condition exceeding the 72 target. It is the County’s goal moving forward to find a sustainable level of investment to consistently meet or exceed expectations.

The County utilizes pavement management software that calculates the decline of a road based on the current condition. This system will help determine appropriate levels of funding to meet the County’s pavement condition 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.

Concrete: The County currently has 27.6 lane miles of concrete pavement. Most of these miles are County Highway 21 in Shakopee. Other concrete roadways include County Highway 66 extending between US 169 and Jordan (MN 21) and on County Highway 18 from CH 21 to Crossings Boulevard in Shakopee. Most concrete pavements in Scott County have been constructed since 2010. The current concrete maintenance practice is to prevent the intrusion of water into and under the concrete. County staff monitors for cracks and potholes and fills with similar products and techniques as utilized on bituminous roadways.

Gravel Roads and Shoulders: There are 40 lane miles of existing gravel roads within the County. Most of gravel roadways have the lowest traffic volumes in the County with a few roads seeing as few as 70 vehicles per day. Gravel roads require a unique maintenance expenditure that involves grading, dust treatment, and regrading. If gravel roads are removed from the County’s system, the County would then be able to allocate resources to other roads. Until this is accomplished, the County will conduct spot improvements to all gravel roadways on the County system annually. This includes reshaping and replacement of gravel to the existing driving lanes.

Current national studies have shown that the conversion of low volume existing paved roads may experience reduced maintenance cost if they are reverted to gravel. The studies state that the initial public reaction is negative but over time, the public experiences a better driving surface. Reversion

could be a future County financial strategy. If so, it should only be considered for some of the County's lowest traffic volume gravel roadways.

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

Stormwater Infrastructure: Over time the culverts, storm sewers, ponds, ditches, 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 culverts, ditches, ponds and drainage structures, as required by the NPDES MS4 Stormwater Permit program. Currently, the County is proactively replacing culvert structures in advance of future overlays to improve the stormwater infrastructure in the County and to minimize the replacements and resulting pavement gap's impact on the driving public. The County will also review conditions of its infrastructure when there are reported problems. Other actions taken may include cleanout of structures, regrading of ditches, and installing additional erosion control protection.

The County has agreements with some municipalities for maintenance of existing stormwater ponds. Due to variations between the numerous stormwater agreements over the years, the County worked with Shakopee, Prior Lake, and Savage to develop a consistent Global Maintenance Agreement that covers most all drainage facilities within these municipalities that will also be in compliance with the requirements of the NPDES MS4 permit program.

Mowing/Weed Control: It is expected that all mowing and weed control activities will be performed with animal habitat and agricultural practices in mind. Urbanized boulevard areas will be maintained by the city or property owners. In rural areas, it is recommended to mow the top seven feet of grassy areas and ditches two times per year, with a full right-of-way mowing on a three-year cycle. Mowing sight triangles at intersections is done as needed for safety purposes. Spraying of weeds is conducted as needed. The Global Maintenance Agreement addresses county highway mowing and weeds control with Shakopee, Prior Lake and Savage.

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 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 driving lanes as soon as practical.

Trails: The county has over 70 miles of trails along county roadways. Most of these trails are located in Savage, Shakopee and Prior Lake. As the size of the trail system has grown residents have begun to ask for more regular and long term maintenance of trails. Historically, the Global Maintenance Agreement has recommended periodic inspection and future maintenance activities in partnership with other agencies. The current and future size of the system will require for the County to work closely with cities to develop thorough and preventive maintenance programs. In addition to the reconstruction of trails approximately 30 years after their construction, future bituminous surface maintenance shall include seal coats along with crack sealing and pothole filling.

Bridges

Any structure or combination of structures over a ten-foot span length is considered a bridge. Most of the 145 bridges in the county are multiple box culvert structures. It is the responsibility of the County

Engineer to maintain the bridge conditions of all County and township bridges. The County owns and maintains 69 bridges and is responsible for the inspection of an additional 31 bridges owned by the townships. Through agreements with the Cities, the County has also taken on the responsibility of inspecting 38 bridges on municipal roadways. Despite conducting the inspections for all township and city bridges the responsibility of repairing and replacing the structures is still with the township or city. There are also several privately owned bridges in Scott County; the majority of which are owned by a railroad company.

Current federal regulations require a 2 year inspection interval for bridges 20 feet in length and longer. All bridges within the county are inspected every two years with some, dependent on type and current condition rating, inspected annually. More information on current bridge ratings and on how bridges are rated can be seen in the most recent version of the County Highway Operations Plan.

There are currently two bridges rated as “structurally deficient” programmed for replacement within the next few years. When a bridge under County jurisdiction is rated as structurally deficient, it is the County’s policy to replace or rehabilitate the structure within five years.

PRESERVE SECTION: 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, tribes, adjacent counties, and townships to evaluate maintenance responsibilities based on effectiveness and efficiency versus jurisdiction.
 - 1) Pursue opportunities to partner with the state, tribe, 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) For the smaller communities in the County continue to ensure a dialogue resulting in fair and balanced maintenance agreements which cover the short- and long-term maintenance responsibilities of each member when appropriate.
 - 3) Utilize the Global Maintenance Agreement to ensure fair and balanced cost shares for long term maintenance responsibilities with the larger communities in Scott County.
- b. Comply with MnDOT and federal inspection requirements for bridges.
 - 1) The federal inspection requirement is every two years for bridges with spans and every 4 years for culverts (10 ft. or greater).
 - 2) Perform routine maintenance of bridges as needed.
 - 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 Condition Index (PCI) for County roads.

- a. Employ practices to maintain an average PCI of 72 on the County Roadway system.
- 2) Pot-hole patching shall occur in a timely fashion to prevent significant damage to the existing infrastructure.
- 3) Pave gravel shoulders with scheduled overlay projects when possible.
- d. Maintain drainage ways to ensure a proper functioning system and reduce long-term costs and replacements.
 - 1) Perform street sweeping on urban roadways, typically twice per year.
 - 2) Perform stormwater pond maintenance and pipe cleaning as necessary. Stormwater ponds within the urban area are maintained through agreement by the cities.
- 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 in a habitat sensitive manner.
- f. Plan to maintain roadways at a sufficient level of service during winter weather events requiring snow plowing and de-icing.
- g. Require permitting for oversized loads to protect the integrity of the County highway system from oversized loads consistent with the County Right-of-Way Ordinance. Overweight vehicles on the County highway system are not allowed.
- h. 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 semi-annually.
- i. The Global Maintenance Agreement governs bikeway/trails between the County and three local municipalities: Shakopee, Prior Lake, and Savage.
 - 1) Routine maintenance, such as patching, snow plowing, signing, trash removal, mowing, shall be the responsibility of the City.
 - 2) The City, with the assistance of the County, shall prepare a pavement preservation plan for the trails and sidewalks along County highways within the city. The County and City should reach an agreement on surface maintenance activities at least two (2) years in advance to be able to incorporate each agency's cost share into funding plans, including the TIP solicitation process. If agreement on a pavement management plan is reached, the cost share for such activities as overlay, sealcoats, and crack sealing will be 50/50.

GOAL 2: MANAGE

Manage the existing transportation system to maximize safety and efficiency.

Proper management of the highway system creates a safety benefit for residents and financial benefit to the County. Highway system capacity can be maximized through proper management of the highway system. Management of the transportation system is impacted by characteristics such as adjacent land use, traffic volumes, functional classification, access management, and roadway jurisdiction. The following will provide background and direction for managing the transportation system to maximize safety and efficiency.

A. Highway System Overview

The existing roadway system reflects existing land use such as the concentration of urban development in the northern three cities. This area contains 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 cities to one another. The Minnesota River is a barrier between neighboring counties with limited crossings. River crossings are a significant focus of the highway system for Scott County because of the transportation constraints caused by the Minnesota River.

B. Functional Classification System

The existing functional classification system for Scott County is shown on Map VI-7. This system was developed using the criteria from the Metropolitan Council's Transportation Policy Plan Appendix D: Functional Classification Criteria and Characteristics, and MnDOT Access Guidance. The purpose of this section is to outline how the Scott County functional classification system is consistent with these guidelines. A future functional classification system is presented later in this document to establish a long range view 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
4. Local

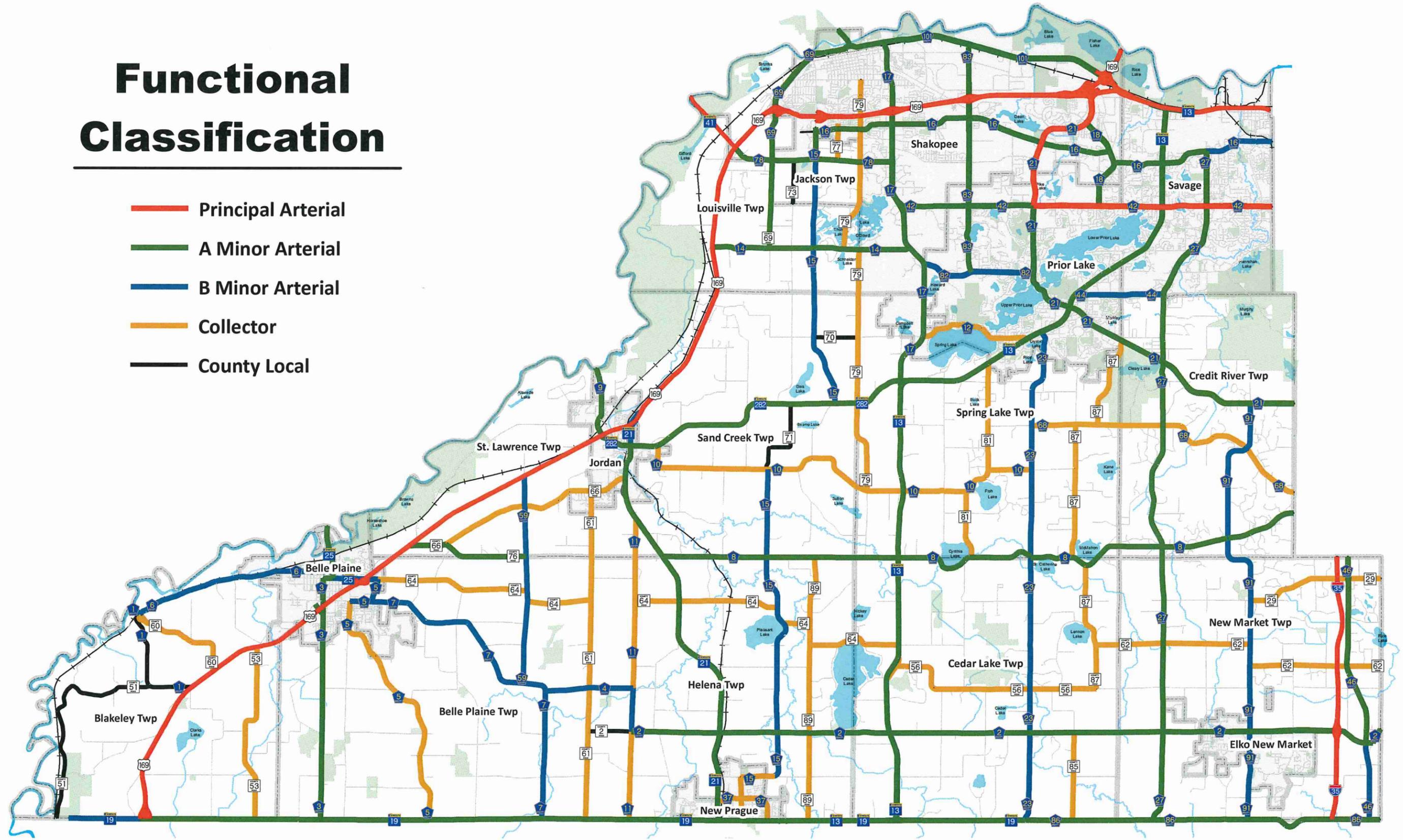
The functional classification of roadways depends primarily on the roadway's ability to serve the two competing functions of land access and mobility.

The 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 lesser design standards. This relationship is 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 highways to provide mobility as traffic volumes increase.



Functional Classification

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



1. Principal Arterials

In general, principal arterials are mobility corridors accommodating the longest trips on the roadway system.

- Interstate freeways connect the Twin Cities metropolitan area with other urban areas both within the State of Minnesota and in neighboring states.
- Interstate highways are also designed to interconnect the metropolitan centers.
- Non-freeway principal arterials are similar in function connecting communities within the Twin Cities and connecting the Twin Cities with other population centers.
- It is important for principal arterials to serve a mobility function within suburban environments.

2. Minor Arterials

The minor arterial system is intended to provide movement between regional business concentrations, 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 Urban Service Area ranging from ¼ mile to 2 miles and providing adequate interconnection of places in the rural area. Minor arterials are expected to carry from 5,000 to 30,000 vehicles per day in the urban area and from 1,000 to 10,000 vehicles per day in the rural area.

In 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 existing network of minor arterials for Scott County interconnects all cities and provides access to the principal arterial system from all parts of the county by creating a grid of north-south and east-west routes spaced from three to five miles apart.

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 wetland complexes throughout the county are barriers to a properly spaced arterial system.

There are two categories of minor arterials in the Twin Cities Metropolitan Area, the Metropolitan Council “A-Minor” Arterial System and other minor arterials (noted as “B-Minor” Arterials in Figure VI-7). Figure VI-7 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.

3. 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 Urban Service Area, the spacing of collectors should range from 1/8 to one mile depending on the community designation (See Metropolitan Council’s 2040 TPP Appendix D: Functional Classification Criteria and Characteristics for guidance). 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 to 15,000 vehicles per day. Rural collectors should carry between 250 to 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.

C. Access Management

A key challenge facing Scott County is adequately balancing access and mobility on the County Highway system. In the absence of a high-mobility freeway system in all areas of the County, the County Highway system must adequately serve long range mobility needs while balanced with the need for appropriate access for adjacent land uses (see Figure VI-8). Access management of the County Highway system is critical to efficiently meet this mobility need.

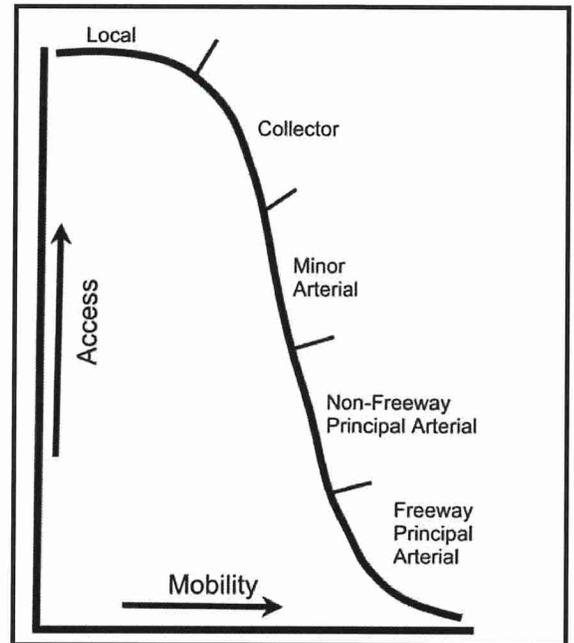
Most roadways serve both access and mobility functions to varying degrees, and this planned degree of access and mobility is tied to the road's functional classification (see Figure VI-9). The four levels of functional classification are:

	Mobility	Access
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

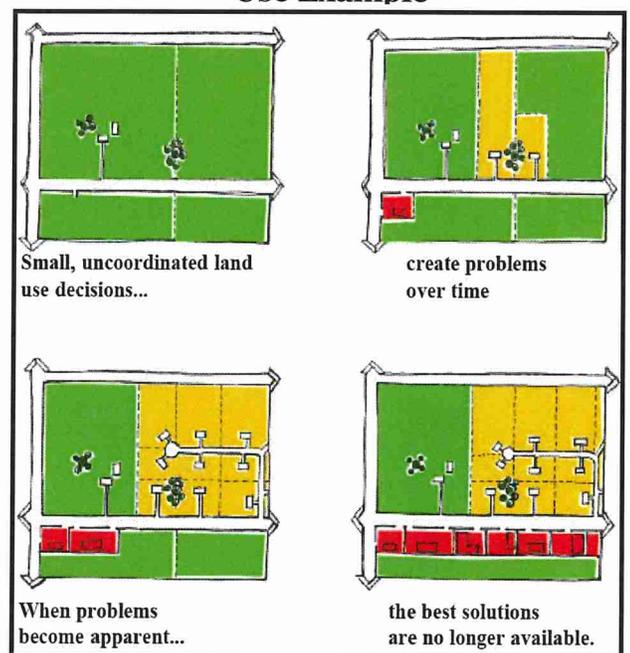
In an efficient roadway network, these four types of roadways function together in a supportive and complementary fashion to serve the needs of the traveling public. The proportion of arterials, collectors and local streets must be of a proper balance to achieve a roadway system that operates effectively. 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.

The County, cities, and townships 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-10 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.

**Figure VI-8
Relationship between
Functional Classification and
Mobility and Access**



**Figure VI-10: Improper Land
Use Example**



Proper spacing of access is critical to achieving improved corridor safety, increased roadway capacity, reduced delay, proper turn lane design, and coordination of traffic signals. Multiple national and statewide studies show 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. Therefore, Scott County will continue to manage access through the methods referenced in the Access Management Appendix and in the Goals, Strategies, and Policy Section.

D. Existing Traffic Volumes

Existing traffic volumes are shown on Figure VI-12. These volumes were obtained from Scott County and from MnDOT. County and MnDOT volumes represent the most recent annual average daily traffic counts available. The most heavily traveled routes in the County are I-35, TH 169 between Belle Plaine and the Bloomington Ferry Bridge, TH 13 from Prior Lake north and east-west through Savage, CH 42 in Savage, and CH 17 in Shakopee.

E. Existing Capacity Issues

Roadway Design Capacities: 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 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.

The need for roadway improvements can be considered at a general planning level by comparing the roadway design against the daily traffic. Generally, improvements to a congested segment result in a safety benefit to that segment.

Roadway Design	Capacity (Average Daily Traffic - ADT)
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

Source: Highway Capacity Manual 2000, Transportation Research Board

County highways with volumes at the higher end of the capacity ranges shown in Figure VI-11 likely exhibit signs of congestion and improvements may be warranted. The segments identified as congested in Figure VI-11 fall above the average daily traffic volume capacity ranges for the existing roadway design as shown in Map VI-12.

Highway System Capacity Issues: In Scott County, the following segments of the highway system were over capacity or approaching over capacity in 2017, according to the criteria shown in Figure VI-11:

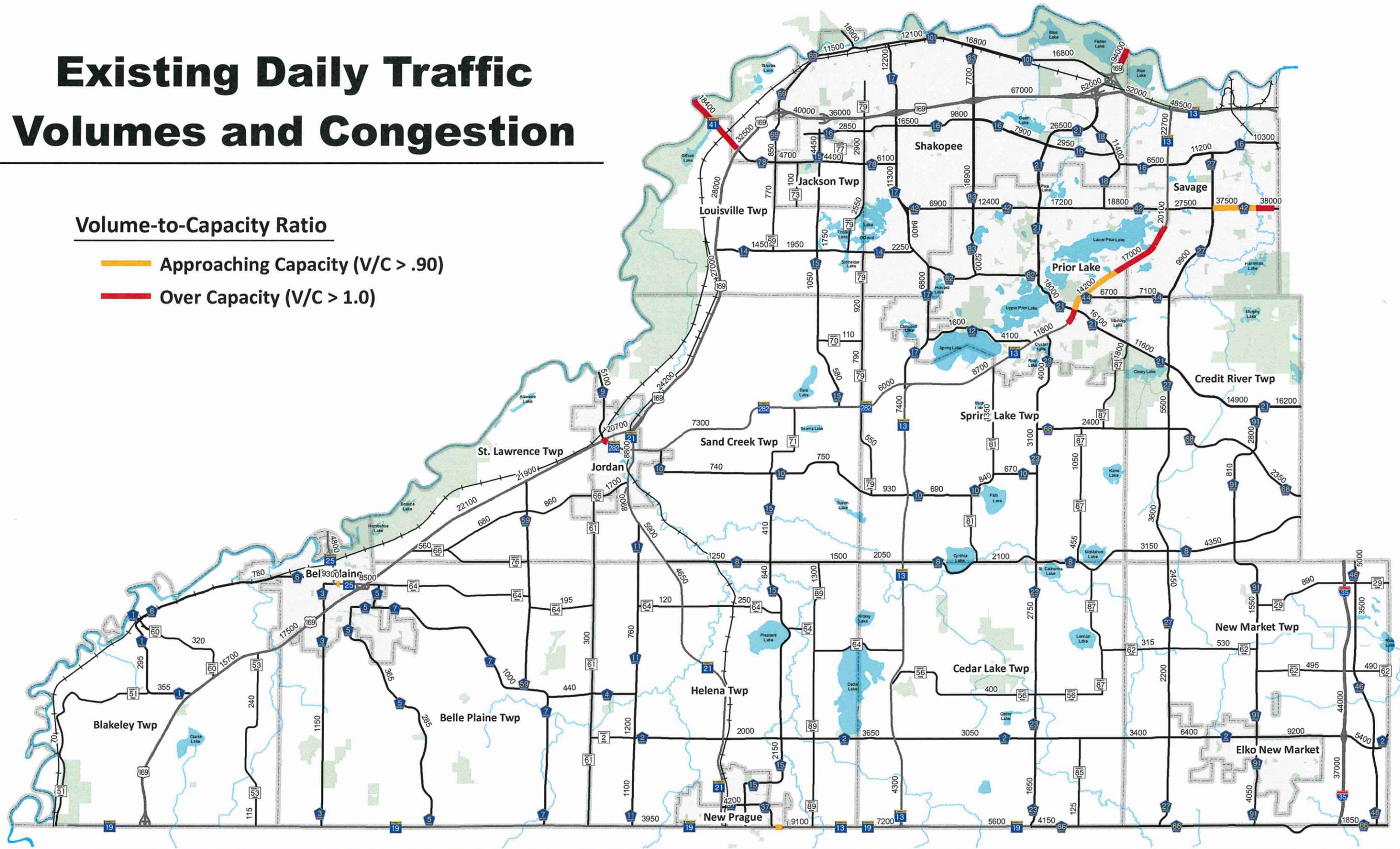
- TH 169 north of TH 101/TH 13 interchange to Minnesota River bridge crossing.
- TH 13 in Prior Lake from Franklin Trail SE north to 150th St W
- CH 42 from Dakota Ave east to County border
- TH 41 Minnesota River bridge
- TH 169/TH 282 intersection in Jordan



Existing Daily Traffic Volumes and Congestion

Volume-to-Capacity Ratio

- Approaching Capacity (V/C > .90)
- Over Capacity (V/C > 1.0)



F. Planned and Programmed Improvements

State Highways: The Metro District of the Minnesota Department of Transportation (MnDOT) oversees the maintenance and construction of state-owned roadways in Scott County, with the exception of TH 19, which is managed by MnDOT Districts 6 and 7. Upcoming construction projects on State Highways within Scott County are identified in MnDOT's 2018-2021 State Transportation Improvement Program. One project of regional significance to the state highway system is programmed for 2018: TH 169/TH 41/CH 78/CH 14 Interchange and Overpass. TH 13/Dakota Ave grade separation project received Minnesota Highway Freight Program funding and is expected to be included with the upcoming version of the STIP.



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.

G. Traffic Operation

In order for the public investment in the County Highway infrastructure to be most effectively used, proper traffic operation measures are essential. Traffic operations include 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. Advanced Traffic Management System (ATMS) technology is being implemented by the County for optimized traffic operations.

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.

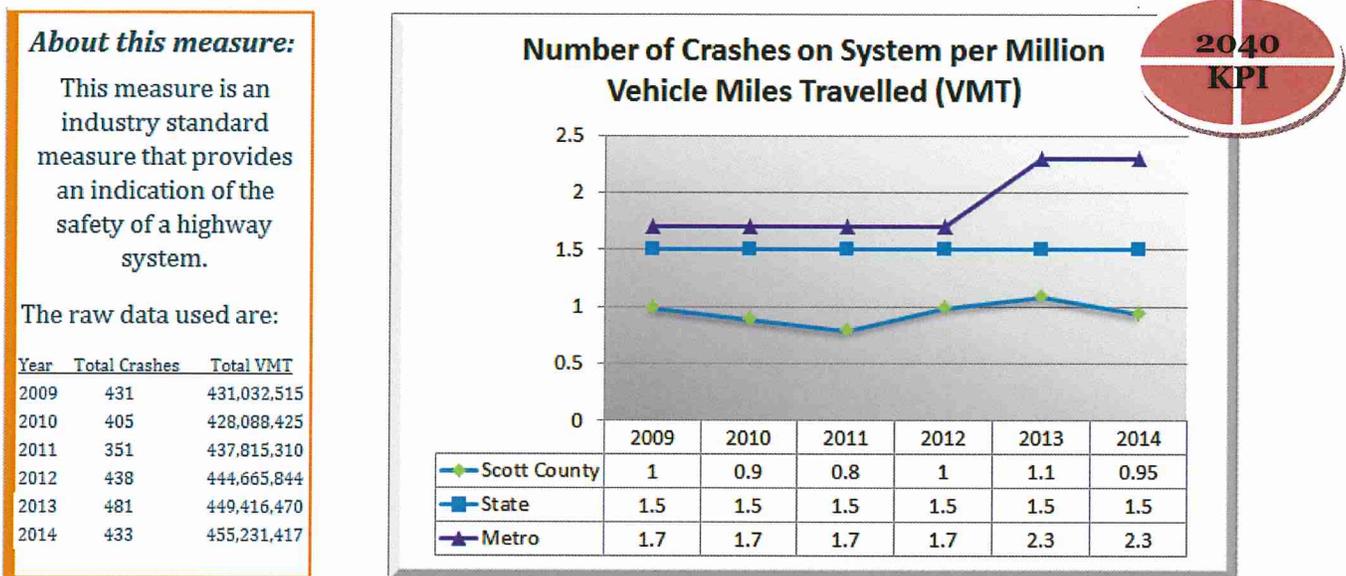
Roundabouts must be carefully considered against other intersection control options prior to approval. Situations where roundabouts may not be appropriate include locations with unbalanced flows (high mainline volumes compared to light side-street volumes), locations within coordinated traffic signal systems, or expressway facilities where roundabouts may be inconsistent with mobility needs. Roundabouts are not appropriate for urban 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.

H. Traffic Safety

Public safety is a high priority for all agencies responsible for improving, managing, and maintaining roadway systems. Scott County is committed to monitoring the safety of the highway system by studying specific problem locations as safety concerns arise. Scott County Highway Safety Plan was completed in 2013, will be updated in 2018, and identifies proactive safety emphasis areas.

It is the County's mission to maximize the safe and effective operation of its highways. Vehicle crashes and fatalities are tracked statewide according to a number of variables, including seatbelt usage, vehicle type, road conditions, time of day, and driver impairment. When a fatal crash occurs on the county system, county staff review the nature of the crash and develop any necessary safety recommendations to reduce the chance of similar crashes occurring in the future. The following performance measure in Figure VI-13 tracks the number of crashes on the system per million vehicle miles traveled (MVMT). The county's average is below the State and Metro averages at 0.95 for 2014.

Figure VI-13
Number of Crashes on System per Million Vehicle Miles Traveled



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

Turn lanes are also an important safety mitigation strategy implemented by the County. The County's policy for turn lane requirements is listed in the Policies & Strategies section under c.4) & c.5). Language governing specific implementation of the turn lane policies identified in this Plan is located in the Subdivision Ordinance.

Scott County is in process of finalizing an Americans with Disabilities Act (ADA) Transition Plan. The Americans with Disabilities Act, enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The Act consists of five titles; Title II outlines protections in State and Local Government Services. This title and its responsibilities pertain to the Scott County Highway Department.

I. Roadway Jurisdiction

As part of this Plan update, a comprehensive evaluation of jurisdictional alignment (or roadway system ownership) was completed to ensure the appropriate level of government is managing each roadway. In general, the higher mobility function of a roadway, the higher level of government should manage and own it. A roadway jurisdiction can be considered for transfer to another agency either larger or smaller: to the County (from Local), from the County (to State), from the County (to Local), or to the County (from State). Roadway jurisdictional transfers occur for three reasons:

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.

The correct level of government managing a roadway is important for access management and funding resource availability. The Plan does not bind the County to taking specific action on a future jurisdictional transfer item; rather, it provides a guide for future discussion and implementation.

The County State Aid Highway (CH) definition from MN State Statute provides guidance for the selection of a CH. These principles were used as a basis for developing an analysis approach for the updated analysis in this Plan related to jurisdictional transfers or “turnbacks” from County to Township or City. Specific concepts used in the evaluation approach to identify roadways for potential turnback include: a roadway providing a connection of five miles or less, a roadway only connecting to one community, low traffic volumes, local functional class, and proper spacing of Minor Arterials to support Principal Arterials. Overall concepts used to evaluate jurisdictional transfers between all levels follow four main factors: Roadway function; Length of trips served; Volume of traffic served; and Spacing between roadways serving similar functions.

Current jurisdiction of all roads in Scott County is shown on Map VI-5. This section discusses the potential for jurisdictional transfers between the County and the township/city levels of government and between the state and the County. See Appendix A4 for a list of potential jurisdictional transfers. The purpose of this Appendix is to guide future discussion and implementation of jurisdictional transfers in Scott County.

1. Potential Transfers between State and County

MnDOT’s Minnesota Jurisdictional Realignment Project Final Report, July 2014, was conducted to ensure that Minnesota roads are owned and operated at the right jurisdictional level. This report identifies potential jurisdictional transfers from MnDOT to Scott County of TH 21, TH 282, and TH 13 from TH 282 to CH 101/TH 13 interchange and potential jurisdictional transfers from Scott County to MnDOT of CH 17 north of TH 13/TH 282 intersection, the CH 42/CH 78 corridor, and CH 86 from TH 19 to the County border.

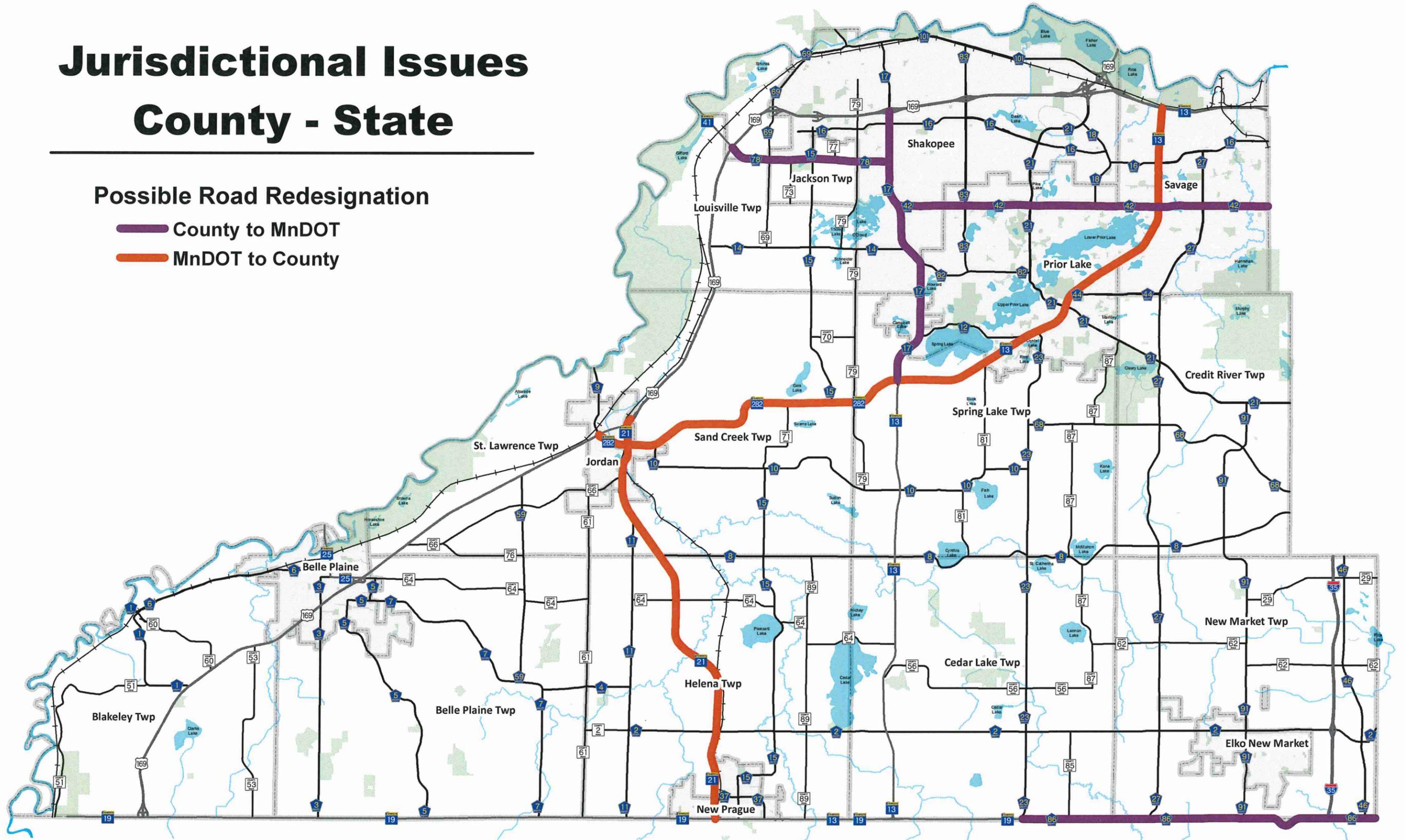
If and when segments are officially proposed by MnDOT for jurisdictional transfer to Scott County, the County will carefully study the merits of each proposal. Scott County will then work with MnDOT to develop agreements for appropriate jurisdictional changes. If such jurisdictional transfers are proposed by MnDOT, a major concern for Scott County will be maintenance funding for these additional roads.



Jurisdictional Issues County - State

Possible Road Redesignation

- County to MnDOT
- MnDOT to County



2. Potential Transfers between County and Cities or Townships

A list of segments, see Appendix A-4 for further discussion and study; was created to document long-term planning in addition to short-term implementation potential of the turnback or turn-up of segments. Statutory requirements direct the implementation of jurisdictional transfers. For example, 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 full list of all potential jurisdictional transfers between the County and cities or townships is in Appendix A4.

MANAGE SECTION: 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 2040 Comprehensive Plan and regional plans.
 - 1) Promote local and collector roadway networks to properly direct traffic to and support arterial roadways. Create interconnected neighborhoods to reduce the need for local traffic on arterial and collector roadways for local trips.
 - 2) Require adequate clear zones, site triangles, and turn lane implementation and control of all intersections to promote safety and efficiency.
 - 3) Ensure that the County highway system compliments and facilitates local movements provided by local streets, bicycle trails, pedestrian facilities and other transportation modes by implementing County bicycle facilities and encouraging cities to implement bicycle facilities on and connecting to the Regional Bicycle Transportation Network..
- b. Work with local agencies to coordinate land use decisions and development plans that are compatible with the County highway system and regional transportation system.
 - 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. Manage the functional capacity of the transportation system in order to carry traffic in a safe and efficient manner by the following:

- 1) 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) is safely and effectively accommodated and funded by the development.
- 2) Design for an appropriate Level of Service (LOS) based on 20-year traffic projections, typically LOS D or better.
- 3) Implement intersection traffic control in a responsible manner. Consider feasible options against each other prior to approval. An Intersection Control Evaluation shall be completed at each intersection where a traffic control change is recommended. For urban principal arterial roadways or expressways, roundabouts are not recommended and Reduced Conflict Intersections should be considered as part of an Intersection Control Evaluation.
- 4) For any development requiring direct public local road access onto a County Principal Arterial or Minor Arterial (A&B) future functional classification designated roadway, plats that are of four (4) 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 intersection at time of development.
- 5) For any development requiring direct public local road access onto a County Collector or Local future functional classification designated roadway and within a township with an adopted turn lane fee ordinance, plats that are of ten (10) or more lots or have the ability to create more than ten lots shall require a public road be dedicated and turn lanes be constructed on the County road intersection, phased in over time. Turn lanes shall be constructed within 12 months of the issuance of the tenth building permit for new home construction in the development. This phased timing of turn lane installation can be modified by the County Engineer at any time if safety or traffic issues warrant.
- 6) Continue to manage access through the following methods:
 - a. Continued application of the Scott County Minimum Access and Intersection Area Spacing Guidelines. The recommended guidelines are applied to the future functional classification map (see Map in Improve and Expand section), and reflect the type of access requested.
 - b. Requirement of a County approved access permit for all new driveways to County highways per the County's adopted Right-Of-Way Ordinance No. 22: Management of the Public Right-Of-Way.
 - c. Review city and County development plans and require mitigation to maintain roadway system level of service, intersection safety and operations, and roadway capacity thresholds as they pertain to safety and mobility of the County highway system.
 - d. 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.

- e. Work with cities to implement a supportive local road network, which extends the capacity of principal and minor arterials by allowing short local trips to be taken on the local roads and to link access connections.
 - f. Conduct corridor studies to identify the long-term vision for access and key planning purposes.
 - g. Encourage cities and townships to include Scott County's Access Spacing Guidelines in official controls.
- 7) Routinely evaluate interconnected traffic signal system operations. Ensure system controls are optimized for maximum county highway efficiency.
 - 8) 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).
 - 9) Encourage an interchange area access management plan be developed collaboratively with the local land use authority and the road authorities at new or reconstructed interchanges.
 - 10) Update or complete corridor studies for all existing and planned principal arterials as needed. These studies should address access management of the corridor and transition steps necessary for the road to function as a principal arterial.
- d. Evaluate County highways identified for potential jurisdictional changes, including highways not on the County system according to the following criteria:
 - Route connectivity;
 - Connections to major activity centers;
 - Connectivity to the metropolitan transportation system;
 - Goods movement function;
 - Mobility versus land access (Functional classification);
 - Spacing between County highways;
 - Traffic volumes.
 - e. 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.
 - f. The County shall consider any development or subdivision premature if:
 - 1) The development or subdivision is inconsistent with Scott County's adopted Comprehensive Plan, Detailed Area Plans, or long-range transportation corridor plans or studies;
 - 2) 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;

- 3) 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 planning ahead for the anticipated increased traffic levels, it can be determined where to plan for future investments.

A. 2040 Transportation Model

A 2040 Transportation Model was developed to predict the adequacy and appropriateness of the highway system to accommodate the forecasted level of household and employment growth in Scott County. The 2040 Transportation Model assumes the 2040 projected level of employment, household, and population growth and the completion of projects within the County's current Transportation Improvement Plan. The regional growth allocations, approved by the Metropolitan Council as of 2014, are included for adjacent counties' 2040 growth and incorporated into the model assumptions. Regional transportation system improvements are included if they are programmed in the STIP or in the approved 2040 Transportation Policy Plan. See the Appendix for 2040 employment, household, and population growth by Traffic Analysis Zone and details on roadway projects included in the constrained transportation model scenario.

B. 2040 Congestion Map

The County seeks to provide a transportation system that enhances mobility by meeting travel demands. Planning for mobility on the highway system is based on 2040 projected traffic volumes. The transportation model shows where congestion is predicted to occur by the year 2040 based on constrained growth and roadway project assumptions. Segments where projected traffic volumes are above the typical capacity ranges for that roadway design, based on the Highway Capacity Manual depicted in Figure VI-11, are shown as congested segments on Map VI-16. Traffic volumes are included on this map for roadways with a functional class of Minor Arterial and above.

C. . New Alignments and System Continuity

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 continuity issues are shown on Map VI-17:

- Extending CH 2 between TH 169 and County Road 61;
- Extending CH 8 west of TH 21 to TH 169;
- Extending and realigning CR 64 between CH 59 and CH 11;
- Extending CH 15 south of 270th Street to align with Alton Avenue;
- Improving the continuity of CH 15 from CH 10 north to TH 282;
- Extending CH 27 north of CH 16 to TH 13;
- Extending County Road 68 from CH 23 to TH 13;
- East-west connection from TH 21 to CH 10;
- Extending CH 16 west from CH 15 to connect to CH 69;
- North-east connection of CH 68 from CH 27 to CH 21;
- Extending County Road 70 between TH 169 and CH 15;
- Improving the continuity of CH 62 along CH 91; and

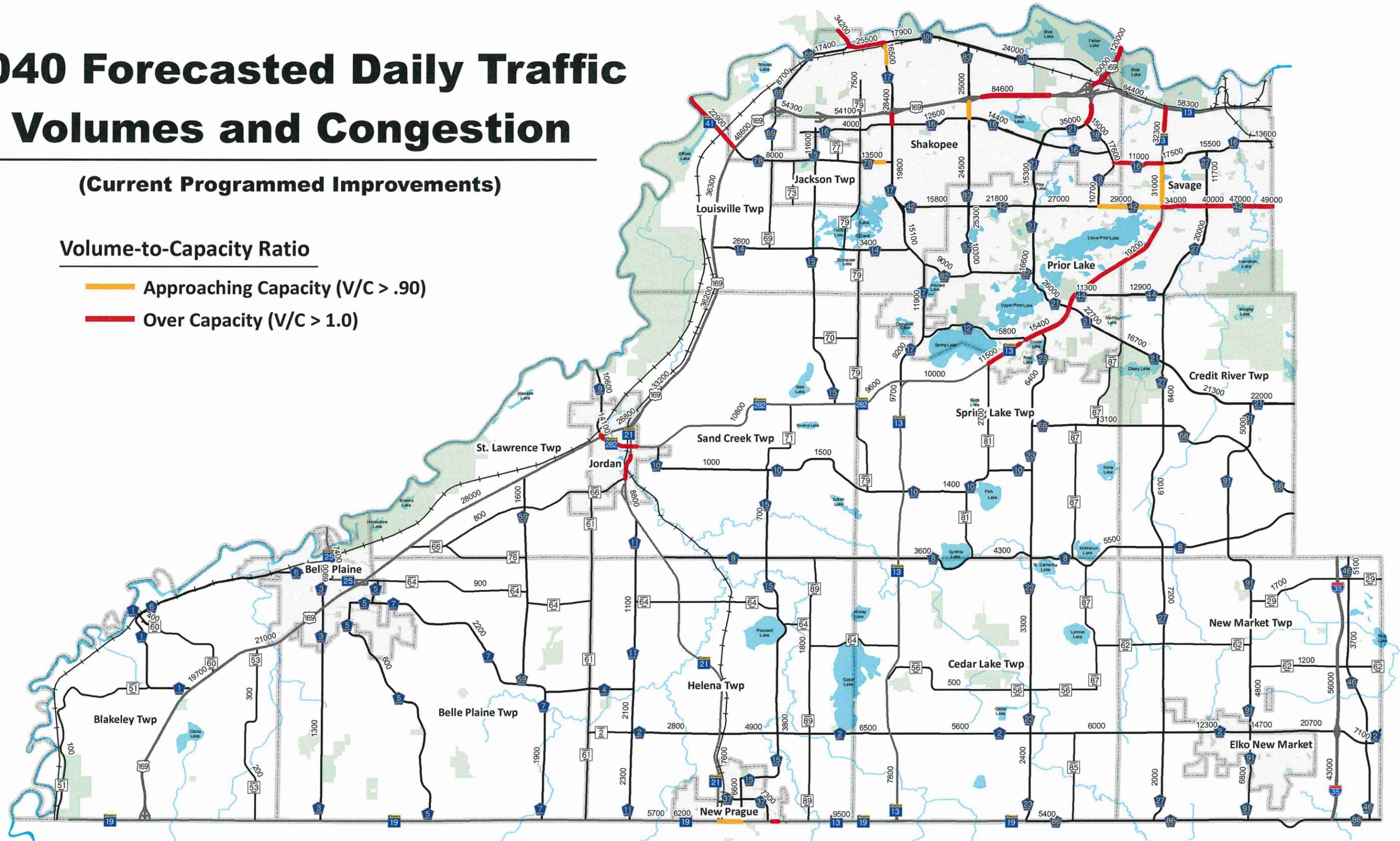


2040 Forecasted Daily Traffic Volumes and Congestion

(Current Programmed Improvements)

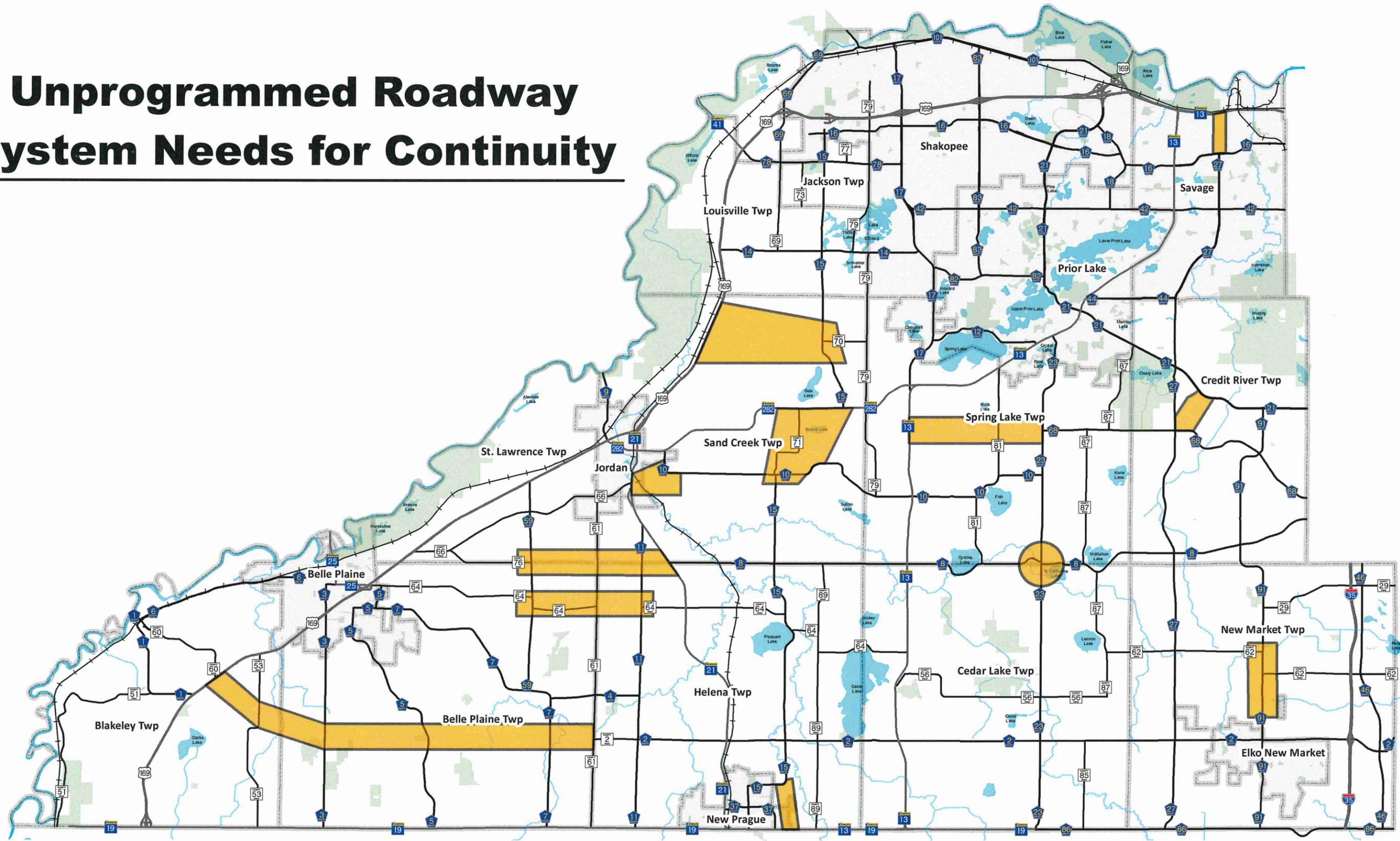
Volume-to-Capacity Ratio

- Approaching Capacity (V/C > .90)
- Over Capacity (V/C > 1.0)





Unprogrammed Roadway System Needs for Continuity



D. Access and Mobility to Regional Roadways

Mobility on the arterial highway system is of critical importance to economic development and traffic safety. 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.

In addition to meeting capacity and continuity needs, the County must also plan for and preserve the regional mobility of some roadways. This includes high mobility corridors such as TH 169 and I-35. For example, TH 169 is transitioning from an expressway to a freeway with the addition of interchanges in the Shakopee area accompanied by access closures and frontage roads. In the TH 169 Interregional Corridor (IRC) Study, TH 169 is planned to be a future freeway design in Scott County. In a freeway design, existing at-grade intersections are closed or replaced with interchanges or overpasses and access is provided via frontage roads.

CH 42 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 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.

Access from the northern half of Scott County to interchanges along I-35 is limited due to the low number of east-west routes. This leads to increased demand placed on the east-west access points available: TH 13, CH 42, and CH 21. There are few opportunities to add east-west corridors that connect with I-35 due to environmental and economic considerations.

In the southern part of Scott County, access to I-35 must also be evaluated. Currently, access exists at CH 8 (via Dakota CH 70) and at CH 2, at a spacing of five miles. As southern Scott County experiences growth and development, expansion of the interchange at CH 2 will be evaluated. Also, the feasibility of a new interchange at CH 86 should be evaluated in order to provide access to I-35 between these CH 2 and CH 8. CH 86 is 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.

TH 169 - the freeway crossing of the Minnesota River - is at capacity. The county supports added capacity to mitigate this congested section of TH 169 including the addition of MnPASS lanes from Marschall Rd. north across the Minnesota River.

E. Future Functional Classification Map

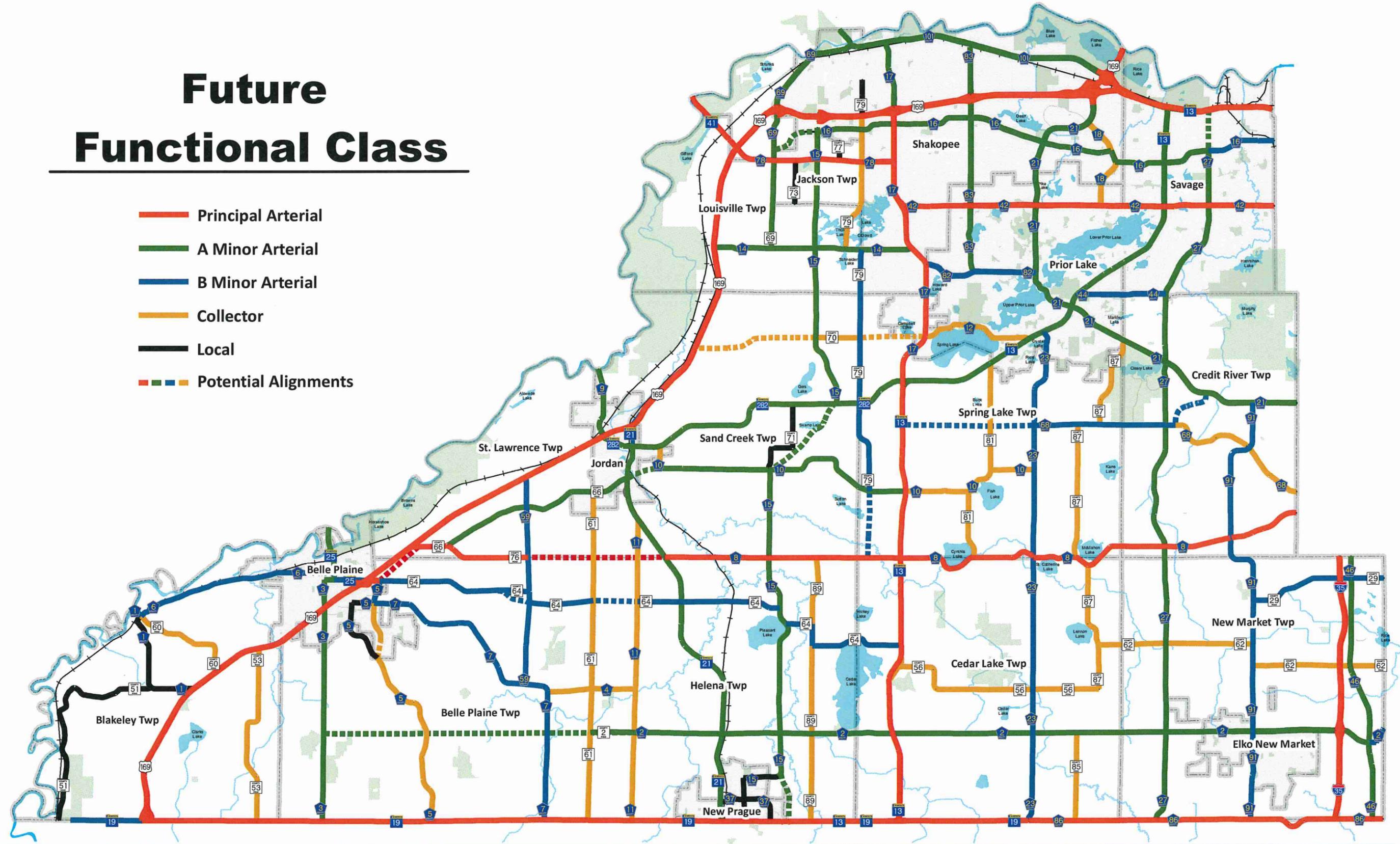
The 2040 Forecast Map shows a need to preserve the function of the transportation system in the county and region to accommodate future system demand. The County's Future Functional Classification Map is shown on Map VI-18.

The purpose of the Future Functional Classification Map is to plan for and preserve the function of a roadway. The time to preserve the function of the roadways and transportation system is prior to development precluding options. It is difficult or expensive to retrofit existing development when roadways are upgraded. In the past, access was 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.



Future Functional Class

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



Principal arterials are the highest functioning roadway for mobility. The County recommends the following minor arterial roadways, or corridors, are preserved as future principal arterials:

- TH 13 from TH 19 to TH 282;
- CH 17 from TH 282 to TH 169;
- CH 42 from CH 21 to CH 17;
- CH 86 from TH 19 to the Dakota County border;
- CH 78 from TH 169 to CH 17; and
- CH 8 from TH 169 to Dakota County border/CH 70.

Figure VI-19 Functional Classification by Lane Miles in Scott County					
	Principal Arterial	A Minor Arterial	B Minor Arterial	Collector	Local Roads
Existing	44.86	334.00	146.11	221.46	21.39
Future (with Expansion Alignments)	109.42	332.06	163.18	164.90	36.07

The existing number of vehicle lanes for all roadways currently classified as Principal and A Minor Arterials can be seen map figure VI-19a. Additionally, the map displays both planned and programmed future lane expansions, on Principal and A Minor Arterials, expected to be completed by 2040.

F. 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.

G. Right-Of-Way Preservation

Corridors

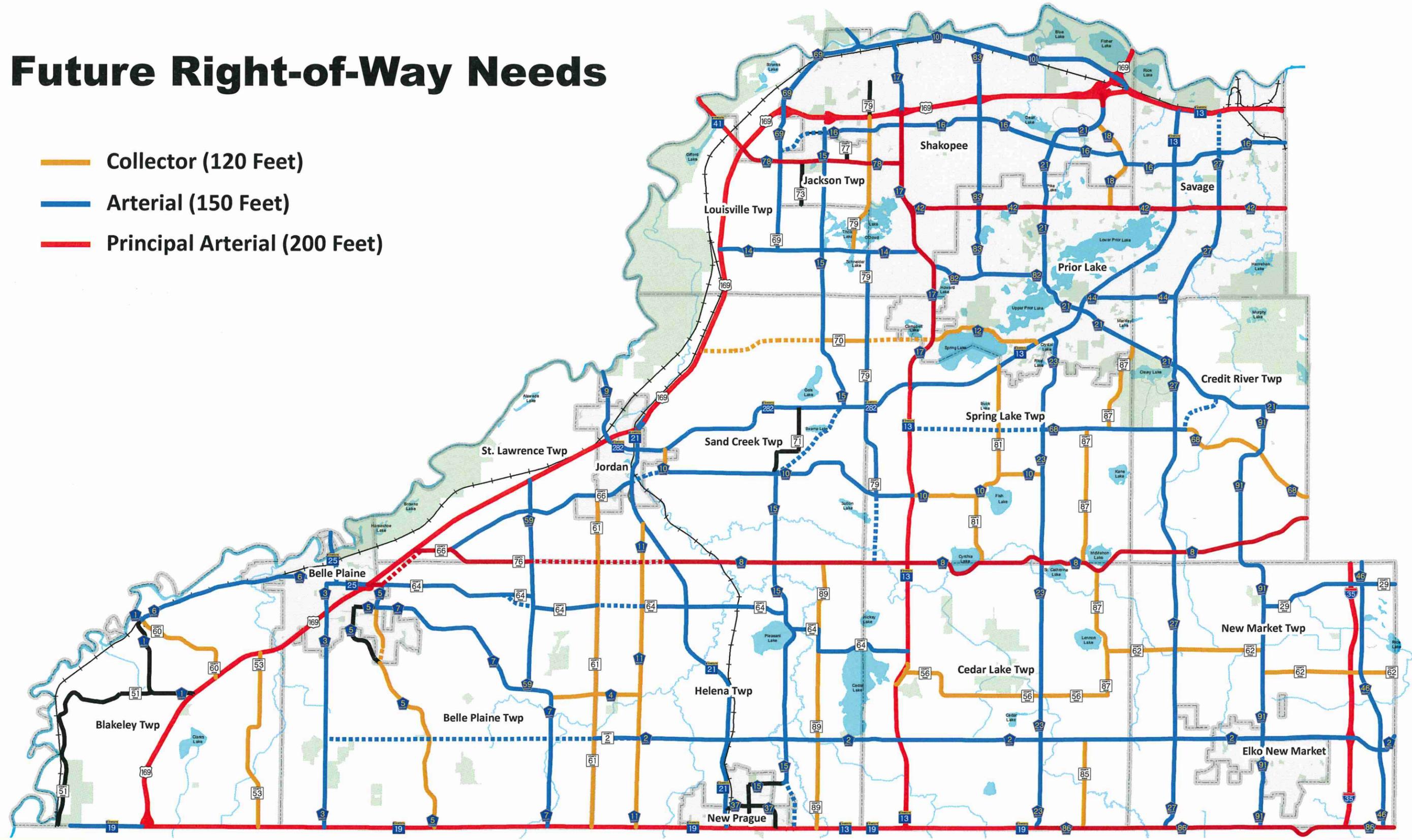
Right-of-Way (ROW) Preservation on existing and new corridors is a key element in planning for the preservation of the future functional classification system. It is anticipated that ROW preservation will take place as development occurs or there is an opportunity to protect a future alignment. In 2016 the County adopted an Official Mapping ordinance as a tool to preserve ROW.

Map VI-20 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 shown on Map VI-20. When development occurs in the rural area where the County has zoning and platting authority, the County shall require ROW dedication based on this Map as part of the plat approval process. Providing additional dedicated public road ROW for an existing or new roadway is identified in this 2040 Plan as “public value incentives” for private development (see Chapter V for more details on the Public Value Incentive Program).



Future Right-of-Way Needs

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



Sight Triangles and Easements

The County standard for ROW sight triangles is 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-21 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.

Functional Classification Intersection	Sight Triangle
Arterial and Arterial	75x75
Arterial and Collector	50x50
Arterial and Local	30x30
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.

IMPROVE AND EXPAND SECTION: GOAL, POLICIES, AND STRATEGIES

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

- a. Preserve 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 future functional classification Map as the starting point for future system needs.
 - 3) When appropriate, develop and adopt Official Maps or use other appropriate preservation tools at future interchange and corridor locations in coordination with MnDOT, 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.
 - 1) Safety issues, mobility, level of service, system connectivity, and economic development opportunities are evaluation criteria for investment.
 - 2) Consider transit amenities and accommodations as part of highway projects.
- c. Work with cities and townships to identify and mitigate the impacts caused by development.
 - 1) Development pays for the appropriate cost to expand existing roadways impacted by the development.
 - 2) When there are opportunities for improvement to the system outside scope of the development's impacts, the County will consider cost sharing where appropriate.
- d. Prioritize the expansion of the Principal Arterial system for the movement of freight and overall regional mobility and safety.
 - 1) Strategically make investments on the regional transportation system consistent with the Principal Arterial Conversion Study and Regional Freight Study.
 - 2) Include consideration of grade separations, supporting roadway network, interchanges, and high capacity intersections.

GOAL 4: ALTERNATIVE MODES OF TRANSPORTATION

Provide alternative modes of transportation.

The alternative modes of transportation section includes transit, bicycle and pedestrian facilities, aviation, freight movement, and travel demand management strategies. This section provides a focus on transportation alternatives to single occupancy vehicular travel and incorporates the impact of freight to the transportation system.

A. Transit

Transit Market Areas: The Metropolitan Council established Transit Market Areas as part of the 2040 Transportation Policy Plan. Transit Market Areas guide the types and level of service that are appropriate for efficient and effective transit services and are generated based on demographic and urban design factors. There are 5 Market Areas in Scott County and they include (See Figure VI-22):

- Emerging Transit Market Area II
-Downtown Shakopee

- A small pocket of high to moderately high population and employment densities and typically has a traditional street grid.

Categorized as an Urban Center and it can support fixed-route transit, although usually at lower frequencies or shorter service spans. This area is currently too small or non-contiguous to support a higher level of transit service. Growth in and around this area is suggested to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.

- Transit Market Area III – Shakopee and Savage

- Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It's typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

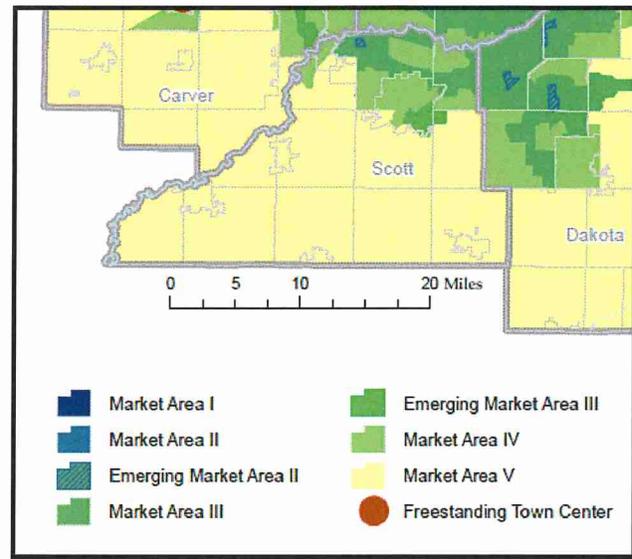
- Emerging Transit Market Area III – Downton Prior Lake

- A small pocket of Moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable. This area is currently too small or non-contiguous to support a higher level of transit service. Growth in and around this area is suggested to connect to other areas of higher potential transit use will present good opportunities for future transit improvement.

- Transit Market Area IV – Prior Lake and western Shakopee

- Have lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The

Figure VI-22
Identified Transit Market Areas



low density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate Area.

- Transit Market Area V – Belle Plaine, Jordan, New Prague, Elko New Market and Unincorporated Scott County
 - Has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

Transit Stations and Park & Rides: Scott County has three Park & Rides (Southbridge, Eagle Creek, and Savage), and one Transit Center (Marschall Road Transit Station). In addition, there are Park & Rides and Transit Stations in proximity to, but outside of Scott County, that serve Scott County residents.

Southbridge Crossing Park & Ride in Shakopee opened in 2007 and contains 515 parking spaces. The facility is owned by Scott County and is served by MVTA routes 490, 491, and 493. Eagle Creek Park & Ride in Shakopee opened in 2012 and contains 535 parking spaces. The facility is owned by the Shakopee Mdewakanton Sioux Community (SMSC) and is under a long-term and renewable lease by Scott County. MVTA operates routes 490, 491, and 492 out of Eagle Creek Park & Ride. The Savage Park & Ride is located at 14121 Huntington Ave. in Savage and opened in 2012. The facility contains 195 parking spaces. MVTA owns the Park & Ride and operates routes 421, 444, 464 through the facility. Marschall Road Transit Station is located at 1615 Weston Ct. in Shakopee and opened in 2014. Scott County owns the facility, which contains 405 parking spaces. MVTA operates local fixed route service and express service out of the facility including routes 490, 493, 495, 497, 499. SmartLink Transit (Dial a Ride, Medical Assistance), Land to Air (Intercity Bus Service), and SMSC (fixed transit connection to Mystic Lake Casino Hotel) also operate transit services from Marschall Road Transit Station. The Transit Station includes an indoor climate controlled waiting area and the ability to purchase electronic fare media like Go-To and TAP cards.

Park & Pool lots, where people can park personal vehicles and carpool, are located within Scott County in the cities of Belle Plaine (20 spaces), Jordan (15 spaces), and Prior Lake (approximately 30 spaces). Two additional Park & Pool lots serve Scott County residents in Lakeville at I-35 & CH 60 (64 spaces) and at I-35 & CH 70 (80 spaces). The locations of existing Transit Centers, Park & Rides, and Park & Pool facilities are shown on Map VI-23. The locations of existing Transit Centers, Park & Rides, and Park & Pool facilities are shown on Map VI-23.

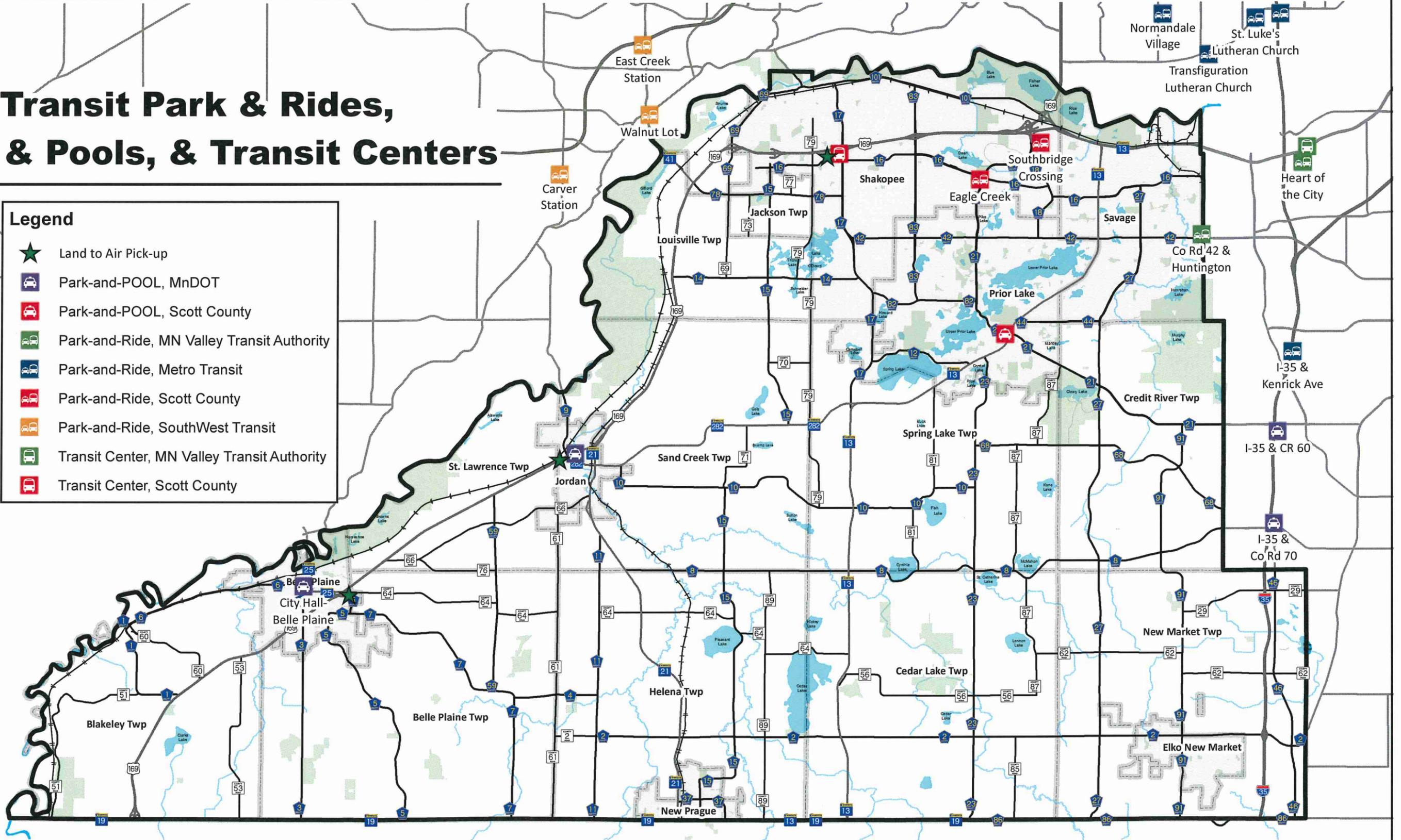
Scott County 2040 Comprehensive Plan



Transit Park & Rides, Park & Pools, & Transit Centers

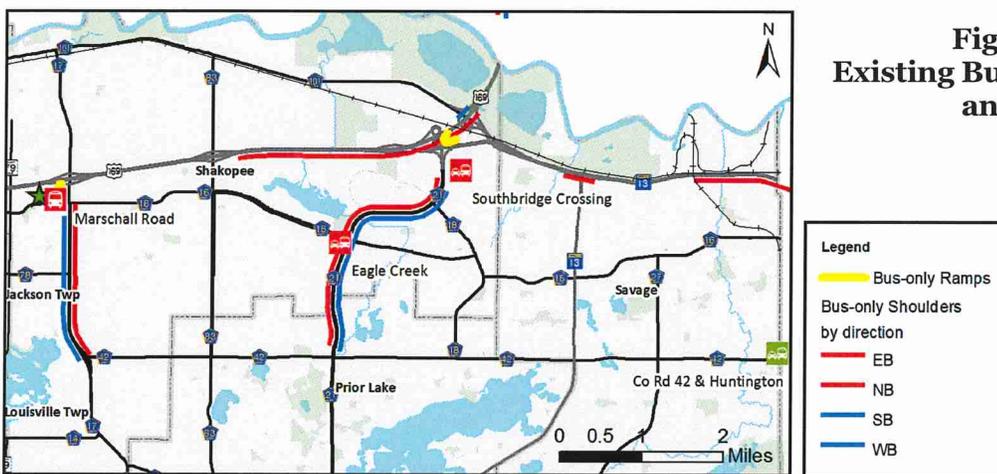
Legend

- Land to Air Pick-up
- Park-and-POOL, MnDOT
- Park-and-POOL, Scott County
- Park-and-Ride, MN Valley Transit Authority
- Park-and-Ride, Metro Transit
- Park-and-Ride, Scott County
- Park-and-Ride, SouthWest Transit
- Transit Center, MN Valley Transit Authority
- Transit Center, Scott County



The utilization rates illustrate the available capacity at existing Park & Ride facilities within Scott County. According to the 2016 Annual Regional Park & Ride System Report from Metropolitan Council utilization rates for Park & Rides in Scott County are as follows: MRTS (24%), Southbridge Crossing (36%), Eagle Creek (5%), and Savage (31%). Due to the existing capacity at Park & Ride facilities, no additional Park & Ride facilities are planned before 2040. Beyond 2040, potential Park & Ride facility locations for further study include TH 282 and CH 17 area and I-35 and CH 2 area.

Transit Advantages: Existing transit advantages within Scott County include bus-only ramps and bus-only shoulders. Marshall Road Transit Station and Southbridge Park & Ride both contain bus-only ramps for buses to entering US 169, adding an advantage by bypassing congestion and circuitous routing. Selected State and County highways include bus-only shoulders to allow a transit advantage in congestion. Between 2010 and 2016, 14.4 miles of bus-only shoulders were added in Scott County mostly on US 169, CH 21, and CH 17. See Figure VI-24 below for locations of existing bus-only ramps and bus-only shoulders.



**Figure VI-24
Existing Bus-Only Shoulders
and Ramps**

The addition of future transit advantages will focus on key transit corridors such as US 169, TH 13, CASH 17, CH 42, and CH 21. For example, the addition of bus-only shoulders is a priority on US 169 on the Bloomington Ferry Bridge and between CH 17 and CH 83 and on TH 13. Transit priority signals are an important transit advantage to implement for the efficiency of transit service. Further planning efforts will identify specific locations for transit priority signals.

Fixed Route Transit Service

Minnesota Valley Transit Authority (MVTA): MVTA is a suburban transit provider with fixed and express route transit service in Prior Lake, Shakopee and Savage. MVTA service expanded to include Prior Lake and Shakopee in 2015. Local fixed route service includes routes 421, 495, 497, and 499. Route 421 provides service between Savage and Burnsville and operates Monday through Friday with six daily trips. Route 495 began operating in 2016 and provides service seven days a week between Mall of America, Burnsville Transit Station, and Marshall Road Transit Station with 39 trips per day (18 southbound and 21 northbound) between 4:00 AM and Midnight. Routes 497 and 499 provide hourly local fixed route from 5:40 AM to 8:40 PM service within Shakopee Monday through Friday. MVTA express routes within the county include routes 464, 491/492, 490, and 493. Route 464 is express service to downtown Minneapolis with intermediate stops in Savage, Burnsville Parkway, and I-35W Lake Street Station. This route operates Monday through Friday with eight round trips per day. Route 491 and 492 are express reverse commute routes from downtown Minneapolis to Scott County. Route 490 and 493 are express routes to downtown Minneapolis from Scott County. Route 490 stops at Eagle Creek and Southbridge, and route 493 operates from Marshall Road Transit Station. See Map VI-25 for fixed and express route transit corridors directly serving Scott County.

Figure VI-27: Inter-City Bus Service Stops



Mobility Management: SmartLink is the Mobility Manager for Scott and Carver Counties and consists of four transit services:

- **Transit Link:** Contracted Dial-a-Ride service through the Metropolitan Council and is a shared-ride, reservation-only transit service. Customer service hours are from 7:00 AM to 3:30 PM Monday through Friday. Transit Link hours are 6:00 AM to 7:00 PM Monday through Friday. Bus operations within Scott County were expanded in 2017 for hours of service from 6:00 AM to 9:00 PM Monday through Friday and 7:30 AM to 4:30 PM on Saturday and Sunday. Fares are established by the region.
- **Volunteer Driver Program:** Supplemental service for trips that are denied on the Transit Link system. Volunteers drive their own vehicles and donate their time to provide transportation for residents that could not be scheduled on the bus systems.
- **Shared Vehicle Program:** Coordinating the use of a vehicle that allows multiple partners to use a small bus for a wide range of services and transportation options.
- **Non-Emergency Medical Transportation:** SmartLink is contracted through Carver and Scott Counties to coordinate non-emergency medical transportation in the safest, most appropriate and cost-effective way to get to or from non-emergency medical service appointments.



Two performance measures below in Figures VI-28 & VI-29 illustrate SmartLink’s level of service: denial percentage and on-time performance. The denial percentage tracks the percentage of requests unable to be served. The raw denial number is one of the highest in the region, but SmartLink also provides the most trips. This means the percentage of denials is low and is under the threshold

evaluate the potential for Bus Rapid Transit (BRT) and MnPASS Express Lanes in the southwest metro area on US 169 from Shakopee north to TH 55 and connecting to downtown Minneapolis. The purpose of the project was identified as increasing access to jobs and destinations, providing transportation choices, and improving safety and travel time for Highway 169 travelers.

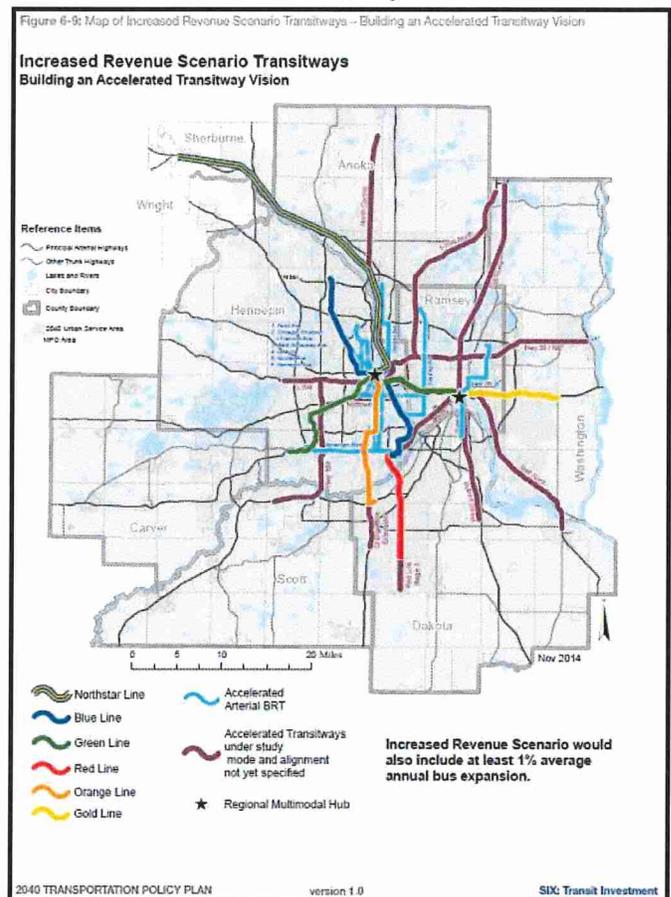
Two BRT alternatives were identified and studied including (See Figure VI-30): US 169 from Marschall Road north to Betty Crocker Drive and east to downtown Minneapolis via I-394 (Alternative 1) or via TH 55 (Alternative 2). Six project goals for evaluation of alternatives were established through the study process and both alternatives satisfy each project goal area including: Improve Access, Mobility, Ridership, Return on Investment, Supportive Conditions, and Preservation of Environment. Both transitway alternatives provide connections to the planned regional transit system with connections to the Green Line LRT extension and the American Blvd Arterial BRT, thereby enhancing the system available to potential riders of the BRT. The evaluation of alternatives showed strategic differences between the two alternatives: Alternative 1 serves a higher number of jobs along the corridor and has a higher total projected ridership number, Alternative 2 serves a higher number of people living along the corridor, has higher projected ridership numbers of transit-dependent and reverse commute riders, and connects to the future Blue Line Extension.

The study concluded in 2018 with the identification of an Optimized Scenario. This scenario incorporated low cost and high benefit trade-offs for consideration in future study and planning efforts. Both alternatives included in the study contained three future BRT transit stops in Shakopee: Marschall Road Transit Station, Canterbury Rd. stop, and Southbridge Park & Ride. In the Optimized Scenario, Southbridge Park & Ride was removed from the BRT route due to the circuitous routing required, time penalty associated with an off-line station, and low projected ridership. Further study and agency coordination would be required to finalize BRT transit stop locations.

MnPASS feasibility was studied as part of the TH 169 Mobility Study. MnPASS was looked at on TH 169 from CH 17/Marschall Rd in Shakopee to two potential northern termini, I-394 and I-494. The MnPASS alternatives were effective at improving throughput and reducing delay along TH 169. The study concluded that both MnPASS alternatives perform sufficiently to merit consideration for implementation. An implementation plan was prepared as part of the study.

According to Chapter almost 6,000 Scott County residents work in Minneapolis; combined with the cities of Bloomington, Eden Prairie and Minnetonka over 16,000 residents work north of the Minnesota River. Because of this trend it has been common in past Annual Regional Park & Ride System Report from Metropolitan Council to see a large number of Scott County residents utilizing park and ride facilities outside of County boundaries. As a result, any new transit routes near Scott County boundaries can be expected to serve Scott County residents as well.

**Figure VI-31
Increased Revenue Scenario
Transitways**



The planned METRO Orange Line (Bus Rapid Transit) in Dakota County is no different. The 17 mile Interstate 35W transitway will extend from the Burnsville Heart of the City Park and Ride north to downtown Minneapolis. The METRO Orange Line will provide high frequency all-day service to downtown Minneapolis, as well as, intermediate stations and connecting services. A proposed extension, known as the Orange Line Extension, has considered additional stations as far south as the Kenrick Park and Ride in Lakeville. Elements of the transitway, including new transit only lanes and stations in both the shoulders and median of I-35W, are complete or expected to be constructed in the coming years.

Other transitways in close proximity to Scott County include the Green Line LRT Extension, Red Line BRT, and American Blvd Arterial BRT. The Orange Line Extension, American Boulevard and Highway 169 corridors are potential BRT projects that could happen in the long term. See Figure VI-31 for location of these planned Transitways.

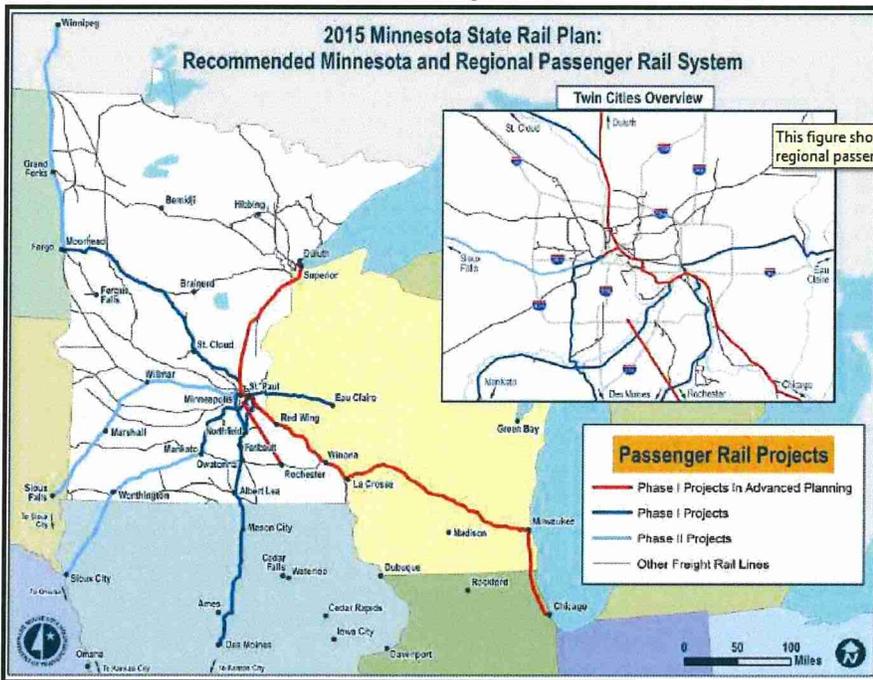
Transit Planning and Studies

In 2015, MVTA conducted the Northern Scott County Service Analysis and Evaluation study, which reviewed existing local service, unmet needs, and opportunities for additional service and improved connections in Shakopee and Savage. A recommendation implemented from the study was replacing route 496 with new routes 497 and 499, which occurred in May 2016. This study serves as an analysis tool for future transit planning and implementation.

The Dakota County East West Transit Study was adopted by Dakota County in 2017 and identifies priority East-West corridors for future transit service implementation. CH 42, from Mystic Lake Casino Hotel in Prior Lake (Scott County) to Dakota County Technical College in Rosemount, was recommended as one of five corridors for further consideration and study. Mystic Lake was just one of several potential western termini identified in the study. The study notes that CH 42 does not have the

sufficient infrastructure to support transit at this time. Stops, sidewalks and pedestrian infrastructure were the biggest needs identified. The recommendations were based on the results of technical analysis, public input, and policymaker feedback. Local stakeholders and transit service providers (MVTA) are responsible for further implementation efforts related to future fixed route transit service on the CH 42 corridor.

Figure VI-32
2015 Minnesota State Rail Plan: Identified Passenger Rail Projects



from downtown Minneapolis and/or downtown St. Paul to Northfield, Northfield to Albert Lea and

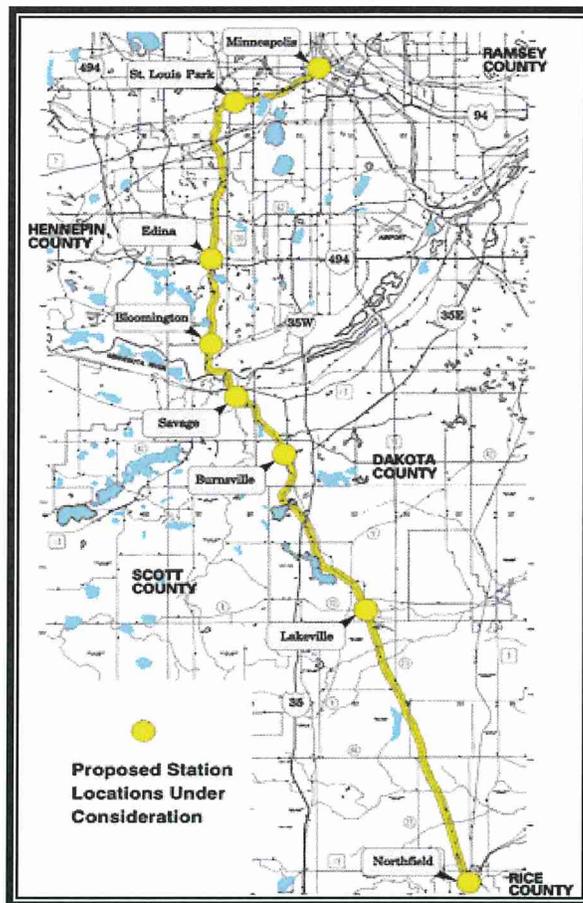
MnDOT's 2015 State Rail Plan identifies two intercity passenger rail corridors in Scott County as Phase I projects within a 0-20 year implementation horizon (See Figure VI-32). Intercity passenger rail from the Twin Cities to Albert Lea (I-35 Corridor) includes segments

Albert Lea to Des Moines. The segment from Minneapolis to Northfield would use the CP MN&S subdivision, while all other service would use the UP "Spine Line" from St. Paul to Des Moines. Intercity passenger rail from the Twin Cities to Mankato is also identified as a Phase I corridor. The proposed Minnesota Valley Line would host four daily round trips of standard (79 mph) passenger rail service.

MnDOT's State Rail Plan builds on work completed in the 1990's on the Dan Patch Commuter Rail project, which was identified in the Twin Cities Metropolitan Commuter Rail System Plan as a Tier 1 Corridor (see Figure VI-33). The Dan Patch corridor is the corridor from the Twin Cities to Northfield identified in the State Rail Plan. It 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 would operate on existing tracks owned by the Canadian Pacific Railway within Scott County.

The city of Savage conducted the Dan Patch River Crossing study in 2015. The study identified the potential vehicle demand for a new river crossing at the location and made recommendations about possible reasonable options moving forward including: a two-lane arterial bridge across the river, re-establishment of a one-lane bridge, and explored alternative modes such as bicycle and pedestrian or commuter rail bridge. Due to limited river crossings and forecasted congestion in the future, it is believed that the corridor could be a viable transportation choice south of the Minnesota River.

**Figure VI-33
Dan Patch Corridor**

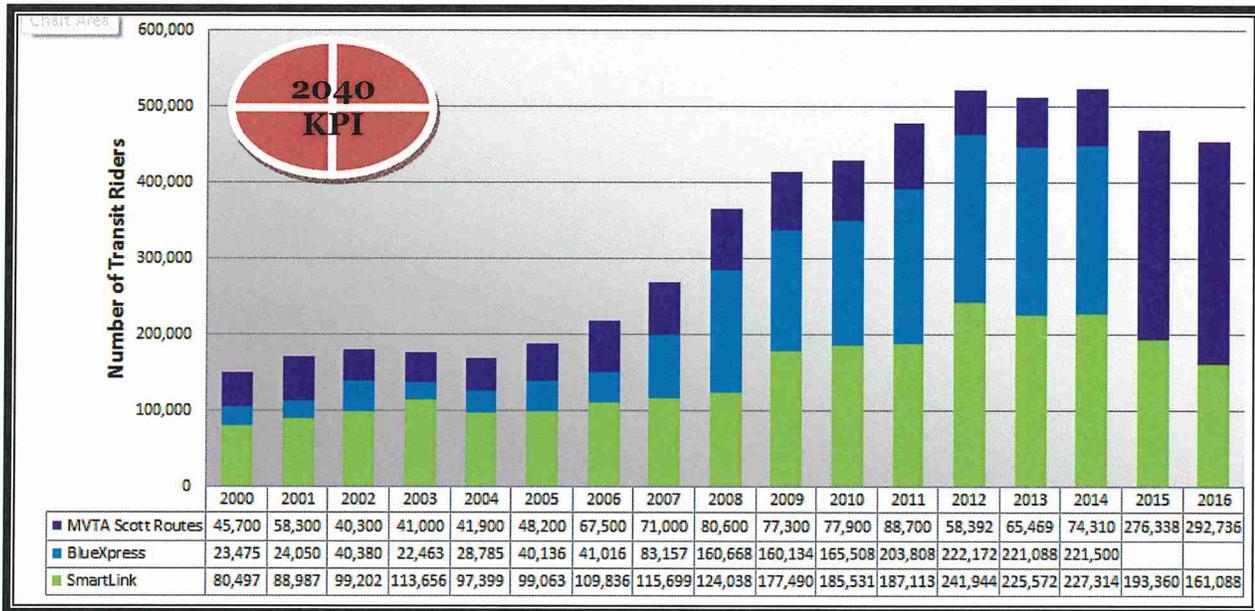


Performance Measure

This performance measure (See Figure VI-34) shows the transit ridership trend in Scott County over time. Numerous factors contribute to the trend in ridership growth. In 2015, Metropolitan Council changed the ADA service model. MVTA began providing the BlueXpress and other integrated services in 2015. The Shakopee circulator route (previously route 496) evolved into two MVTA routes (497 & 499) in 2016 and a new fixed route service began in late 2016 (495).

Expanded transit service provides transportation options to Scott County residents and helps reduce single occupancy vehicles on congested corridors in Scott County and other parts of the region. Transit services assist in expanding the labor force for Scott County businesses and assists transit dependent citizens with access to employment, shopping, education, and services.

**Figure VI-34
Scott County Transit Ridership: All Providers**



Funding

Capital Investments

Scott County will continue to plan, design, develop and reserve land for future capital and operating investments including but not limited to, bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts as related to capital investments. Scott County will continue to work with MnDOT Team Transit to provide bus shoulders on TH 169 including the Bloomington Ferry Bridge.

Funding Initiatives

Currently Shakopee, Prior Lake and Savage are within the transit taxing district and thus eligible for regional service investments. Scott County will continue to support the region’s efforts to find and implement revenue streams that will improve transportation alternatives. This includes dialogue with the Metropolitan Council and legislature to look at different revenue mechanisms.

B. Trails and Non-Motorized Facilities

Scott County recognizes the important role of bicycle and pedestrian facilities for transportation, recreation, and fitness. There is a high demand within the county and local communities for connected and accessible bicycle and pedestrian facilities.

In general, the County’s highways are high volume, high-speed facilities, so separated bicycle and pedestrian facilities are an important element of a safe, multi-modal, and efficient transportation system. Scott County also recognizes the importance of providing continuous facilities across physical and jurisdictional boundaries. Within the County, Highway and Parks Department staff work together to coordinate planning and implementation efforts for the purpose of achieving a county-wide trail system which serves recreational and transportation functions, is constructed efficiently, and is complimentary to the trail facilities of local communities and regional neighbors.

Each township or city may define a sidewalk and/or trail system that includes County roads within its jurisdiction. It is important to coordinate these systems between jurisdictions. When roadway

improvements are programmed for County Highways, the County's policy is to construct a trail or sidewalk facility on both sides in the urban areas wherever feasible. The County policy for trail construction calls for 50 percent of the funding to be provided by the cities. The County works with cities and townships on coordinating facility type. Scott County works within the Metropolitan Council's 2040 Regional Parks Policy Plan for regional needs. The County also works with cities to include trails as part of development adjacent to the County Highway system.

The standard approach to expanding County Highway trail facilities is done in conjunction with County Highway projects or developer installed projects, with the exact design, extent, and phasing of the trail facility dependent on the unique situation of each project. Partnering with the local jurisdictions is key for the development of trail facilities, including securing right-of-way and construction cost-sharing.

Within city boundaries, trails along County roads are plowed and mowed by the city. The County cost-shares on the preventive maintenance of the pavement surface and will participate in major rehabilitation or reconstruction if the city works in partnership on the preventive maintenance program. Currently individual and facility specific agreements with cities are established based on these policies. Trails along County roads in rural areas are operated and maintained by the County.

In 2014 the Metropolitan Council conducted the Regional Bicycle and System Study to analyze and prioritize potential regional bicycle corridors based on such factors as bicycle trip demand and network connectivity. The result of the study was the creation of the Regional Bicycle Transportation Network (RBTN). The RBTN was established to create an integrated and seamless network of on-street bikeways and off-road trails in the metro area. Additionally, the RBTN has become the "backbone" arterial network to accommodate daily bicycle trips by connecting regional destinations and local bicycle networks. The RBTN consists of a series of corridors and general alignments. The corridors are established where there is existing or potentially high bicycle trip demand between regional destinations and activity centers and also connecting to moderate-to-higher density local neighborhoods or commercial areas. Corridors reflect where alignments have not yet been identified; the presence of corridors allow for local planning processes to determine the most appropriate alignment that follows the orientation of the corridor and combines on-street bikeways with off-road trails where appropriate. Corridors and alignments are classified as Tier 1 or Tier 2 priorities, with Tier 1 representing the region's highest priorities for bikeway planning and investment.

Map VI-35 shows the current Metropolitan Council adopted Regional Bicycle Transportation Network. There are 13 miles of off-road Regional Bicycle Trail Network in Scott County. Most alignments and corridors are classified as Tier 2. The only Tier 1 trail segment within Scott County is the trail located on the north side of County Highway 101 between the CH 101 bridge into Carver County and the Minnesota River Valley Bloomington Ferry Bridge that extends across the river valley into Hennepin County. Most of the existing identified RBTN alignments follow County Highways 17, 21, 42, and 78. The only section of the RBTN that is designated as an on-road alignment is a north/south segment located in Shakopee along Holmes Street.

The Metropolitan Council has also identified an additional bicycle network known as the Regional Trails. Regional Trails are identified in the Regional Parks Policy Plan and are designed as multi-use facilities to serve both recreation and transportation trips. Regional trails were an important input in the original RBTN and while there is significant overlap between the two networks, there are also some distinct differences. For example, the RBTN is planned to facilitate bicycling for transportation, including commute trips to work and school, shopping trips, entertainment and social trips, while regional trails are planned and designed primarily for recreation. Chapter VII: Parks and Trails identify and discusses these facilities.

In 2017, the Council conducted a Regional Bicycle Barriers Study to begin addressing the need for bikeway improvements across the region's physical barriers. The study defined physical barriers to

bicycle travel to include secondary rivers and streams, rail line corridors, and freeways and expressways. In addition to defining regional bicycle barriers, the study analyzed a series of potential barrier crossing improvement locations based on four analysis factors that included safety and existing conditions, bicycle trip demand, local and regional bike network connectivity, and social equity. The study identified several barriers crossings located in northern Scott County with the majority of the crossings along US 169. In addition, the study identified barrier crossings along CH 17, CH 21 and CH 42. The County will look to crossing locations identified in the study along with the County's single largest barrier to connected bicycle travel, which the study did not include, the Minnesota River.

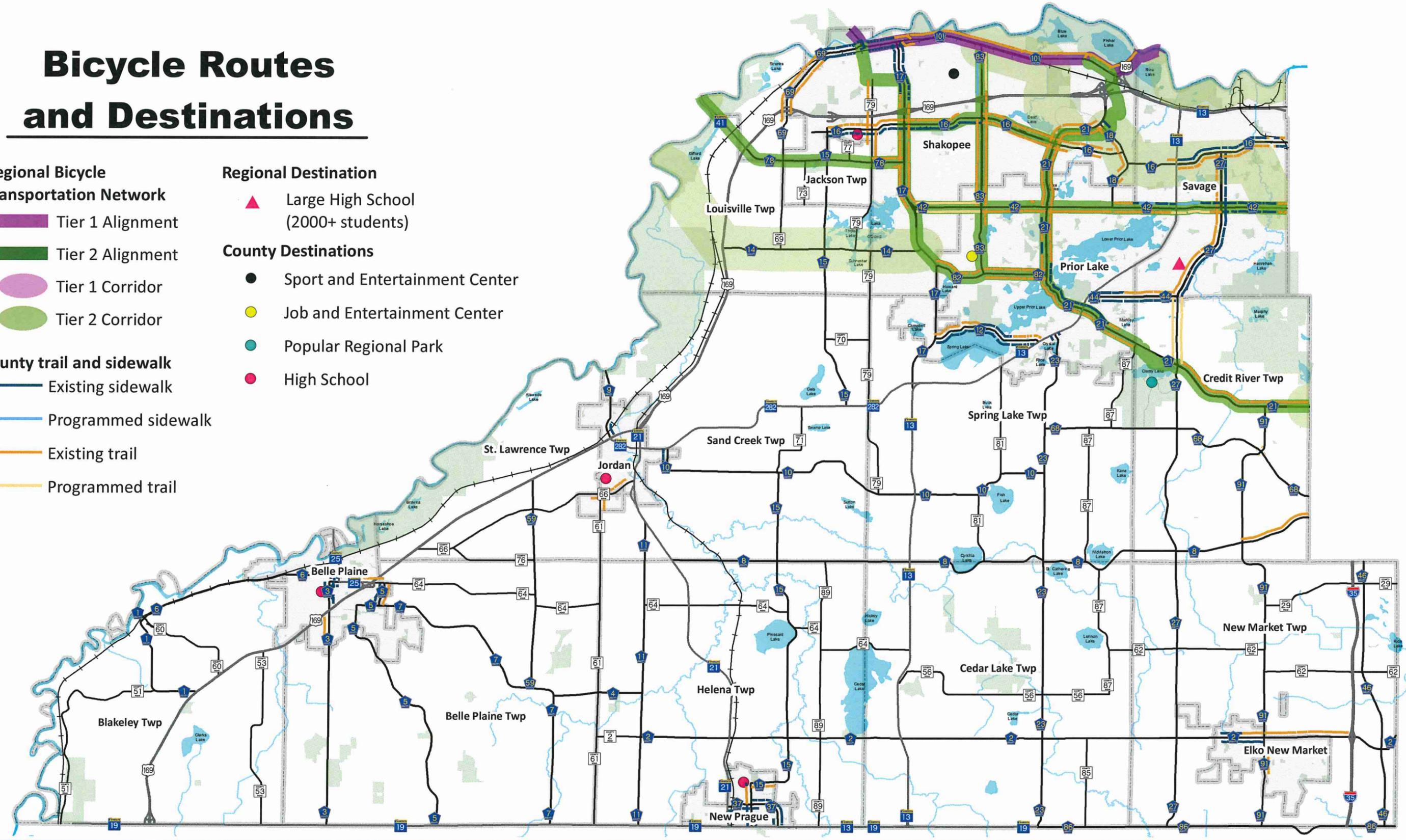


Bicycle Routes and Destinations

- Regional Bicycle Transportation Network**
- Tier 1 Alignment
 - Tier 2 Alignment
 - Tier 1 Corridor
 - Tier 2 Corridor

- County trail and sidewalk**
- Existing sidewalk
 - Programmed sidewalk
 - Existing trail
 - Programmed trail

- Regional Destination**
- Large High School (2000+ students)
- County Destinations**
- Sport and Entertainment Center
 - Job and Entertainment Center
 - Popular Regional Park
 - High School



County Trails and Trail Classification

The County uses the trail classifications identified in Figure VI-36 to define trail facility types, which are a subset of the categories identified in Chapter VII: Parks and Trails. These classifications are modified from *Trail Planning, Design, and Development Guidelines*, a MN DNR Trails and Waterways resource. Categories and classifications shown are those pertinent to Scott County bicycle and pedestrian transportation facilities. See Figure VI-35 for all trails and sidewalks along County Highways.

Figure VI-36: Bicycle and Pedestrian Facility Types	
Category	Classification
Shared Use/Separated Paved Trails	Bituminous or aggregate trails separated from the roadway; shared use. <u>Sub-categories:</u> -Linking Trail: typically parallel to roads -Destination Trail: emphasize the landscape setting and recreational value. Typically not associated with roads.
On-Road Bikeways	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
Source: <i>Trail Planning, Design, and Development Guidelines</i> , MN DNR Trails and Waterways	

C. Snowmobiles/ATV's

Scott County manages snowmobile trails throughout the county by serving as the Grant-In-Aid local sponsor. As the local sponsor, the County works with 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 are 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 works 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 flexible approach, with the understanding that as urbanization continues and city limits expand, the County has concerns regarding future pedestrian, vehicle, and snowmobile conflicts in the incorporated cities. The County believes that working with snowmobile groups to identify future snowmobile corridors and trail issues will create proactive solutions that may prevent future conflicts. 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. Chapter VII: Parks and Trails further discusses the County's intention to work with snowmobile and ATV clubs in exploring long-term opportunities.

D. Aviation

There is 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, south of Minneapolis. Two of MSP's four runways are aligned in a parallel northwest/southeast direction. One runway is aligned in a north/south direction and the other in southwest/northeast direction. At times aircraft operating on these runways fly over parts of Savage and the rest of Scott County, but are flying at elevations 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 the smallest runway positioned in a north/south direction. The 2,690 foot north/south runway generates the least amount of air traffic. Flying Cloud's noise contours and safety zones do not extend into Scott County.

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. The Metropolitan Airports Commission has adopted a new 2035 Long-Term Comprehensive Plan (LTCP) for Airlake Airport. The goals of the plan include better accommodating business aircraft need by extending the runway to a length of 4,850 feet from the existing length of 4,099 feet; maintaining or improving the Runway Protection Zone (RPZ) land use compatibility; mitigating existing issues with airspace penetrations to the extent practical; and updating the taxiway layout to reflect current industry best practices and enhance safety. The aircraft anticipated to use Airlake Airport will continue to range from small single-engine piston airplanes used primarily for personal, recreational, and flight training purposes up to mid-size corporate jets used primarily for business purposes. The proposed 2035 plan does not recommend changing the airport's role to accommodate larger aircraft or scheduled passenger or cargo flights.

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 is 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 areas. 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.

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 the Minnesota Department of Transportation (MnDOT) Aeronautics for permitted seaplane use. Six lakes located in Scott County are designated as seaplane accessible: Cedar Lake, Geis Lake, Pleasant Lake, 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 acknowledges MnDOT regulations regarding the use of the lakes for seaplane purposes and will work to mitigate conflicts with the development and use of these parks.

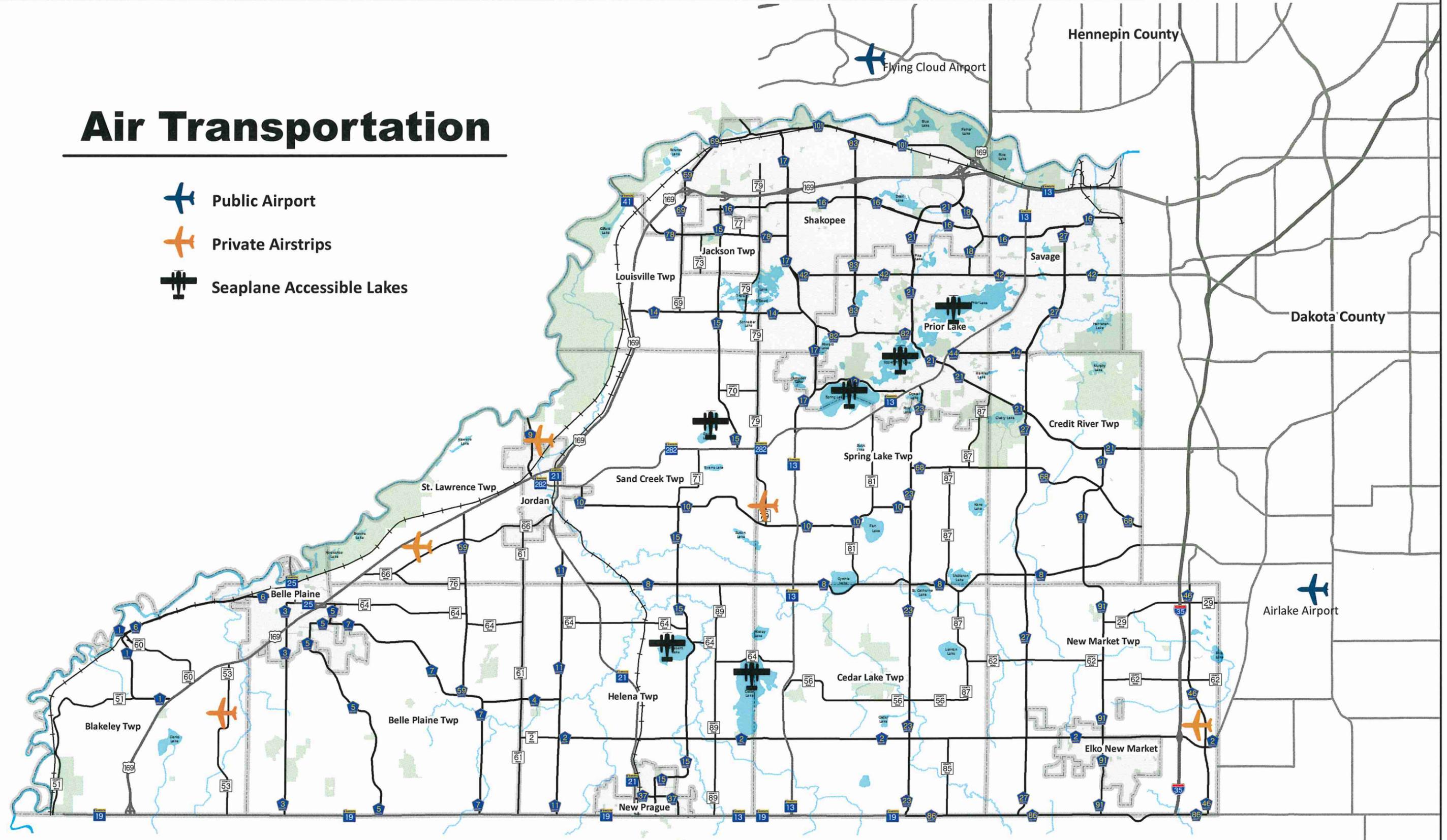
Five private airstrips are located in Scott County. New private airstrips are limited to agricultural and low-density, rural residential areas. A conditional use permit is required for operation to ensure clear approach zones are provided and flight operations will not present a hazard or nuisance to surrounding land uses. Any private airfields/airstrips permitted in the County should meet minimum safety requirements as defined by MnDOT Aeronautics. Map VI-37 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. 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.



Air Transportation

-  Public Airport
-  Private Airstrips
-  Seaplane Accessible Lakes



E. Freight Transportation

Freight transportation is the movement of goods and products from one point in the production process to another. This includes raw commodities such as corn and soybeans and finished products such as clothing and televisions. Freight transportation in itself is not a mode of transportation, but includes several modes that focus on the movement of goods instead of people. The most significant transportation modes utilized by freight haulers in Scott County include trucks on highways, followed by waterways and rail.

Regional Truck Highway Corridor Study

The Metropolitan Council's Regional Truck Highway Corridor Study, completed in 2017, identified and prioritized the improvement of the most significant regional truck highway corridors. The study identified TH 13 from US 169 to I35W as a Tier 1 regional truck corridor. The study notes that while the Interstate Highway System is the region's freight backbone, it is supported by a critical network of principal and minor arterials that serve as relievers to the Interstate system, as well as providing door-to-door access to manufacturing facilities, distribution centers, intermodal freight hubs, and ultimately retailers and customers. In the analysis, the TH 13 corridor was ranked second in the top thirty truck delay hotspots on non-Interstate Tier 1 corridors, with 60 hours of delay eastbound and 48 hours of delay westbound on average per day. This averaged 2.4 minutes of delay per truck. The worst times for delay on TH 13 were from 4 to 5 PM in both directions, with eastbound experiencing a slightly longer total delay.

In addition to TH 13, Tier 1 Corridors in Scott County include TH 169 and I-35 and CH 83 from TH 169 to CH 101 in Shakopee. Tier 3 Corridors include TH 13 from the 101 connection to TH 282, along with TH 19, TH 21 and TH 282 and CH 101, and CH 42 from TH 13 to the Dakota County Line. Figure VI-38 shows these regional truck corridors as well as additional freight infrastructure and information.

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 60 miles, and the Canadian Pacific Railroad, with two miles of track. The railroad lines are shown on Map VI-38, along with the number of trips generated per track.

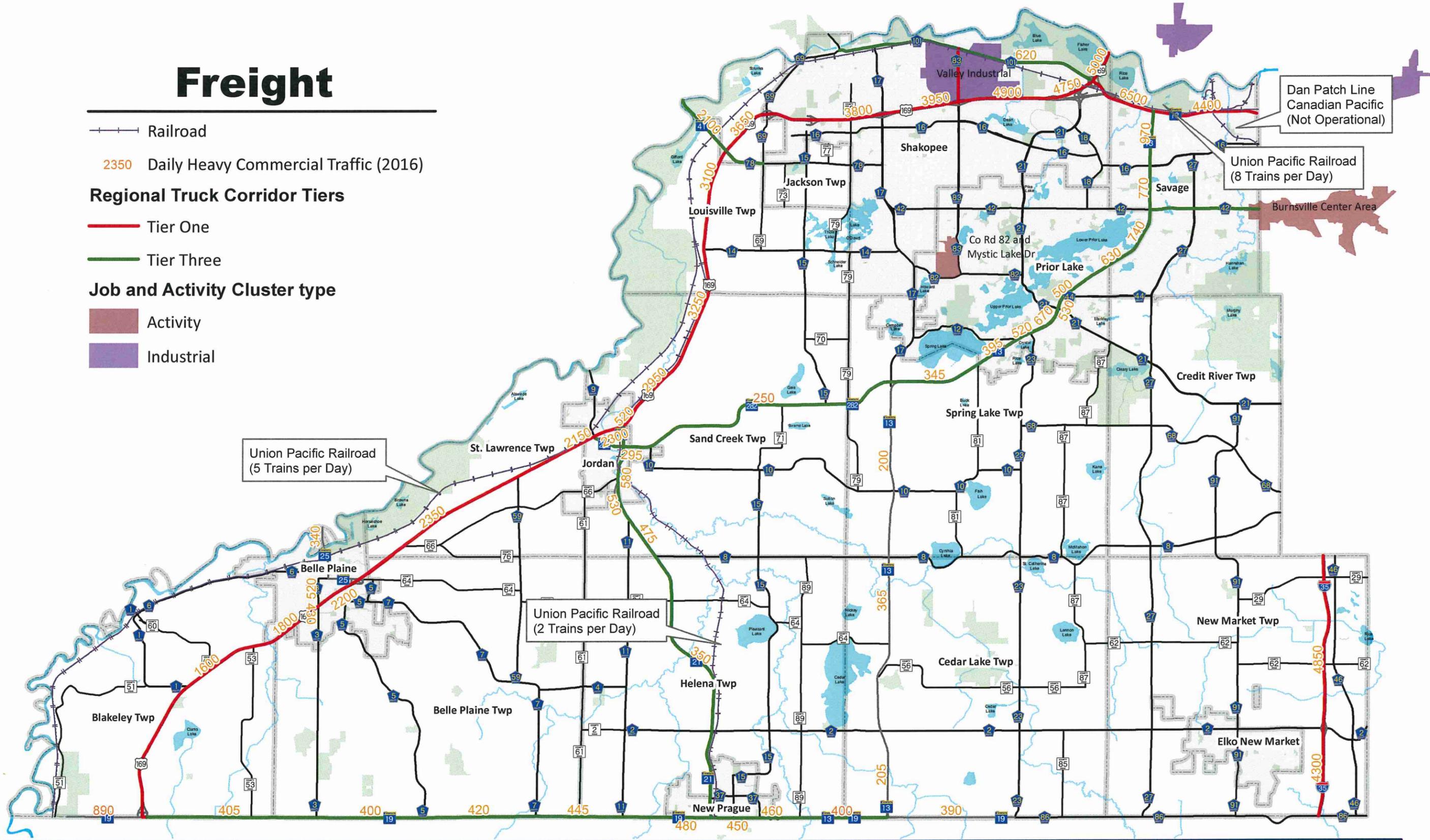
Canadian Pacific owns the north-south railroad line that crosses over TH 13, just east of Yosemite Ave. This line is commonly known as the Dan Patch Corridor and runs between Northfield and Minneapolis. The Dan Patch Corridor is a potential commuter rail corridor and/or vehicle or bicycle trail corridor utilizing the existing swing bridge crossing location over the Minnesota River, which has been out of service for a decade. The Dan Patch Corridor is currently classified as an inactive rail line south of TH 13. North of TH 13 the line is leased by Twin Cities & Western Railroad and is used for storing and switching train cars in the Ports of Savage Area.

Scott County 2040 Comprehensive Plan



Freight

- Railroad
- 2350 Daily Heavy Commercial Traffic (2016)
- Regional Truck Corridor Tiers**
- Tier One
- Tier Three
- Job and Activity Cluster type**
- Activity
- Industrial



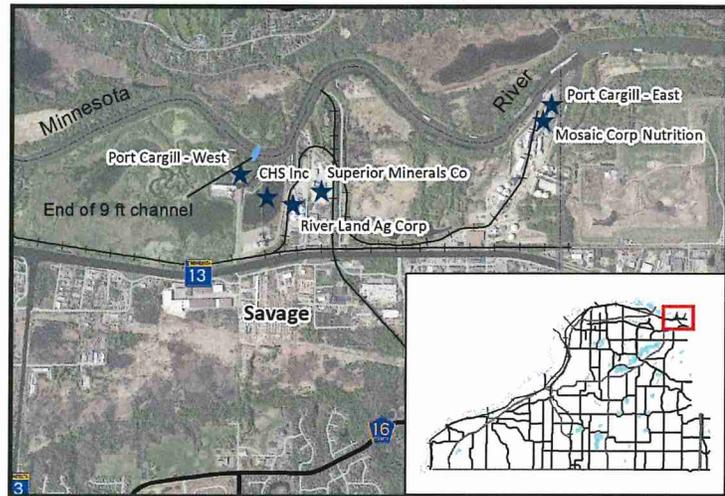
In the event that any railroad line is up for abandonment, the County will evaluate preservation of the corridor for multiple transportation needs. For example, the Union Pacific spur line that connects Scott and Carver County was abandoned and subsequently acquired by the County for a future utility, transportation, and trail corridor.

Commercial Navigation

The Ports of Savage is a nationally prominent port for the shipment of grain and other commodities and provides the only commercial navigation access to the Minnesota River in the metropolitan area. The Ports of Savage includes five private terminals, including Cargill, CHS, Bunge, and Superior Minerals. Their locations on the Minnesota River are identified on Figure VI-39.

As shown in Figure VI-40, one to three million tons of product was handled annually through the Ports of Savage between 2012 and 2016. The peak shipping season generally begins in mid-March and runs until the end of November. About 75 percent of the tonnage to and from the terminals is distributed by truck. This amounts to an estimated 128,000 truck trips in an 8.5 month season.

**Figure VI-39
Ports of Savage**



**Figure VI-40
River Port Annual Tonnages*, 2012 to 2016**

Port	2012	2013	2014	2015	2016
Minneapolis	671,691	715,599	573,168	223,871	Unknown
St. Paul	5,551,737	5,273,301	6,315,039	6,887,022	8,129,481
Savage	1,921,603	1,405,947	1,704,930	2,123,201	3,199,988
Red Wing	836,497	532,891	433,840	684,935	1,057,372
Winona	1,697,955	1,258,783	1,700,883	1,707,910	2,356,351
Total	10,679,483	9,186,521	10,727,859	11,626,940	14,743,192

*Annual tonnages have varied due to seasonal flooding, ocean freight rates, and commodity demand.

Source: Minnesota Department of Transportation, 2017.

The nearby confluence of the Minnesota and Mississippi Rivers means the Ports of Savage has access to the Mississippi River shipping system. The river system supports five port areas in Minnesota with a combined 2016 transported tonnage of 11.6 million tons. The Ports 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 Ports 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 at 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. The productivity of the Ports will be limited if TH 13 cannot efficiently serve them.

Freight Issues

Knowing where freight needs and issues exist on significant highway corridors can inform policy and investment decision-making. The success of the County and the State's economic engine relates to the ability of the multimodal freight system to convey goods safely and efficiently.

Major freight issues in Scott County include bottlenecks or congestion, highway design and characteristics, and rail crossings. As identified in the Metropolitan Council's Regional Truck Highway Corridor Study in 2017, TH 13 from TH 169 to I-35W, was identified as the second ranked congested freight corridor in the Twin Cities metropolitan area. The study also identified TH 169, particularly at the intersections of TH 41 and TH 282 as locations on critical freight corridors experiencing significant congestion. The study also contains references to traffic delays on TH 169 over the Minnesota River on the Bloomington Ferry Bridge. The Study highlighted the following freight issues in Scott County:

- Important corridors include TH 169 and TH 13
- High truck volume entry points on TH 169 between CH 14 and CH 69 at unsignalized intersections or driveways present safety concerns.
- TH 169 interchanges at CH 21 and CH 101 are geometrically problematic.

The way the highway is designed or operates can also be a freight movement issue. Since 2000 Scott County and MnDOT have invested in roundabouts as a traffic safety solution in the growing and developing rural and residential areas. These safety features are perceived as difficult to maneuver by operators of heavy commercial vehicles. Increased prevalence of roundabouts and driver training have combined to reduce some concerns related to roundabouts. However, concerns with roundabouts remain for oversized vehicles such as those coming from Chart Industries in New Prague, Minnesota and non-professional drivers transporting raw agricultural products through roundabouts. The County will continue to consider the installation of roundabouts as a highway safety solution and will include the freight community as part of outreach efforts. Previous freight studies in Minnesota have identified the lack of significant shoulders on rural roadways as a potential safety concern. The County will consider increased paved shoulder widths as part of pavement improvement projects and consider increased paved shoulder widths as a proactive safety project.

Scott County contains 62 miles of rail. Conflicts between trains and vehicles at unprotected rail crossings are a concern. Unprotected railroad crossing are roadway crossings without both gates and lights. Many crossings in Scott County have stop signs with additional signs advising drivers to look both ways before continuing travel. See Map VI-42 for locations of unprotected rail crossings.

The Union Pacific Railroad along the north side of Trunk Highway 13 in the Ports of Savage area also provides an additional concern for freight. The limited vehicle stacking distance ranges from 70 feet at Yosemite Ave to 110 feet at Dakota Avenue between the Union Pacific mainline track and TH 13. The congestion and the lack of gaps in traffic on TH 13 also encourages trucks to take additional risk such as to sit on tracks or proceed through gates. A 2012, MnDOT Rail Office summary identified a high number of gate arm replacements occurred at Dakota Ave. and Lynn Ave. In the three years leading up to March of 2010, 42 gates were replaced at Dakota Ave. and 13 gates were replaced at Lynn Ave. Based on the report, commercial vehicles entering the ports most commonly crashed into the gates as they exit off of TH 13, typically eastbound traffic making a left across the highway. It was also found that at Dakota Ave. a portion of the broken gates were attributed to train switching operations taking place near the crossings with gates dropping on the trailers as the truck moved across the grade crossing. The Union Pacific Railroad also conducted their own safety study of the crossings and has initiated an ongoing active campaign to warn vehicles crossing the rail line to take precautions and not to be caught sitting on the tracks. Scott County will seek to improve and upgrade rail crossing safety when possible.

F. Travel Demand Management

Travel Demand Management (TDM) refers to strategies and actions for increasing vehicle-occupancy rates and reducing vehicle miles of travel and is a critical tool for implementing congestion management. TDM includes management of congested routes by coordinating transit operations on routes with major lane closures due to crashes, construction, or planned maintenance activities. For Scott County, TDM can be a tool for mitigating congestion in particular corridors and locations such as at river crossings and approach highways as well as on highways leading to regional job centers. The County encourages TDM efforts that include public private partnerships.

TDM Strategies

Travel demand management strategies 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. TDM strategies are typically targeted toward peak hour work trips in highly congested areas and incorporate multiple strategies aimed at changing travel behavior. Select TDM strategies considered for implementation are included in the list below; additional TDM strategies not listed may also be considered.

- **Ridesharing:** 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.
- **Transit/Ridesharing Incentives:** Employers can encourage employees to rideshare or use public transit if available.
- **Parking Management:** 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. The occupancy restriction typically applies during peak periods in the peak direction.

- MnPASS Lanes: MnPASS facilities provide an option for vehicles to pay for use of a lane at times of congestion.
- 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. 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 County will coordinate with local communities in the implementation of TDM programs, the formation of new TMOs, or the initiation of specific TDM activities.

While employment has increased within Scott County over the past decade, 2014 Longitudinal Employer-Household Dynamics data reported 76 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 21 and CH 101 corridors. The Scott County Park & Ride facilities provide an alternative mode of transportation for commuters working in downtown Minneapolis; however, commuter shed patterns illustrate the county's workforce is spread throughout the metropolitan area.

The 2040 Vision promotes a change in commuter trends over the next two decades; envisioning a time when half of county residents work within Scott County. Achieving this component of the 2040 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 for employment. This will move 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. A SCALE Collective Impact planning effort began in 2016 and promotes a community based, multi-discipline approach to addressing these issues. As part of this effort, a Transportation Workgroup meets monthly to explore and discuss transportation needs and solutions in the county.

ALTERNATIVE MODES GOALS, POLICIES, AND STRATEGIES

Goal #VI-4 Provide ALTERNATIVE MODES OF TRANSPORTATION.

- a. Support the development of transit to make it possible to connect to employment, shopping, recreation and leisure, and educational destinations without the need for individual automobile travel.
 - 1) Continue the support of fixed route service including express bus service.

- 2) Continue to plan, design, develop and reserve land for future capital investments including bus shoulders along transit corridors, park and rides, transit advantage ramps, and other regional concepts including bus rapid transit infrastructure.
 - 3) Support private ride-sharing and private transportation options to increase mobility for residents.
 - 4) Continue to support the region to find and identify a long-term stable source of transit operating dollars.
 - 5) Utilize sales tax dollars dedicated to transit to expand transit service to new markets and increase ridership. Fund transit amenities to improve access and transit service reliability.
 - 6) Seek funding from regional and state agencies to plan and deliver alternative modes of transportation.
- b. 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 and implement when feasible.
 - 2) Work with MnDOT to increase the capacity on the US 169 Bloomington Ferry Bridge and provide transit advantages.
 - 3) Explore new and existing technology and information relating to transportation alternatives including autonomous vehicles and car-share programs. Support electric vehicles by implementing supporting infrastructure.
 - 4) Encourage employers and communities to promote the implementation of travel demand management initiatives such as:
 - a. Staggering work hours;
 - b. Employer incentives;
 - c. Explore potential of transportation management organizations with adjacent counties or transit providers
 - d. Telecommuting-friendly employer policies
 - 5) Continue to collaborate on opportunities with other counties/providers for additional transit service and efficiencies.
- c. Collaborate in and support efforts to reinstate in the Dan Patch commuter rail line for future evaluation.
- d. Move forward the US 169 Bus Rapid Transit concept from Marschall Road Transit Station to Downtown Minneapolis.
- 1) Support the Southwest Light Rail Transit line (Green Line Extension) implementation.
 - 2) Evaluate connecting bus service to future Green Line Extension and US 169 BRT service.

- 3) Implement and support the expansion of the connector service on the TH 169 corridor to Eden Prairie and Minnetonka.
- e. Continue to deliver and support local service, express service, dial-a-ride service, and inter-city bus service.
- f. Continue to partner with others through coordination with MVTA staff and Board, and the SmartLink team and Mobility Management Board.
- g. Review developments for pedestrian connections and transit facility opportunities as a part of the standard County and City development review and highway projects during project scoping.
- h. Create a trail system to serve countywide healthy/active living needs (i.e., access to Regional Parks, activity centers, schools), and transportation needs that provide convenient, compatible connections between municipalities and to adjacent counties.
 - 1) Include trails on County Highways as part of the Transportation Improvement Program (TIP).
 - 2) Coordinate development of trails with counties, cities, townships, Three Rivers Park District and State when opportunities arise through development or highway projects.
 - 3) Work with cities to identify county trail corridor gaps, prioritize implementation, and programming in the TIP.
 - 4) Conduct a system-wide County roadway study on bicycle and pedestrian needs to identify priority projects for studies, phasing, and implementation and to examine finance opportunities and gaps.
 - 5) Include separated trails as a regular component of highway improvements and development on both sides of the highway in the urban area. Cities may elect to have a sidewalk on one side as an alternative.
 - 6) Include paved shoulders to serve bicycle and pedestrian modes on rural reconstruction and pavement preservation projects. Include separated trail facilities on targeted County roads in rural areas in coordination with construction projects.
 - 7) Include separated trail facility phasing considerations (additional ROW, grading, proximity to Regional Parks) on County identified future separated trail corridors where current needs do not warrant a full facility with a project on the trail corridor.
 - 8) Ensure pertinent stakeholders are involved in the early scoping of bicycle and pedestrian facilities. Review roadway projects for pedestrian and bicycle issues as part of standard County and City development reviews and as a part of highway projects during project scoping.
 - 9) Design County road trails consistent with MnDOT and AASHTO guidelines.
 - 10) When rail corridors become available through abandonment, pursue options of alternate uses including trails and other forms of transit or recreation uses..

- i. 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.
- j. Evaluate long-term ATV use within the County right-of-way in both incorporated and unincorporated areas.

GOAL 5: TRANSPORTATION PLANNING

Provide transportation planning that supports a comprehensive transportation system.

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. Growth and development in Scott County places pressure on transportation providers to plan for and preserve the necessary corridors and right-of-way for transportation purposes. It is critical to identify and preserve needed right-of-way and plan for needed improvements with the limited transportation resources available. Scott County can identify the needed projects and corridors to achieve its transportation vision through the use of corridor studies that coordinate transportation, land use, and environmental factors.

A. Completed Studies

The following studies are officially incorporated and made part of this 2040 Comprehensive Plan:

US 169 Mobility Study (2018)

The purpose of the study was to identify and evaluate cost-effective options for improving transit and reducing congestion on Hwy 169 between Hwy 41 in Shakopee and Hwy 55 in Golden Valley. The study focuses on: 1. Highway Bus Rapid Transit (BRT) 2. MnPASS Express Lanes 3. Lower cost/high benefit improvements along the highway such as adding auxiliary lanes, turn lanes, modifying interchanges, and creating ways for buses to get through traffic more efficiently 4. Evaluating the potential for expanding bus service on Hwy 169 between Mankato and the Twin Cities Metro area. The study concluded that both MnPASS alternatives could perform sufficiently to merit consideration for implementation.

US 169 Corridor Study in Sand Creek Township (2018)

This study evaluated the feasibility and identified priority access improvement projects along the corridor from the city of Jordan north to the Louisville-Sand Creek township line.

TH 13 & Dakota Study (2017)

Focuses on roadway concepts for an interchange or grade separation on TH 13 at Dakota Ave. and Yosemite Ave.

CH 2 and I-35 Interchange Design (2016)

Preliminary design and environmental review work has been conducted to determine the proposed design for a new interchange at County Highway (CH) 2 and Interstate (I-) 35.

TH 41 Minnesota River Crossing Tier I FEIS (2014)

MnDOT, along with Chanhassen, Carver, Chaska, Shakopee, and both Carver and Scott Counties partnered to study a future freeway connection over the Minnesota River between TH 169 and TH 212 with a Tier 1 Final Environmental Impact Study (FEIS).

CH 27 Corridor Study (2014)

The CH 27 Corridor Study evaluated the short-term needs and a long-term vision as an important Minor-Arterial roadway serving eastern Scott County.

CH 8 Corridor Study (2013)

The purpose of the CH 8 Corridor Study is to define a long-term plan for preserving rights-of-way, managing access, and providing guidance for future road improvements. Scott County envisions CH 8 ultimately connecting US Highway 169 and I-35 to serve as an important east-west arterial for regional and local users.

TH 13 Corridor Study (MnDOT, 2013)

MnDOT, in cooperation with Dakota County, Scott County, Burnsville and Savage, conducted a study to provide updated guidance for transportation improvements along Trunk Highway 13 through Savage and western Burnsville.

US 169 & CH 69 Interchange Feasibility Study (2010)

Planning, design, and construction of an Interchange at CH 69 on US 169 including geometric layout and access management project near the interchange area.

TH 169 at CH 3 Grade Separation (2010)

Study looked at concepts for a grade separation at TH 169 and CH 3 including environmental issues, land use scenarios, traffic impacts, cost estimates, and a recommended alternative. As part of the study, an analysis of CH 2 extension from TH 169 to CR 61 to determine feasibility of CH 2 extension was completed.

CH 101 Corridor Plan (2010)

This study guided the infrastructure replacement and road reconstruction project for CH 101 in downtown Shakopee. The road reconstruction project was completed in 2011.

TH 169 Frontage Road Study (2010)

The purpose of this study is to identify an alignment, land acquisition, and easement needs for a future frontage road along TH 169, between CH 78 and CH 14 in Louisville Township.

CH 17 / TH 13 Corridor Study (2009)

Scott County and MnDOT, along with the Cities of Shakopee and Prior Lake, and Spring Lake and Cedar Lake Townships, identified a long term vision for preserving the function and mobility of County Highway 17 (CH 17) and Minnesota Trunk Highway 13 (TH 13).

CH 66 / CH 64 Corridor Preservation Study (2009)

This study was initiated to take a more focused look at CH 66 and CH 64 near TH 169. This study evaluates long-term roadway connections as a guide for future development.

CH 42 Vision & Implementation Plan (2008)

The Highway 42 Plan provides guidance for planning the future of this important regional roadway—how it should be designed, what areas should be preserved for expansion, and what projects should be implemented in the future.

CH 21 Extension EIS (2006)

Environmental review documents for the CH 21 corridor extension project in Shakopee and Prior Lake. Study of this corridor began in the 1990s and included an Environmental Impact Statement (EIS).

CH 15 Study in New Prague (2005)

The CH 15 Study in New Prague looked at the realignment of CH 15 from 270th 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.

CH 8 Corridor Preservation Study (2005)

The purpose of this study was to identify a corridor for future right-of-way preservation for the extension of CH 8 between TH 21 and TH 169.

CH 21 Corridor Study (2005)

The purpose of this study was to address existing and future deficiencies along CH 21 between CH 82 and CH 87 in the City of Prior Lake.

Elko Speedway Area Traffic Study (2004)

The purpose of the study was to gather information to assist in planning and design of roadways in the City of Elko.

CH 5 / CH 7 Realignment Study (2003)

The purpose of this study was to evaluate the continuity and functionality of the County Highway System as a result of the planned changes in TH 169 intersection locations.

CH 12 Alignment Study (2003)

The purpose of this study was to identify an alignment through the Spring Lake Regional Park area in order to accommodate the desire to provide a future picnic area between the shoreline and CH 12. This road segment was constructed in 2006

TH 169 Belle Plaine Area Plan (2003)

The TH 169 - Belle Plaine Area Plan, produced in 2003 subsequent to the TH 169 Inter-Regional Corridor Study, provides detailed guidance for access, improvements, and frontage roads along TH 169 in the City of Belle Plaine.

CH 16 Corridor Study (2002)

This planning study was completed to define the future design and right-of-way needs along the CH 16 corridor, from CH 83 in Shakopee to TH 13 in Savage.

TH 169 Inter-Regional Corridor Study (MnDOT, 2002)

This document guides access and future improvements to TH 169 from I-494 to Mankato, including concept interchange designs, access locations, and corridor vision.

CH 42 Corridor Study (1999)

The purpose of the study was to gather information, define issues, and suggest possible improvement options. Scott County partnered with Dakota County and affected cities along the route for this study.

B. Proposed Interchange Improvements

The County has identified a number of intersections across the county that may be developed into an interchange sometime in the future. The list below includes interchanges at various levels of discussion and study. Most of the proposed interchanges have not been previously studied or have engineer layouts developed. Interchanges are not listed in order of priority.

- TH 169 and Bluff Drive and/or 173rd (Sand Creek Township)
- TH 169 & 282 and CH 9 (Jordan)
- TH 282, 13 and CH 17 (Spring Lake Township)
- I 35 and CH 86 (New Market Township)
- I 35 and CH 2 Improvements (Elko New Market)
- TH 13 and Chowen Avenue (Savage)
- TH 169 and CH 66 (St. Lawrence Township)
- TH 169 and CH 59 (St Lawrence Township)

C. Future Studies

The County has identified a number of transportation system issues that require further study. They are included in the list below. Future studies are identified annually 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 upcoming, programmed studies. See Map VI-42 for location of future study needs.

1. CR 70 from TH 169 to CH 17 corridor preservation study to determine an alignment of a future connection of CH 12 to TH 169.
2. CH 15 from CH 10 to CH 70 including TH 282 corridor preservation study to determine a future alignment of CH 15 connection. This connection would complete an arterial roadway segment from TH 169 in Shakopee to TH 19 in New Prague.
3. CH 68 from TH 13 to CH 23 corridor preservation study to determine an alignment of CH 68 to TH 13 to provide an east west reliever road to TH 13 in Prior Lake.
4. CH 86 and I-35 Intersection Interchange study for the long range right-of-way preservation needs for constructing a new interchange at the existing overpass. The study should consider

interchange design and right-of-way preservation pending recommendations from Dakota County's Principal Arterial Study.

5. TH 169/Bluff Dr. to CH 59 Corridor Study. This is in follow up to Metropolitan Council's Principal Arterial Conversion Study to identify intersection and frontage road alternatives along this portion of TH 169.
6. CH 17 from CH 42 to TH 282 principal arterial grade separation and access study to identify preferred access locations and grade separation concepts.
7. CH 17 from Vierling to CH 101 capacity needs study to identify future corridor needs and concepts.
8. TH 13/ Quentin Ave to Chowen Ave. grade separation study to identify intersection interchange and grade separation concepts.
9. TH 169/CH 21/CH 101 Interchange Area Operations Study to look at operational issues and identify near and long term implementation steps.
10. CH 78 from US 169 to CH 17 Intersection and Operational Analysis
11. CH 14 Trail Feasibility Study to look at factors such as implementation issues, alignment concepts, and cost.
12. Countywide Trail Gap Study to identify gaps in the existing and planned trail system and recommend short and long term implementation strategies.
13. Transit Accessibility and Pedestrian Infrastructure Gap Analysis Study to identify infrastructure gaps and work with cities to look at implementation on County and city roadways to improve transit access.
14. TH 13 / Chowen Avenue Interchange Study in Burnsville to remove the existing signalized intersection to increase mobility and safety along the TH 13 corridor.
15. TH 13 / Dakota Avenue Interchange Study in Savage to improve access to several port facilities in the Ports of Savage area.
16. TH 169 / Bluff Overpass Interchange Study in Sand Creek Township to improve safety and access to TH 169 north of Jordan.
17. TH 169 / CH 59 Interchange Study in St. Lawrence Township to improve safety and access to TH 169 south of Jordan.
18. CH 17 / CH 14 Interchange Feasibility Study to determine the long-term solution for the existing signalized intersection.
19. CH 17 / CH 82 Interchange Feasibility Study to determine the long-term solution for the reduction of safety concerns at the existing intersection.

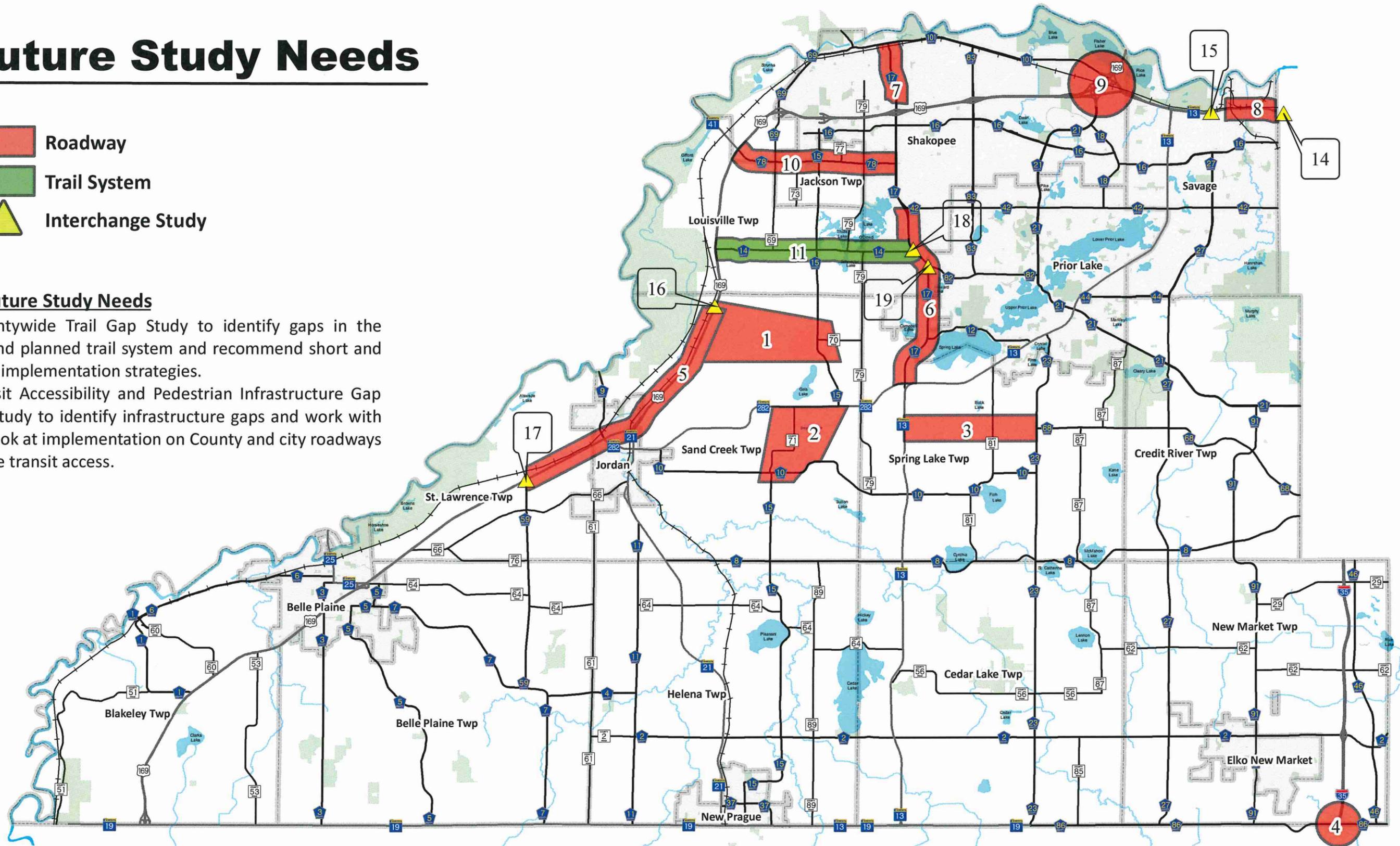


Future Study Needs

- Roadway
- Trail System
- Interchange Study

Other Future Study Needs

12. Countywide Trail Gap Study to identify gaps in the existing and planned trail system and recommend short and long term implementation strategies.
13. Transit Accessibility and Pedestrian Infrastructure Gap Analysis Study to identify infrastructure gaps and work with cities to look at implementation on County and city roadways to improve transit access.



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 sustain and enhance 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 conduct future planning efforts to address existing and future transportation issues/corridors which are anticipated to address future traffic needs.
 - 1) Work with local jurisdictions to maintain up-to-date data for implementation into the Scott County traffic model.
 - 2) Continue to gather data on goods and commodities in and out of the Ports.
 - 3) Private ride share/owner share concepts and impact of autonomous vehicles
- e. Promote the ongoing 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. Work with state, regional, city and township agencies to develop local and regional measures to address transportation system concerns including traffic congestion and safety on transportation corridors in Scott County.
 - 1) Coordinate transportation planning and implementation with MnDOT, Scott County cities, townships, and neighboring jurisdictions.
 - 2) 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 and adjoining jurisdictions for consistency with Scott County's Transportation Plan.
 - 4) Review MnDOT and Metropolitan Council's regional plans for consistency with Scott County's Transportation Plan.
 - 5) Plan for and reserve roadway rights-of-way and corridors based on the transportation needs of the County, as identified in the Manage Section.
 - a. Utilize the Official Mapping ordinance for right-of-way preservation.
 - 6) Encourage the design of local supportive roadway networks to be interconnected to discourage or minimize direct access to major collector or arterial roadways.

- 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 that are above and beyond the County's standards, such as providing turn and/or bypass lanes and preserving, protecting, or dedicating right-of-way for an existing or new collector or arterial roadway, as identified in County or township long-range transportation plans.
- g. Continue to support the following strategies which are codified in the County's subdivision and zoning regulations 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, ordinances, and funding strategies.
 - 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) To meet access spacing requirements along County Minor Arterial (A&B), Collector and Local future functional classification designated roadways, allow shared driveways for plats of two (2) or three (3) lots at a location that meets access spacing or at a location that is planned for a future local road intersection, and that include plans for the future removal of those direct shared driveway accesses from a County road and onto a local street at some time in the future.