

## INTRODUCTION

### Overview & Purpose

The City of Elko New Market is a free-standing community in a rural setting with growing suburban-style development. Its location within the regional transportation network is depicted on **Figure 9.1**. With its close access to I-35, Elko New Market has strong potential for future growth. Scott County arterial roadways provide the backbone of Elko New Market’s roadway system, and the City is developing a growing system of collector roadways to support development and complement County roads.

The primary purpose of this Transportation chapter is to provide guidance to City staff and elected officials regarding the implementation of effective, integrated transportation facilities and programs through the 2040 planning timeframe. This chapter is consistent with regional requirements for transportation as captured in the Metropolitan Council’s 2040 *Local Planning Handbook*.

This chapter is organized into the following sections:

- Existing Roadway Conditions
- Transportation Questions from Residents
- Summary of Existing Transportation Studies
- Roadway System Plan
- Transit
- Biking and Walking
- Aviation
- Freight
- Transportation Funding Sources

### Transportation Goals

The City of Elko New Market adopts the following goals to guide the continued development of a transportation system that best serves its residents and businesses:

- Overall transportation system attributes – Plan/provide a system that is:
  - Safe
  - Economically feasible
  - Functional
  - Convenient
  - Multi-modal (vehicles [cars and trucks], bicyclists and pedestrians accommodated)
  - Designed appropriate to context
  - Aesthetically pleasing

- Safe pedestrian crossings – Scott County arterial roadways are the primary roadways within the community; therefore, coordinate with Scott County to provide safe crossings of these and other higher volume roadways which are safe and comfortable for pedestrians.
- Comprehensive trail network – Trails represent a quality-of-life type of amenity which is important to many current and future residents; therefore, provide off-street trails in a comprehensive and coordinated manner.
- Importance of CSAH 2 and I-35 Travel – Many Elko New Market residents work in the Twin Cities metro area and use CSAH 2 to access I-35 for their work commutes; therefore, plan for and support a CSAH 2 and the I-35/CSAH 2 interchange operate safely and with minimal delay.
- Regional coordination – County roadways are key arterials within and surrounding the City’s roadway network, and I-35 is critical for access to the metro area for jobs and other purposes; therefore, coordinate effectively with Scott County, Dakota County, and MnDOT regarding regional improvements beneficial to City and regional users. This includes promoting a new I-35 interchange at CSAH 86.
- Collector/local street system – There is substantial potential for future development within the current City limits and planned 2040 growth area; therefore, develop a collector and local street network which is convenient for residents and limits the need to use existing arterials for local travel. This network should be well planned, accommodating anticipated growth patterns as well as terrain and environmental factors, and should be financed in an equitable manner with appropriate funding levels provided by development.

More focused strategies to meet these goals are presented throughout the remainder of this chapter.

### EXISTING ROADWAY CONDITIONS

#### Existing Traffic Volumes and Crash Data

The most basic characteristic of a given roadway is the volume of traffic that it carries. Existing traffic volumes on roadways in the Elko New Market area are presented on **Figure 9.2** which represents MnDOT traffic data. The most recent crash data focusing on intersections is also summarized on **Figure 9.2**. It can be seen that the largest number of crashes was at the CSAH 2/CSAH 91 intersection. This is not surprising, since this is the highest volume intersection in the City. A roundabout is in the City’s Capital Improvement Program for this location in 2020, which will improve safety conditions.

## Jurisdictional Classification

Roadways are classified on the basis of which level of government owns and has jurisdiction over them. For the Elko New Market area, roadways are under the jurisdiction of MnDOT (Interstate 35), Scott County, New Market Township, or the City itself. **Figure 9.3** depicts the existing roadway jurisdictional classification system in the Elko New Market area.

## Functional Classification

The functional classification system is a roadway network that distributes traffic from neighborhood streets to collector roadways, then to minor arterials, and ultimately the Metropolitan Highway System. Roads are placed into categories based their function: the degree to which they provide **access** to adjacent land uses and lower level roadways versus providing higher-speed **mobility** for “through” traffic. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform their designated function.

The current roadway map for Elko New Market reflecting functional classifications consistent with Metropolitan Council definitions is presented on **Figure 9.4**. The roadway system presently consists of six functional roadway classifications:

- Principal arterial
- “A” minor arterial, including the sub-categories: reliever, expander, connector, and augments
- Other arterials / B minor arterials
- Major collector
- Minor collector
- Local street

The Metropolitan Council has defined four sub-categories of “A” minor arterials: reliever, expander, connector, and augments. These sub-categories have to do primarily with Metropolitan Council’s allocation of federal funding roadway improvements, but do not translate into specific design characteristics or requirements. While “A” minor arterials are eligible for federal funding, “other arterials” are not.

For arterial roadways, the Metropolitan Council has designation authority. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Scott County or the City of Elko New Market) has the authority to designate collector status.

## Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. The primary function of these roadways is to provide **mobility** for regional trips, and they do not provide a land access function. They are intended to interconnect regional business concentrations in the metropolitan area, including the central business districts of Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area. Principal arterials are generally constructed as limited access freeways, but may also be multiple-lane divided highways.

There are no principal arterials within the current Elko New Market city limits. The closest principal arterial, and one which is critical to Elko New Market residents regarding travel to the Twin Cities metro area and other regional destinations is Interstate 35 (I-35). This freeway is approximately one-half mile east of the easterly city limit and is within the City's planned 2040 growth area.

## "A" Minor Arterials

"A" Minor Arterials connect important locations within the City of Elko New Market to access points of the metropolitan highway system and to important locations outside the City. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. While "A" minor arterial roadways provide more access than principal arterials, their primary function is still to provide **mobility** rather than access.

Within the existing City limits and planned 2040 growth area there are four "A" minor arterials:

County State Aid Highway (CSAH) 2 (Main Street/260<sup>th</sup> Street) – CSAH 2 is an east-west route providing connectivity across southern Scott County between Scott County CSAH 11 on the west and Dakota County CSAH 9 at the Dakota County border on the east. CSAH 2 provides the only interchange access to I-35 in Scott County and is heavily traveled in the a.m. and p.m. peak hours. It is Main Street through the downtown portion of Elko New Market (former New Market).

CSAH 86 (280<sup>th</sup> Street West) – CSAH 86 is an east-west route just south of the Elko New Market city limits along the Scott County and Rice County borders. It provides connectivity between the interregional corridors of Trunk Highway (TH) 169 west of the City of New Prague and TH 52 in Dakota County.

CSAH 27 (Texas Avenue) – CSAH 27 is a north-south corridor beginning at CSAH 86 and terminating at CSAH 16 in Savage. Since the 2030 Transportation Plan, CSAH 27 has been realigned to link with Rice County CSAH 3 at CSAH 86.

CSAH 46 (Pillsbury Avenue, north of CSAH 2) – CSAH 46 is a north-south corridor generally paralleling I-35 to the east. The route of old Hwy 65 which I-35 replaced in the 1960s. South of CSAH 2, CSAH 46 is classified by the Metropolitan Council as "other arterial" (see below).

### Other / B Minor Arterials

Like “A” minor arterials, other arterials also serve more of a mobility function than an access function. However, they may not have as much regional importance as “A” minor arterials and are not eligible for federal roadway improvement funding. This classification used to be termed “B” minor arterials. The Metropolitan Council now refers to them as “other arterials.”

There are two “other arterial” roadways in the Elko New Market area:

CSAH 91 (Nachez Avenue) – CSAH 91 is a north-south corridor that begins at CSAH 86 (280<sup>th</sup> Street) south of the Elko New Market area, and continues north to CSAH 21 (Eagle Creek Avenue/185<sup>th</sup> Street), in Credit River Township. CSAH 91 runs through the City limits of Elko New Market. Traffic volumes are significantly heavier on this roadway south of CSAH 2 than north of CSAH 2, partly due to residential development in Elko New Market over the last 10-20 years. The roadway also carries a significant amount of traffic from southerly part of Scott and northerly parts of Rice and Le Sueur counties to and from Interstate 35.

CSAH 46 (Pillsbury Avenue, south of CSAH 2) – CSAH 46 is a north-south corridor generally paralleling I-35 to the east. The route of old Hwy 65 which I-35 replaced in the 1960s. North of CSAH 2, CSAH 46 is classified by the Metropolitan Council as an “A” minor arterial.

### Major and Minor Collectors

Collector roadways provide a **balance** of the **mobility** and land-use **access** functions. They generally serve trips that are entirely within the City and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major collectors.

Existing major collector streets are as follows:

Xerxes Avenue – The existing “major collector” portion of Xerxes Trail runs from Glenborough Drive on the south, to CSAH 2 on the north. This street collects traffic from adjacent residential neighborhoods and conveys it to CSAH 2 on the north. 2014 traffic volumes are approximately 2,600 AADT, with counts tapering off further to the south.

Existing minor collector streets are as follows:

France Avenue – The “minor collector” portion of France Avenue runs from CSAH 2 to the main Elko Speedway access approximately 2,000 feet to the south. Elko Speedway is a major traffic generator within the City.

Glenborough Drive – Glenborough Drive, from CSAH 91 on the west to Xerxes Trail on the east, functions as a minor collector street. This primarily residential street was constructed during the 2000’s and does include residential driveway access, but based on the “through” design of the street, it functions as a minor collector street. Glenborough Drive collects

traffic from residential neighborhoods and conveys it to higher level roadways. It also serves as access to a local golf course.

Aaron Drive – Aaron Drive, from Webster Street on the west to CSAH 91 on the east, functions as a minor collector street. This primarily residential street was constructed during the 2000's and does include residential driveway access, but based on the “through” design of the street, it functions as a minor collector street. Aaron Drive collects traffic from adjacent residential neighborhoods and conveys it to higher level roadways.

James Parkway – James Parkway, lying west of Dakota Avenue, functions as a minor collector street. This segment of James Parkway was constructed in the mid-2000's. The adjacent properties are primarily undeveloped; however, James Parkway serves as the primary access to Eagleview Elementary School. Current traffic volumes are approximately 1,000 AADT.

### Local Streets

Local streets are primarily for **access** to adjacent land uses. Mobility is significantly hampered by traffic entering and leaving driveways, parked cars, and pedestrians and bicyclists. They connect land uses to the collector and arterial street system. They're often designed to discourage through traffic by short blocks, offsets in alignment, or looped layouts to promote the quality of life desired by residents. However, connections to adjacent neighborhoods must also be considered to avoid creating undue inconvenience to residents and unnecessary local traffic on mobility-oriented roads.

The recommended **future** functional classification network is discussed under the Future Roadways and Functional Classification heading of the Roadway System Plan section (see also **Figure 9.5**). There are various existing roadways (e.g. 255<sup>th</sup> Street East) which are too short currently to be collector roadways, but as these roadways are extended to meet development needs, the City intends to classify them as collectors. When coordinating with developers on roadway design standards, access standards, and similar design parameters, it is the future functional classification of the given roadway as identified on **Figure 9.5** that will apply.

### **Number of Travel Lanes**

All roadways in Elko New Market are two-lane except for the following:

- CSAH 2 (A minor arterial) – four-lane divided from CSAH 91 to west of I-35
- France Avenue (minor collector) – four-lane undivided between CSAH 2 and the main access to Elko Speedway approximately 2,000 feet to the south

### **TRANSPORTATION QUESTIONS FROM RESIDENTS**

The most frequently-asked transportation-related questions or requests from local stakeholders involve the speed of traffic through town, as well as roadway signage and pavement markings. Information is provided under the following headings to address these factors.

## Speed Limits

Residents sometimes ask for speed limits to be reduced to slow down traffic. [Minn. Statute 169.14](#) establishes statutory speed limits on most roadways, regardless of what agency has jurisdiction over the roadway (i.e. city, county, state). Speed limits are set by the City at the time a street is opened. The most common speed limits are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 55 mph on other roads
- 65 mph on expressways
- 65 mph on urban interstate highways
- 70 mph on rural interstate highways

A jurisdiction may reduce the speed limit on residential roadways to 25 mph, or increase speed limits to 35 mph in a rural residential district. All other speed limits are set by the Department of Transportation Commissioner based upon an engineering and traffic investigations.

Studies have shown that lowering a speed limit does not actually reduce speeds or driver behavior. A driver is much more influenced by the roadway design and conditions than the posted speed limit. Likewise, lowering a speed limit is not proven to reduce crashes. Crashes are most often the result of driver inattention and driver error.

More information can be found by visiting the Minnesota Department of Transportation's speed limits page, <http://www.dot.state.mn.us/speed/>.

## Stop Signs

Stop signs are sometimes requested in response to a specific incident or condition involving vehicles and/or pedestrians. Or, in some instances, they are requested as part of a broader desire to reduce travel speeds through town.

The use of stop signs is guided by MnDOT's *Manual of Uniform Traffic Control Devices* (MUTCD). The MUTCD defines a list of conditions under which the installation of stop signs should be considered pending traffic engineering analysis which supports such an action. In the absence of these conditions, stop signs are not recommended. The MUTCD identifies that research suggests that at most low traffic volume locations, increasing the level of intersection control (e.g. through stop signs) will not improve safety (Section 2B.6). It also specifically recommends that stop signs should not be used for speed control.

A general "rule-of-thumb" of traffic engineering is that if control measures such as stop signs are overused, they tend to be disregarded by motorists, and safety or other potential problem conditions can be made worse. The installation of any stop signs on CSAH 2, CSAH 91, or CSAH 27 would be under the authority of Scott County. On City roadways, the City Engineering

department needs to consider any request for stop signs within the context of MUTCD guidance as well as traffic engineering analysis which meets industry standards. This analysis would consider factors such as traffic/pedestrian volumes, crash history, vehicle turning movements, adjacent land uses, and intersection geometry and sight distances.

It is recognized by the City that there are stop signs that exist within the community which likely do not meet the guidance contained in the MUTCD for placement of such signs. Such signs were likely placed many years ago, at a time when the City did not heavily rely on engineering based guidance documents such as the MUTCD. As opportunities arise, the City supports removal of stop signs at locations that do not meet MUTCD guidance.

### Pedestrian Crosswalks

Pavement markings such as crosswalks are also often requested by residents with the intention of making it safer to cross a street in a specific location. The nationwide incidence rate of crashes involving pedestrians is extremely low; however, the fears, often expressed by parents, are genuine. The City should respond to these requests with the intention of improving safety rather than assuaging fears. This can be challenging in the face of emotional pleas to take action; however making unwarranted improvements may actually decrease safety – ***no sign or pavement marking, no matter how noticeable, can actually make a motorist stop.*** Measures that reduce pedestrian vigilance can therefore be detrimental to the intended purpose.

Crosswalks are covered in the MUTCD referenced above. However, its guidance for crosswalks is relatively generalized and leaves significant discretion to traffic engineering analysis and judgement. There has been extensive research into the question of whether crosswalks improve pedestrian safety conditions. The results for unsignalized intersections indicate that crosswalks on higher speed arterial roadways actually increase the frequency of pedestrian crashes. Even for lower speed and volume roadways, the research results are inconclusive as to whether crosswalks enhance pedestrian safety conditions.<sup>1</sup>

One strategy that can be effective in improving pedestrian safety and feelings of security is to pay attention to how development may influence the need or desire for pedestrians to cross in a particular location. The location of sidewalks, streets and intersections relative to neighborhoods and park, institutional, or retail uses can often be managed to promote crossings of streets away from busy, higher speed zones, or areas with less sight distance between cars and pedestrians. Mid-block crossings should be avoided, and promoting crossing of the less-busy legs of intersections (providing pedestrian guidance is the actual purpose of crosswalk markings) should be favored if a street crossing is necessary.

The implementation of any new crosswalks on CSAH 2, CSAH 91, or CSAH 27 would be under the authority of Scott County. Regarding requests for new crosswalks on City streets, they should

<sup>1</sup> *Traffic Safety Fundamentals Handbook* (Section C-39), MnDOT, 2015.

be referred to the City Engineering Department for review using MUTCD guidance and analysis by a licensed traffic engineer.

### **Traffic Operation Change Requests**

Recognizing that public input regarding the City's overall transportation system is important, the City of Elko New Market has adopted a formal policy regarding requests related to changes in traffic operations, such as a request for stop sign installation or change in speed limit. The policy documents that any changes in traffic operations shall conform to the Minnesota Manual of Uniform Traffic Control Devices, Minnesota Statute, or engineering based studies.

### **SUMMARY OF EXISTING TRANSPORTATION STUDIES**

A summary of transportation studies most relevant to roadways in the Elko New Market area is provided below.

#### **Highway 2 and 91 Gateway and Access Study/Grant Award**

The City of Elko New Market commissioned a study focusing on the CSAH 2/CSAH 91 intersection. The study, completed by Bolton & Menk in May of 2013, evaluated benefits and costs associated with constructing a roundabout at this location. The key findings of the study were as follows:

- A roundabout would have gateway and place-making benefits at this location for those traveling westbound into the downtown (old New Market) area on CSAH 2.
- A roundabout would have operational and safety benefits based on intersection functional area analysis and other well-documented roundabout safety factors.
- A roundabout would be preferable to a conventional signal-controlled intersection in terms of providing access to adjacent land uses and allowing those areas to develop to their highest and best potential.

Following the results of the study, the City, with the assistance and support of Scott County, applied for funding under MnDOT's Highway Safety Improvement Program (2016 solicitation) to construct a roundabout at the CSAH 2/CSAH 91 intersection. This funding was awarded, and the City plans to construct the project in 2020.

#### **Elko New Market Alternative Urban Areawide Review (AUAR)**

Ryan Companies initiated discussions with the City of Elko New Market regarding a development project called Park I-35. Park I-35 includes a 125 acre parcel of land envisioned for industrial park/distribution center development in the southeast quadrant of the I-35/CSAH 2 interchange. To clear the area for development in terms of environmental review, the City

conducted an Alternative Urban Areawide Review (AUAR) consistent with Minnesota Environmental Policy Act requirements. The AUAR process was initiated in 2014 and concluded in 2015. It covered not only the 125 acre Ryan parcel, but an additional 140 acres of adjacent land with potential for similar development.

One of the key issues addressed in the AUAR was traffic, and the proposed development's anticipated impacts on surrounding roadways. The traffic analysis included extensive coordination with Scott County and MnDOT. It concluded that interim-level improvements generally including traffic signals and turn lanes at I-35 ramp intersections with CSAH 2 would adequately accommodate traffic growth associated with development at the AUAR site up to 1.5 million square feet of light industrial development. The AUAR analysis identified the ultimate need for replacement of the CSAH 2 bridge over I-35 with a wider bridge section to accommodate additional development beyond 1.5 million square feet.

### **I-35/CSAH 2 Interchange Environmental Assessment Worksheet (EAW)**

Following completion of the Elko New Market AUAR which identified the long-term need for replacement of the CSAH 2 bridge over I-35, government agencies convened an effort to identify the preferred long-term solution to the bridge replacement. A comprehensive review of the interchange was completed, including preparation of an EAW.

The purpose of the interchange review was to:

- Identify the appropriate interchange design
- Provide information to guide local land use planning and preserve the necessary right-of-way for the interchange footprint

The study process supporting the EAW analyzed the following interchange designs:

- Traditional diamond interchange
- Diverging diamond interchange
- Partial cloverleaf interchange
- Single point urban interchange

A diverging diamond interchange was selected to be evaluated in the EAW. This selection was based on evaluation of the following primary factors:

- Operational/safety benefits
- Cost
- Right-of-way and environmental impacts

#### **Preferred Diverging Diamond Layout**





MnDOT, Scott County, the City of Elko New Market, and New Market Township ultimately entered into a Memorandum of Understanding regarding the diverging diamond interchange design whereby all agencies agreed to guide to development in such a manner that would preserve the ability to construct the diverging diamond at some point in the future. Ultimate reconstruction of the interchange will require improvements to CSAH 2 to include widening and channelization.

The interchange project is currently not programmed or funded in any government capital improvement plan.

## **CSAH 2 Development Infrastructure Needs Study**

The City of Elko New Market commissioned this study to review roadway and other infrastructure needs to support future development on either side of CSAH 2 between CSAH 91 and I-35, a distance of approximately two miles. The purpose of the study was to perform technical analyses and solicit stakeholder input to help define the City's future infrastructure plans along this stretch of CSAH 2. This will inform the City's funding plans and facilitate discussions with developers. The focus of the summary below is on the roadway elements of the study; however, the study also covered utility elements.

To comply with Scott County access management guidelines, development along CSAH 2 in the study area will rely on a new collector roadway system parallel to CSAH 2 which will provide frontage/backage access to properties. The study addressed two challenges:

- Under current City access management guidelines, private access is not allowed on major collector streets, and access on minor collectors must have a minimum 1/8 mile (660 feet) setback from the intersection of a collector or higher level roadway.
- The current design guidelines for collector roadways as defined in the 2030 Elko New Market Transportation Plan call for relatively high-cost roadways relative to initial demand when development commences.

To address these factors, the study created a new collector classification, “commercial collector.” These roadways would be designed to provide more of a mobility/connectivity function than local streets, but would allow flexibility regarding access and design characteristics. The study identified that design standards will be established for commercial collectors which include:

- Narrower widths (relative to current City collector standards) achieved by restricting parking
- Commercial access allowed as guided; access sharing promoted
- Use of turn lanes as volumes dictate, meaning associated rights-of-way must be preserved
- Heavier-duty pavement sections to facilitate truck traffic to support commercial deliveries and services
- Use of a continuous two-way center left turn lane in some cases where projected volumes dictate or the opposite half of the roadway from planned development isn’t ready to make improvements. The section would provide an interim, fire-code compliant roadway design.

The location and access provisions of the envisioned commercial collectors considered as part of this study are identified on **Figure 9.6**.

### **Adelmann Family Property Alternative Urban Areawide Review (AUAR)**

The Adelmann family initiated discussions with the City of Elko New Market regarding development of approximately 250 acres on the west side of the I-35/CSAH 2 interchange. The property is envisioned to contain a mixture of commercial, business park, and medium density residential uses. To clear the way for development in terms of environmental review, an Alternative Urban Areawide Review (AUAR) has been drafted but not yet adopted. The draft document includes a detailed Traffic Impact Study.

Some of the key items addressed in the Traffic Impact Study were the proposed development’s anticipated impacts to CSAH 2 and the need for improvements at key CSAH 2 intersections. The traffic study also concluded that there are failing level of service issues at the interchange ramps which will continue to worsen, regardless of development. The AUAR analysis identified the ultimate need for replacement of the CSAH 2 bridge over I-35 with a wider bridge section to accommodate additional development.

## ROADWAY SYSTEM PLAN

### Future Roadways and Functional Classification

With anticipated development in the City's 2040 growth area, the roadway network will need to be expanded accordingly. The City has identified a future network of collector roadways to support future development and limit the volume of local trips on arterials (most notably CSAH 2). The City's future roadway network is depicted on **Figure 9.5**. This map also depicts the Metropolitan Council functional classification. It is noted that not all of the future roadways identified will be constructed by 2040; the collector system should be constructed as actual development occurs. However it is necessary to have a long-term vision in place as the system is built incrementally.

**Figure 9.6** depicts Elko New Market commercial collectors. This designation is not part of the Metropolitan Council classification system, and therefore is not depicted on **Figure 9.5**. However, the City has jurisdiction over its roadways regarding design and access standards. The concept of commercial collectors was a result of the CSAH 2 Infrastructure Development Needs Study summarized earlier in this Transportation Chapter.

### Traffic Forecasts for 2040 Roadway Network

The roadway network assumed for the 2040 traffic forecast analysis includes the existing network, plus anticipated funding-constrained improvement projects. Neither the City of Elko New Market nor Scott County have any programmed new roadway or capacity expansion improvement projects within the current city limits or 2040 growth boundary.

Scott County entered into an agreement with its cities and townships, including Elko New Market, to perform traffic forecasting using the Metropolitan Council regional forecast model in their 2040 transportation plans. Following Metropolitan Council guidelines, Scott County assumed one funding-constrained improvement within the City by 2040 – construction of a minor collector CSAH 2 service road on the south side of the highway between France Avenue and approximately Newton Circle. While this improvement is not programmed, the City considers it likely by 2040 and it met County requirements for being included in the 2040 model. In the City's functional classification system, this is a commercial collector roadway.

It may be noted that other improvement projects have been studied and/or discussed and may be constructed prior to 2040. This includes:

- I-35/CSAH 2 interchange reconstruction project discussed previously in this report. It is anticipated that this project will add one travel lane in each direction on CSAH 2 between approximately Newton Circle and the interchange on the west side. East of the interchange, the County is planning for a three-lane roadway from the interchange to approximately a quarter mile east of Dupont Avenue.
- Continued buildout of the commercial collector network identified on **Figure 9.6**

- Construction of other future City collector roadways depicted on **Figure 9.5**.

Construction of these and other potential projects would be dictated by development demand and/or funding availability. Construction of these projects would not be anticipated to affect the 2040 volumes on the regional minor arterial network. Using applicable design standards per information elsewhere in this Transportation Plan, the roadways would be able to handle the projected 2040 volumes.

**Transportation Analysis Zone Information and 2040 Forecast Results**

Traffic forecasts are based on the use of Transportation Analysis Zones (TAZs). Each TAZ has demographic and employment information that translates to vehicular trip origins and destinations. Computer models assign the resulting trips to specific routes (roadways). The baseline TAZs for metro communities to be used in the 2040 comprehensive planning process were defined by the Metropolitan Council.

A map of Elko New Market TAZs is provided on **Figure 9.7**. The anticipated future land use patterns discussed in the Land Use chapter of this Comprehensive Plan were assumed for the 2040 TAZ allocations identified in **Table 9-1**. Projections are also provided for 2020 and 2030 consistent with Metropolitan Council requirements for the transportation elements of 2040 Comprehensive Plans.

Table 9-1

<b>Elko New Market TAZ Projections</b>									
<b>TAZ</b>	<b>2020</b>			<b>2030</b>			<b>2040</b>		
	<b>HH</b>	<b>Pop</b>	<b>Jobs</b>	<b>HH</b>	<b>Pop</b>	<b>Jobs</b>	<b>HH</b>	<b>Pop</b>	<b>Jobs</b>
2259	600	1,424	200	707	2,006	210	1,026	2,620	219
2260	575	1,220	260	606	1,720	270	880	2,422	280
2261	412	2,019	325	1,003	2,847	375	1,457	4,034	415
2262	413	1,437	845	714	2,027	925	1,037	2,824	1,026
<b>TOTAL</b>	<b>2,000</b>	<b>6,100</b>	<b>1,630</b>	<b>3,030</b>	<b>8,600</b>	<b>1,780</b>	<b>4,400</b>	<b>11,900</b>	<b>1,940</b>

It should be noted that Metropolitan Council requirements dictate that all future growth be assigned within existing City limits for these estimates. Given this restriction, an attempt was made to reflect some anticipated growth that will more likely take place outside of existing City limits. This affects projections for 2040, and back to 2020, in the table.

**Future Roadway Capacity Evaluation for 2040 Traffic Forecasts**

Traffic modeling was completed by Scott County, as referenced previously, and generated 2040 traffic projections for primary roadways. These results are presented as average daily traffic (ADT) on **Figure 9.8**. Adjustments relative to the County forecasts were made at certain locations, following professional traffic engineering practices and judgement, to account for local conditions.



**Table 9-2** provides a method to evaluate roadway capacity for mid to long-range planning purposes. Typical roadway capacities are presented for different roadway types. These capacities are presented in terms of vehicles per day, and may be compared against the projected 2040 volumes summarized on **Figure 9.8**. These estimates were based on methods and guidance from Transportation Research Board’s *Highway Capacity Manual*.

**Table 9-2**

<b>Typical Traffic Capacity by Roadway Type/Configuration For Roadways in Elko New Market</b>	
<b>Roadway Design</b>	<b>Planning Level Capacity (vehicles per day)</b>
Gravel road	500
2-lane local/residential road	1,000
Urban 2-lane minor collector	1,700
Urban 2-lane undivided (major collector/minor arterial)	11,000
Rural 4-lane divided (minor arterial)	37,000

*Source: Bolton & Menk, Inc., using methods from Highway Capacity Manual, Sixth Edition*

Based on the projected 2040 traffic volumes on primary roadways relative to the identified capacity estimates, it is not anticipated that significant roadway expansions will be required by 2040. While forecasts are not included for all future collector roadways, these roads will be able to handle future traffic volumes as long as they are built according to City standards as summarized in this Transportation Plan.

**Please note** that this capacity review is for overall roadway segments and does not cover any detailed intersection analyses which may be required over the planning horizon.

**Design Speed**

The design speed of a roadway is directly related to the roadway’s function in the roadway system. The focus of minor arterial roadways is mobility; therefore these roadways should be designed to accommodate higher travel speeds. Likewise, minor collector roadways are more focused on land use access and should be designed to accommodate lower travel speeds. The function of major collectors is balanced between mobility and accessibility; therefore, these roadways should be designed accordingly. **Table 9-2(a)** presents the recommended design speeds for the Elko New Market roadway network.

**Table 9-2(a)**

<b>Roadway Design Speed Guidelines</b>	
<b>Functional Classification</b>	<b>Design Speed<sup>(1)</sup></b>
Minor collector street	30 mph
Major collector roadway	30 – 40 mph
Minor arterial roadway	45 – 55 mph

<sup>(1)</sup>At the discretion of the City Engineer for City roadways, with approval by the City Council.

## Recommended Roadway System Improvements and Studies

No major studies concerning local roadways are identified at this point. Smaller scale studies may be required as individual properties develop to determine the development's impact on the surrounding road network.

The improvements to the CSAH 2 / I-35 interchange as described previously (interim improvements and full interchange replacement) are a high priority for the City. The City will continue to actively promote efforts to advance these improvements. The City will also support future efforts to study an I-35 interchange at CSAH 86.

“Mini Roundabouts” are roundabouts having much smaller inscribed diameters than conventional roundabouts, which generally allows them to fit within a standard intersection layout. The idea behind this type of installation is that they are relatively inexpensive and provide the safety benefits of typical roundabouts (on lower volume roadways), yet also provide more operational capacity than a four-way stop sign intersection. They can have significant pedestrian safety benefits by reducing travel speeds through the intersection and by providing a pedestrian refuge on splitter islands if they are designed in this manner. The City will evaluate mini roundabouts where appropriate as retrofits of existing intersections and/or as the future collector network is built out.

## Future Jurisdictional Classification

The City does not anticipate that there will be any jurisdictional transfer of roadways in the 2040 planning period, other than transfers from township to city in conjunction with potential annexations.

## Access Management

The purpose of access management is to provide adequate access to adjacent land development while also maintaining traffic flow on higher level roadways. Management consists of carefully controlling the spacing and design of public street intersections, as well as the location of private access points (driveways) on the public roadway system based on the roadway functional classification system discussed previously. Arterials, being designed for higher speed, longer-distance trips, generally have restricted access. Conversely, local streets serve low speed, short distance trips and therefore can accommodate much greater access than arterials. Collector roadways fall in between arterials and local streets regarding the amount of access that is permitted.

The government agency that has jurisdiction over a given roadway defines the applicable access management guidelines for that roadway. Since there are no trunk highways in the Elko New Market area, MnDOT access management guidelines do not directly apply. However, Scott County guidelines apply for County roads in the Elko New Market area. Most notably, this

includes CSAH 2 and CSAH 91, but also includes CSAH 27 and CSAH 86. Scott County access management guidelines are presented in **Appendix T-1**.

The City of Elko New Market determines guidelines for appropriate access spacing and design for City streets. These guidelines are presented on **Table 9-3** and **9-4**. **Table 9-3** provides guidelines for private access points (driveways), and **Table 9-4** provides information on City spacing/access guidelines for roadways.

**Table 9-3**

<b>City Driveway Dimension and Access Guidelines <sup>(1)</sup></b>		
<b>Driveway Dimensions/Access Permitted</b>	<b>Driveway Type</b>	
	<b>Residential<sup>(2)</sup></b>	<b>Commercial or Industrial<sup>(2)</sup></b>
Driveway Width	11' – 27' (16' Desired)	16' – 32' (32' desired)
Minimum Distance between Driveways	20'	20'
Minimum Corner Clearance from an intersecting Collector Roadway	60'	80' <sup>(3)</sup>
Direct Access to a Major Collector	Not Permitted <sup>(4)</sup>	Not Permitted <sup>(4)</sup>
Direct Access to a Minor Collector	Discouraged <sup>(5)</sup>	Discouraged <sup>(5)</sup>
Direct Access to a Commercial Collector	Permitted with Review <sup>(6)</sup>	Permitted with Review <sup>(6)</sup>
<sup>(1)</sup> Spacing distances measured from curb to curb. <sup>(2)</sup> Unless shared/common driveway. <sup>(3)</sup> At the discretion of the City Engineer, 80' minimum. <sup>(4)</sup> Access to major collectors is limited to public streets only. Steps must be taken to redirect private access to other local streets. New private access to major collectors is not permitted unless deemed necessary by the Elko New Market City Council. <sup>(5)</sup> Whenever possible, residential access must be directed to local streets rather than minor collector roadways. <sup>(6)</sup> An important function of commercial collectors is to provide controlled access for commercial land uses. Commercial driveways connecting to these roadways must be set back 660' feet from intersecting roadways to allow for turn lanes, vehicle queues, and driver decision-reaction requirements. Commercial properties are encouraged to use common accesses with adjacent properties. Cross traffic between adjacent compatible properties must be accommodated when feasible.		

**Table 9-4**

<b>City Roadway Spacing Guidelines <sup>(1)</sup></b>		
<b>Type of Collector Roadway being Accessed</b>	<b>Minimum Spacing from an adjacent Collector/Arterial Roadway</b>	
	<b>Residential<sup>(2)</sup></b>	<b>Commercial or Industrial<sup>(2)</sup></b>
Major Collector	660'	660'
Minor Collector	300'	660'
Commercial Collector	N/A	660'
<sup>(1)</sup> Spacing distances measured from centerline to centerline. These guidelines apply to City streets only. Scott County and MnDOT have access authority for roadways under their jurisdiction. Please refer to Scott County's minimum access spacing guidelines in the Transportation element of their current Comprehensive Plan. <sup>(2)</sup> Based on predominant adjacent land use.		

As identified previously, it is the future functional classification map (**Figure 9.5**) that applies when coordinating with developers and others regarding access spacing and setbacks. City commercial collectors are identified on **Figure 9.6**.

### Geometric Design Standards and Right-of-Way Preservation

A system of design guidelines is an effective tool to help provide safe, efficient, and consistent roadway networks within communities. Some situations may require additional analysis due to unusual or unforeseen conditions, but established baseline standards will minimize design uncertainty in many circumstances. These guidelines also help define right-of-way (ROW) needs for different categories of roadways.

As depicted on **Figure 9.9** (sheets 1 and 2), typical sections have been defined for the following categories of City streets:

- Local residential
- Minor collector
- Commercial collector
- Major collector

**Figure 9.9** shows recommended roadway dimensions, adjacent non-motorized facilities, and overall ROW needs. It may be noted that the collector level roadways have Baseline Design information, as well as Extended/Future Design information. This is based on the fact that new collector level roadways are often initially constructed when the adjacent development is limited and corresponding traffic needs are not extensive. However, as adjacent development advances and increased traffic needs are realized, then the demand on collector roadways increases. Often it does not make sense from an economic and assessment perspective to construct the full design for a collector roadway when the full traffic demand on it will not be realized 10 or 15 years or more into the future. However, it is very important that the ROW is preserved for the ultimate design so future costly and socially disruptive property acquisitions do not need to take place. In addition, the initial design should be consistent with the intended ultimate design in terms of alignment, intersection spacing, and other factors.

### Traffic Impact Studies

Traffic Impact Studies are utilized to evaluate the interaction between existing transportation infrastructure and proposed land use development projects. The basic premise is that land development generates new traffic that will travel on the adjacent roadway system, and that the amount of traffic and the relative impact to the transportation system is predictable. Traffic Impact Studies:

- Identify potential adverse impacts to the existing transportation system and to the proposed development such as:
  - On-site congestion and/or congestion on adjacent roadways

# TRANSPORTATION PLAN

- Inadequate access capacity
- Crash experience / crash expectancy
- Assist public and private sector entities in identifying and resolving issues related to the location of driveways, public streets, traffic controls (i.e. signals, signs, striping) and other transportation facilities that are requested.
- Assist in long term planning such that the extension and growth of the transportation system may occur in a manner than is comprehensive in nature and supportive of public good.

To assist in identifying impacts to the transportation system, the City of Elko New Market supports the requirement for a Traffic Impact Study if any of the following conditions are expected:

- A development will generate 100 or more new a.m. or p.m. peak hour vehicle trips.
- A development will generate 750 or more new daily vehicle trips.
- New development traffic will substantially affect an intersection or roadway segment already identified as operating at an unacceptable level of service.
- The development would likely create a hazard to public safety.
- The location of the development is in an environmentally or otherwise sensitive area, or in an area which is likely to generate public controversy.
- The development will substantially change the off-site transportation system or connections to it.

Trip generation should be estimated using the ITE Trip Generation Handbook (10<sup>th</sup> Edition or most current publication). The City will utilize the quality of traffic operations as the key performance measure for the roadway system within the City. The Highway Capacity Manual estimates the quality of traffic flow in letter grades (A – F). The City establishes, as a citywide target, a Level of Service (LOS) “C” on all roads and intersections within the City. When the LOS without development is LOS A, B or C, the minimum acceptable projected LOS shall be LOC C. When the LOS without development is LOS D, E or F, the minimum acceptable projected LOS shall be equal to the LOS without development. See table 9-5.



FIGURE 1  
Level of Service Thresholds of Congestion

Table 9-5

Acceptable Levels of Service with New Development							
Projected Level of Service (with Proposed Development)	Level of Service without Development						
		A	B	C	D	E	F
A		N.A.					
B		B	N.A.				
C		C	C	N.A.			
D		C	C	C	N.A.		
E		C	C	C	D	N.A.	
F		C	C	C	D	E	N.A.

## TRANSIT

The Metropolitan Council has established a series of Transit Market Areas throughout the metropolitan area as a guide for the provision of appropriate transit service. Transit Market Areas are defined by the demographic and urban design factors that are associated with successful transit service. There are five Transit Market Areas with Transit Area I having the most potential for successful transit (high population density, high job density, dense network of local routes, high percentage of transit-dependent residents, and other factors), and Transit Area V having the least potential for successful transit service.

The Metropolitan Council has categorized Elko New Market as being Transit Market Area V. The Metropolitan Council's System Statement for Elko New Market describes Market Area V as follows:

*Transit Market Area V 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 of land uses, these areas are not well-suited for fixed-route transit service.*

There currently is no scheduled transit service in Elko New Market. The closest scheduled service is commuter service provided by Metro Transit to downtown Minneapolis via the Lakeville Kenrick Avenue Park & Ride facility. This facility is approximately nine miles north of the I-35/CSAH 2 interchange. There is no transitway as defined in the Metropolitan Council's 2040 Transportation Policy Plan in or near Elko New Market. The closest identified transitway is the proposed Metro Orange Line (I-35W Bus Rapid Transit). The southernmost Orange Line station is identified in Burnsville, approximately 14 miles north of the I-35/CSAH 2 interchange.

Elko New Market is not in the metro area transit taxing district. It is not anticipated that there will be sufficient demand for commuter transit in Elko New Market to justify extending scheduled transit service along I-35 to Elko New Market through the 2040 planning horizon. However, it is recommended that the City consider a park-and-ride location close to the I-35/CSAH 2 interchange to help foster new van/car pools. This could provide the basis for a transit facility providing commuter service to the core metro area pending future development and associated transit demand within the City.

Dial-a-ride service in Elko New Market is provided by SmartLink, which is under contract with Scott and Carver Counties. Buses operate Monday through Friday from 6 a.m. through 7 p.m. Rides can be provided to/from any location in the seven county Metro area; in some cases a transfer to another transportation provider may be required. Rides are booked in advance through SmartLink customer service agents.

## BIKING AND WALKING

### Existing and Planned Facilities



Existing and planned sidewalk and trail facilities are discussed and mapped in the Parks and Recreation Chapter of this Comprehensive Plan. Please refer to Figure 10.4 in that Chapter. The facilities discussed therein are primarily those not tied to a roadway corridor. The City's Subdivision Ordinance requires construction of pedestrian and biking facilities along roadway corridors with new developments. In general, shared use paths are required when development occurs next to a collector or arterial roadway. Sidewalks are required at a minimum on one side of local and minor collector streets.

### **Regional Bicycle Transportation Network (RBTN)**

There are no RBTN alignments or corridors as designated by the Metropolitan Council in or near the City of Elko New Market. The closest RBTN location is a Tier II alignment approximately five miles to the northeast, on the other side of I-35.

### **Removal of Non-Motorized Barriers**

The largest barriers to non-motorized movements in Elko New Market are CSAH 2 and CSAH 91 (in particular south of CSAH 2). CSAH 2 is an important east-west regional highway with a connection to I-35 which is located approximately two miles east of its intersection with CSAH 91. CSAH 2 currently has an average daily traffic (ADT) count of 6,400 through the old downtown New Market area, and 9,200 east of CSAH 91. East of CSAH 91, it is a four-lane divided facility. CSAH 91 is a north-south arterial roadway with a current ADT of 1,050 north of CSAH 2 and 4,050 south of CSAH 2. CSAH 2 at CSAH 91 is the most prominent intersection within the City. These volumes are expected to increase during the 2040 planning cycle, increasing the impact on non-motorized movements.

While higher vehicular volumes can mean fewer gaps available for pedestrian crossings and therefore longer wait times, the real peril of these roadways to pedestrians and bicyclists is speed. Higher speed roadways tend to be wider and are more difficult to judge available crossing time. Motorists on these roadways are less inclined to stop for pedestrians, perhaps because speed on the road is otherwise unfettered and/or pedestrian crossings are rare. It takes longer for an emergency stop on these roads if a pedestrian makes an unexpected entry to the roadway. Perils are even greater where the roadway has four lanes – one approaching car may stop, encouraging a pedestrian to proceed, while the car following in the adjacent lane may not stop for the pedestrian.

One project that should help reduce the non-motorized barrier aspect for both the highways identified above is a roundabout that is planned for construction in 2020. Relative to the current thru-stop traffic control conditions (stop signs on the CSAH 91 legs only), the roundabout will improve pedestrian safety conditions by substantially slowing vehicular speeds on CSAH 2 through the intersection. Also, pedestrians wishing to cross from the one side of CSAH 2 to the other at this location must currently cross six lanes (two turn lanes and four thru lanes) with no pedestrian safety features. The proposed roundabout includes a CSAH 2 pedestrian crossing on the west side of the roundabout which will include pavement markings and a refuse area within

the splitter island. Pedestrians will have fewer lanes to cross than under current conditions. Also included are CSAH 91 pedestrian crossings on both the north and south sides of the proposed roundabout.

As the City develops its collector roadway network in the years to come, it plans to evaluate mini-roundabouts at all potentially viable locations. This type of design has vehicular safety benefits and, relative to uncontrolled or thru-stop control only conditions, pedestrian safety benefits as well. Benefits are primarily because of reduced travel speeds through the intersection as well as breaking each pedestrian crossing into two separate crossings with the splitter island as a refuge.

The City will continue to work with Scott County to evaluate pedestrian safety features along the county road system. This will be particularly important as development advances and pedestrian barrier and safety considerations become more pronounced.

### AVIATION

The closest metro airport to Elko New Market is the Lakeville Airpark Airport, located approximately five miles to the northeast. The City is not impacted by an airport. There are no radio beacons or other air navigation aids sited in off-airport locations in or near Elko New Market.

There are no structures within Elko New Market that exceed 500 feet in height. Any applicant who proposes to construct a structure 200 feet above the ground that could affect navigable airspace level must get appropriate approvals. The Federal Aviation Administration and the Minnesota Department of Transportation must be notified at least 30 days in advance in advance of construction, as required by law per MCAR 8800.1200, Subpart 3 and FAA Form 7460-8. It is unlikely such a structure would be proposed in Elko New Market.

### FREIGHT

There are no railways, barge facilities or freight terminals within or near Elko New Market. There are no industrial parks or large commercial centers at this time that would generate significant freight movement. As discussed previously, the City of Elko New Market conducted an Alternative Urban Area-wide Review (AUAR) covering a 265 acre area of proposed industrial park/distribution center land use in the southeast quadrant of the I-35/CSAH 2 interchange. One of the primary issues covered was transportation. This development could significantly increase freight movement on City, County, and State roadways. The AUAR process included extensive coordination between the City, Township, Scott County, and MnDOT. The agencies have a good understanding of how traffic and freight movement generated from future industrial development may affect the surrounding transportation system.

## TRANSPORTATION FUNDING SOURCES

There are a number of funding mechanisms currently available or available in the future to support Elko New Market transportation projects, including those addressed under the following headings.

### Minnesota State Aid Street (MSAS) System

To support the state's system of streets, roads and bridges, MnDOT distributes funds for roadway maintenance and construction to counties, cities and townships based on a formula determined by the Legislature. Local agencies must have a minimum population of 5,000 to receive State Aid funding. Within each eligible city, up to 20 percent of the local streets and county roads may be designated as MSAS. A street may be selected as MSAS if:

- It is projected to carry a relatively heavy traffic volume and/or is functionally classified as collector or arterial as identified on the city's functional classification plan.
- Connects points of major traffic interest, parks, parkways, or recreational areas.
- Provides an integrated and coordinated highway and street system affording, within practical limits, an overall state-aid network consistent with projected traffic demands.

The City of Elko New Market is close to the 5,000 population threshold, and will be able to use this funding source once the threshold is reached. It should be noted that for the competitive grant programs addressed in the following headings, Elko New Market generally would need to work with Scott County as the application sponsor until the City becomes a State Aid city (5,000 residents).

### Regional Solicitation Federal Funding

The Regional Solicitation is a funding resource for local projects with federal transportation funds. The solicitation is traditionally run on a biennial basis and administered by the Metropolitan Council within the seven-county metropolitan area. This is a competitive solicitation process for agencies including Elko New Market, with the application process and evaluation criteria periodically updated by the Transportation Advisory Board (TAB) of the Metropolitan Council to accommodate regional needs. The application categories are:

#### Roadway

- Roadway expansion
- Roadway reconstruction/modernization
- Roadway system management
- Bridge rehabilitation/replacement

#### Bicycle and Pedestrian Facilities

- Multi-use trails and bicycle facilities
- Pedestrian facilities



- Safe Routes to School

### Transit

- Transit expansion
- Travel demand management
- Transit system modernization

Local agencies must provide a minimum 20 percent match for awarded projects.

### **MnDOT Local Road Improvement Program (LRIP)**

This program provides funding on a competitive basis to local agencies constructing or reconstructing roadways. Criteria for this program include:

- The regional significance of the route
- Effectiveness of the proposed project in eliminating a transportation system deficiency
- Number of persons positively impacted by the project
- The project's contribution to other local, regional, or state economic development or redevelopment efforts

### **MnDOT Cooperative Agreement Funds**

MnDOT's Cooperative Agreements section provides MnDOT trunk highway construction funding through a competitive selection process to local agencies for roadway improvement projects. The program selects projects that are initiated and administered by a local agency, involving a trunk highway such as I-35, where MnDOT funds are utilized for part of the project to the mutual benefit of all partners. The program relies on the initiative of the local agencies and their commitment to making roadway improvements.

### **Highway Safety Improvement Program**

The Highway Safety Improvement Program (HSIP) is a federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including locally-owned roads. The HSIP requires a data-driven, strategic approach to improving highway safety with a focus on performance. In Minnesota, this program is administered by MnDOT, which on a periodic basis awards HSIP grants on a competitive application process. The future roundabout at CSAH 2 and CSAH 91 received funding through this program.

### **Transportation Economic Development Infrastructure (TEDI)**

Minnesota cities, counties and other government entities can apply for matching funds for transportation infrastructure projects that support economic development through MnDOT and the Minnesota Department of Employment and Economic Development (DEED). The TEDI program, jointly administered by MnDOT and DEED, awards funds on a competitive basis to

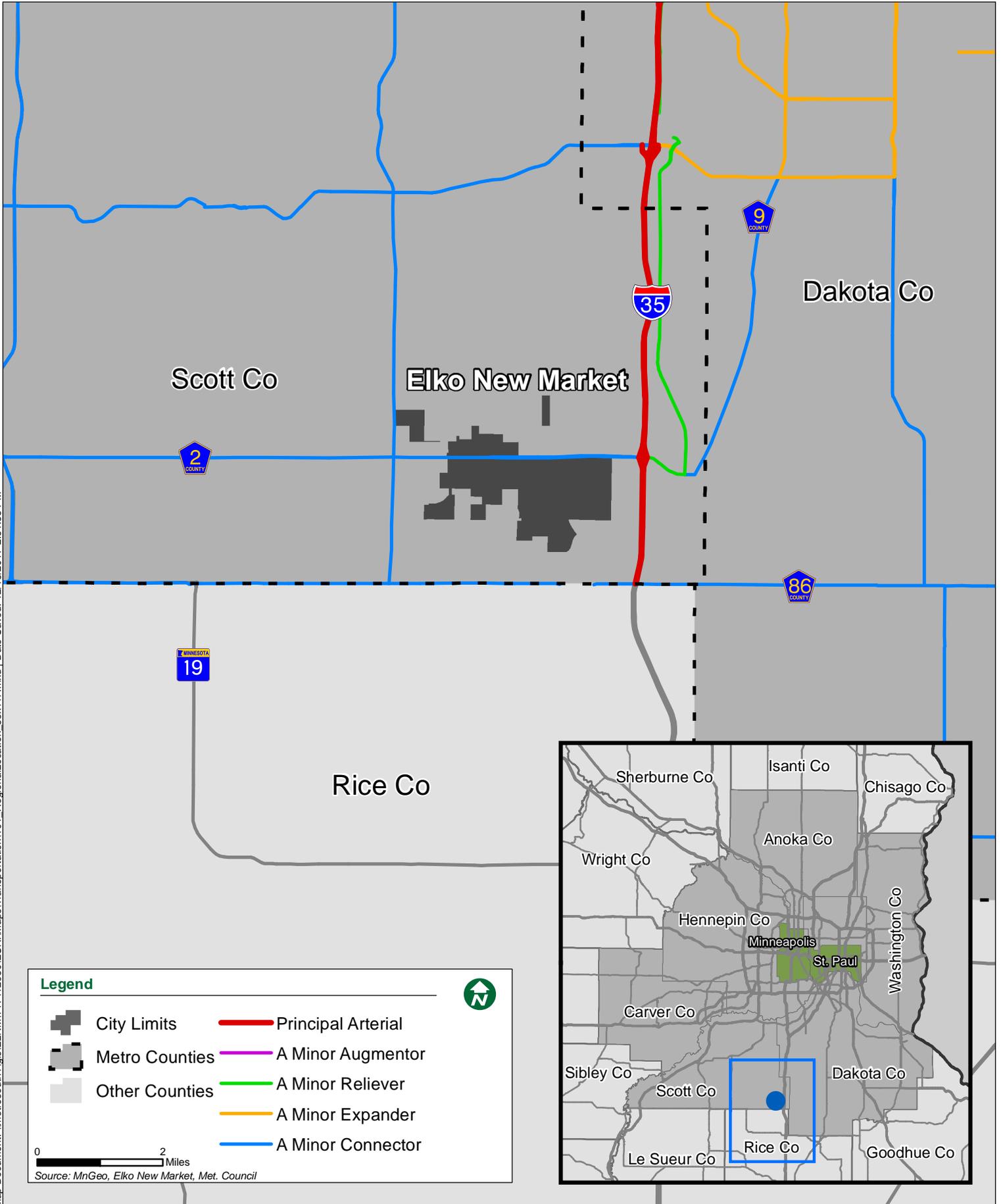
projects on local roadways and non-roadway transportation projects. It is administered on a parallel basis with the Transportation Economic Development (TED) program, which focuses more on the trunk highway network. The TED/TEDI grant programs are designed to help meet the state's transportation and economic development needs by creating and preserving well-paying jobs and leveraging private and local investment in transportation infrastructure.

### **Minnesota Department of Natural Resources Grants**

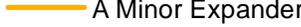
Various federal and state grants as administered by the Minnesota Department of Natural Resources (MnDNR) are available for the development or reconstruction of recreational trails. These programs include the Federal Recreational Trail Grant Program, the Regional Trail Grant Program, the Outdoor Recreation Grant Program, and the Local Trail Connections Program. Typically these grants require a 25 percent local match (50 percent match in the case of the Outdoor Recreation Grant Program), and demonstration that the trail is not only of local but regional significance. Grants are awarded on a competitive application process.

### **Private Developer Contributions**

Developers may be required to fund the entire cost of collector roadways, as well as local streets, as a part of their development fees.



**Legend**

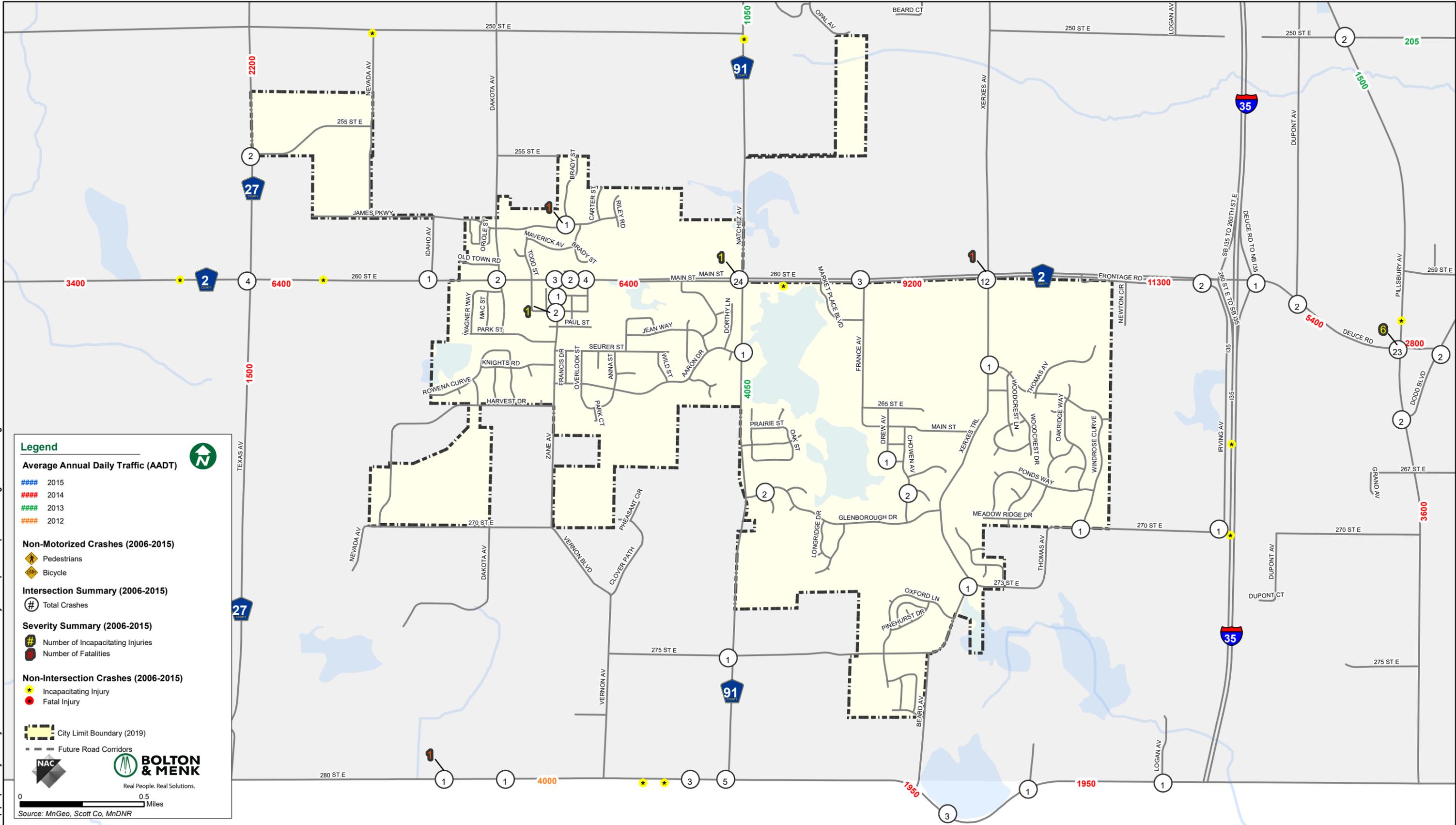
-  City Limits
-  Metro Counties
-  Other Counties
-  Principal Arterial
-  A Minor Augmentor
-  A Minor Reliever
-  A Minor Expander
-  A Minor Connector

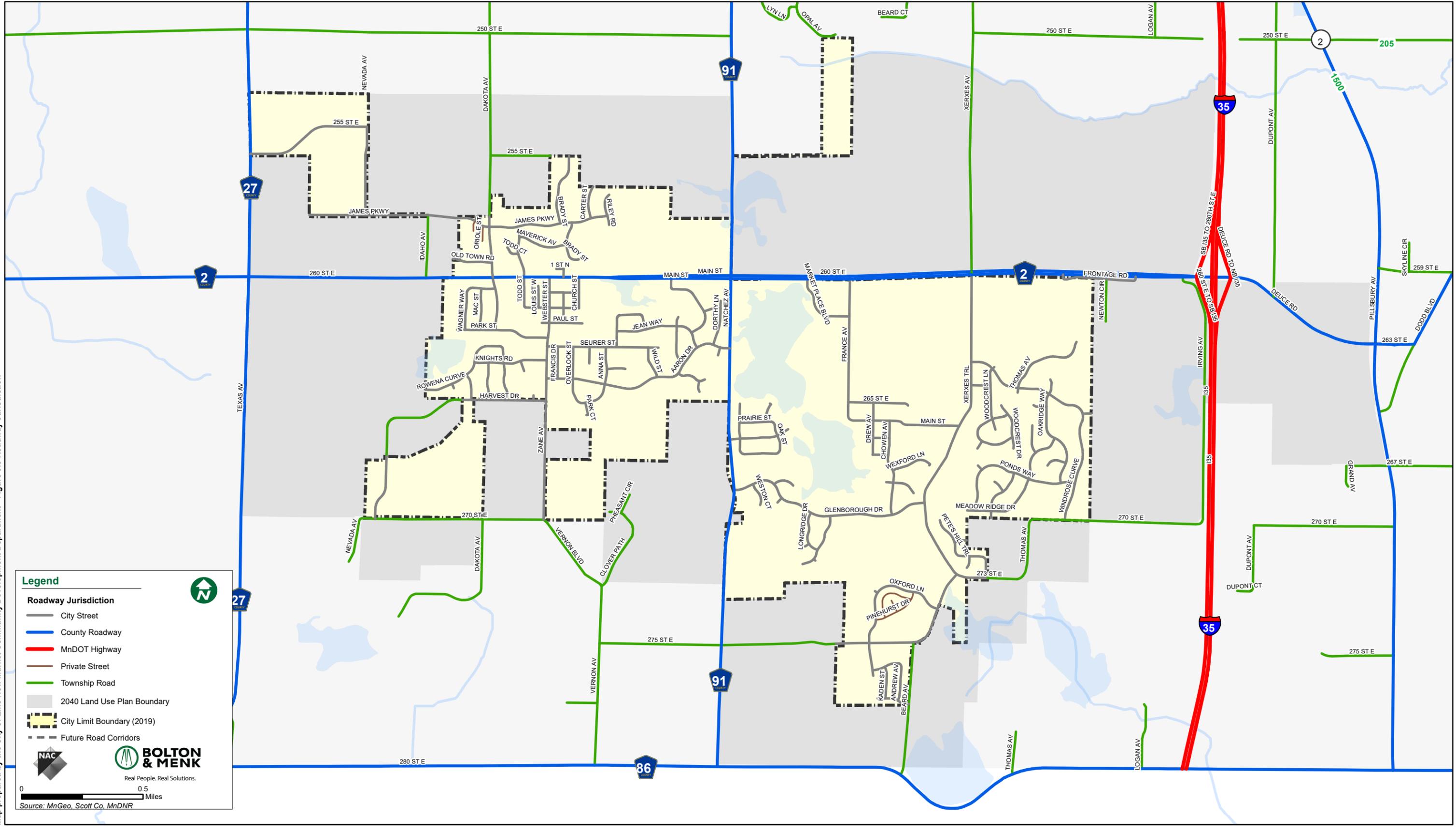


0 2 Miles

Source: MnGeo, Elko New Market, Met. Council

Map prepared by the City of Elko New Market Community Development Department - Figure 9.2 Existing Traffic Volume & Crash Data





Map prepared by the City of Elko New Market Community Development Department - Figure 9.3 Roadway Jurisdiction

**Legend**

- City Street
- County Roadway
- MnDOT Highway
- Private Street
- Township Road
- 2040 Land Use Plan Boundary
- City Limit Boundary (2019)
- Future Road Corridors

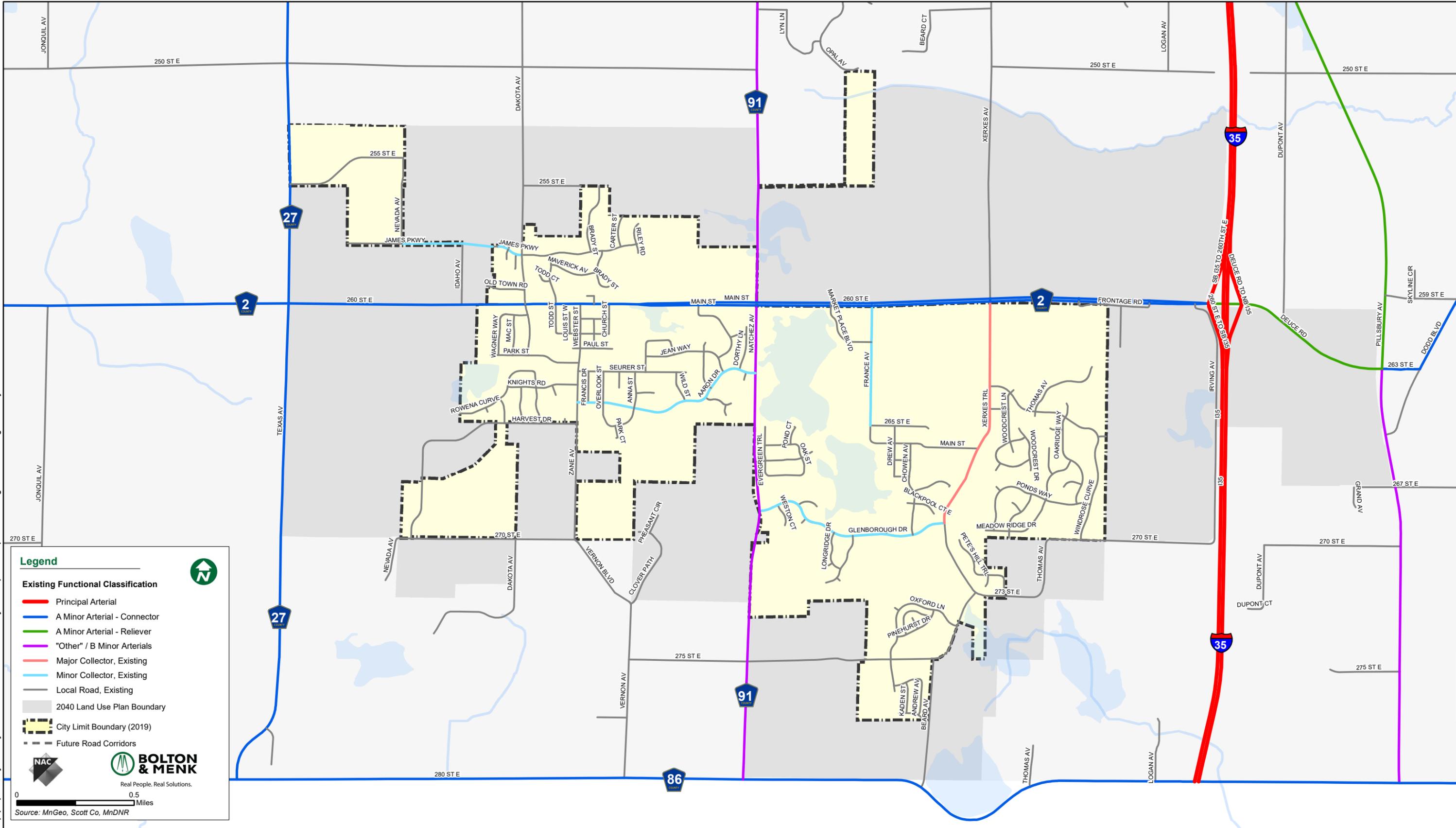
N

**BOLTON & MENK**  
 Real People. Real Solutions.

0 0.5 Miles

Source: MnGeo, Scott Co, MnDNR

Map prepared by the City of Elko New Market Community Development Department - Figure 9.4 Existing Roadway Functional Class



**Legend**

**Existing Functional Classification**

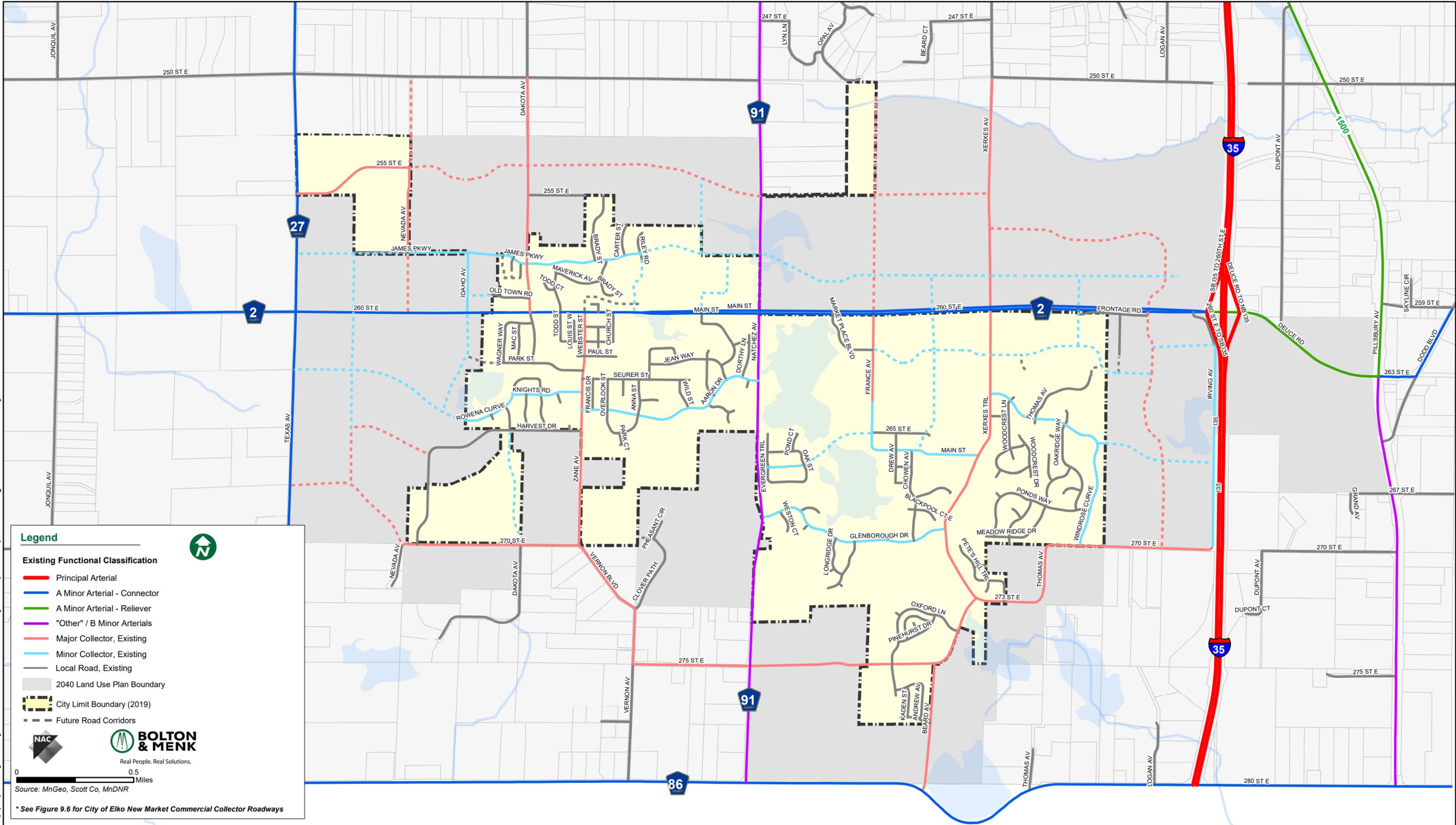
- Principal Arterial
- A Minor Arterial - Connector
- A Minor Arterial - Reliever
- "Other" / B Minor Arterials
- Major Collector, Existing
- Minor Collector, Existing
- Local Road, Existing
- 2040 Land Use Plan Boundary
- City Limit Boundary (2019)
- Future Road Corridors

**Logos:** NAC, BOLTON & MENK (Real People. Real Solutions.)

**Scale:** 0 to 0.5 Miles

**Source:** MnGeo, Scott Co, MnDNR

Map prepared by the City of Elko New Market Community Development Department - Figure 9.5 Future Roadway Functional Class



**Legend**

**Existing Functional Classification**

- Principal Arterial
- A Minor Arterial - Connector
- A Minor Arterial - Reliever
- "Other" / B Minor Arterials
- - - Major Collector, Existing
- - - Minor Collector, Existing
- Local Road, Existing
- 2040 Land Use Plan Boundary
- City Limit Boundary (2019)
- Future Road Corridors



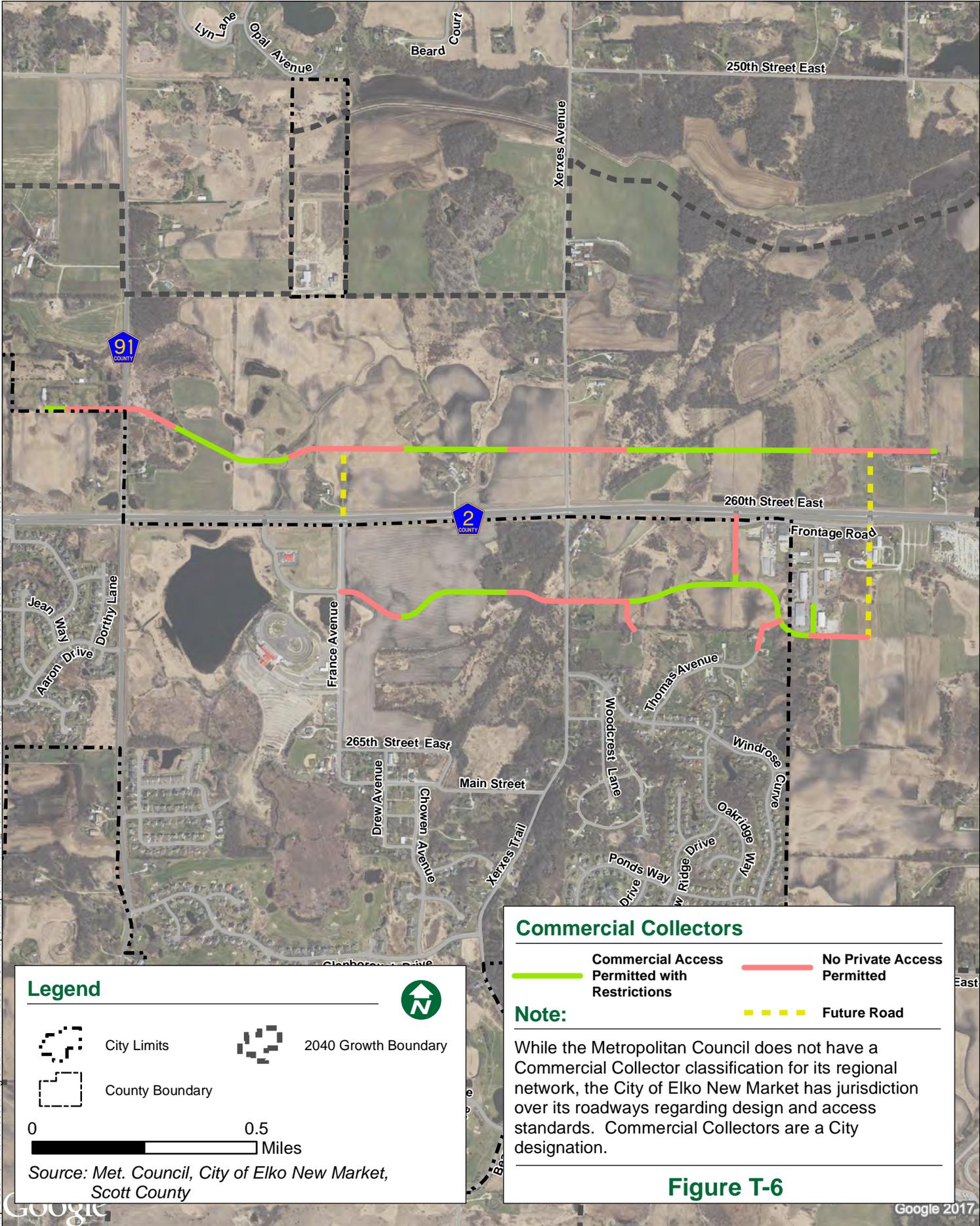
**NAC**

**BOLTON & MENK**  
 Real People. Real Solutions.

0 0.5 Miles

Source: MnGeo, Scott Co, MnDNR

\* See Figure 9.6 for City of Elko New Market Commercial Collector Roadways



Map Document: \\metrosouth1\gis\ELN\MT17112950\ESRI\Maps\Transportation\T08\_Planned\Function\Class\_85x11P.mxd | Date Saved: 12/21/2017 11:06:39 AM

**Legend**

 City Limits
  2040 Growth Boundary  
 County Boundary

0 0.5 Miles

Source: Met. Council, City of Elko New Market, Scott County

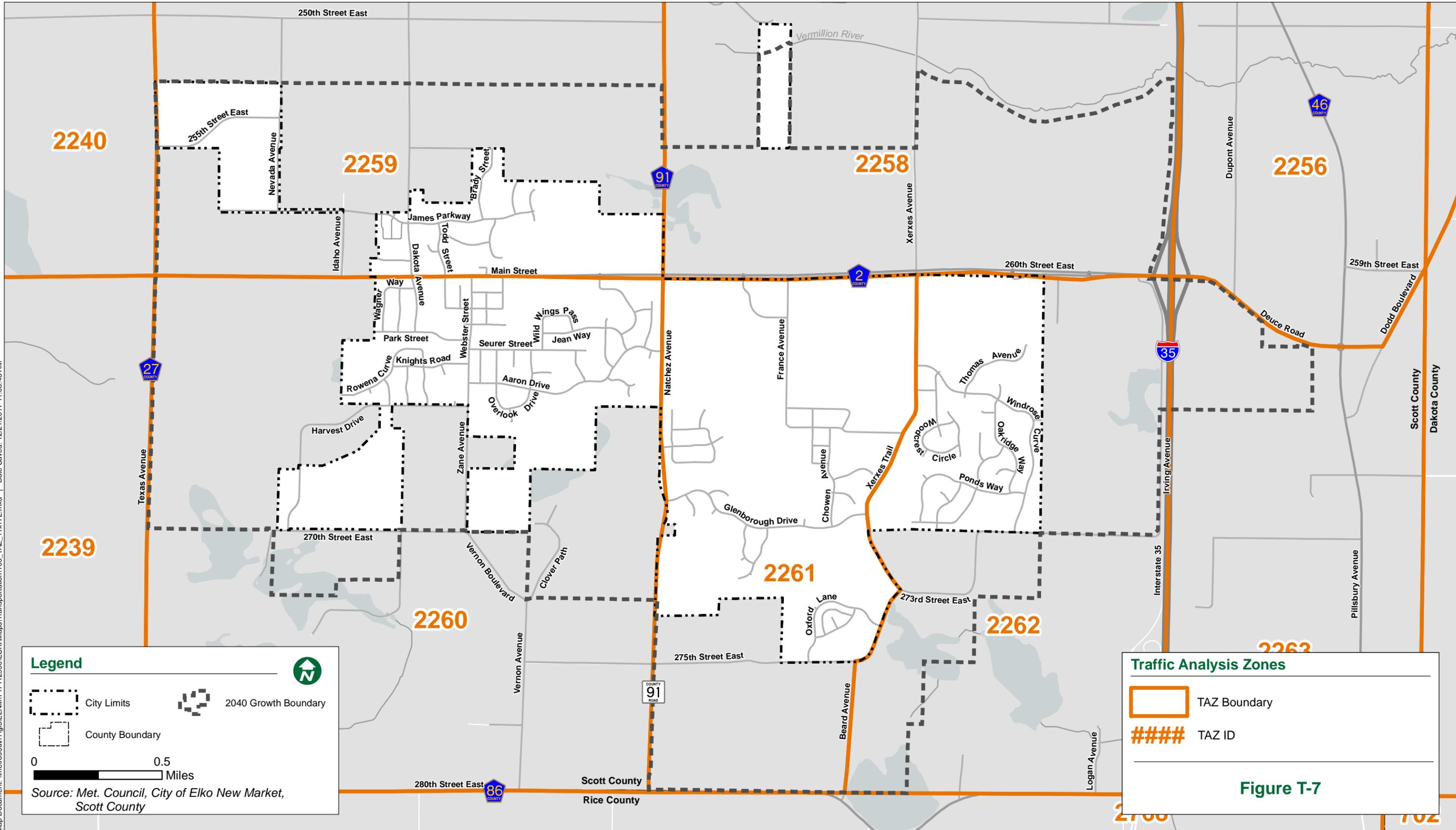
**Commercial Collectors**

 Commercial Access Permitted with Restrictions
  No Private Access Permitted  
 Future Road

**Note:**

While the Metropolitan Council does not have a Commercial Collector classification for its regional network, the City of Elko New Market has jurisdiction over its roadways regarding design and access standards. Commercial Collectors are a City designation.

**Figure T-6**



**Traffic Analysis Zones**

- TAZ Boundary
- TAZ ID

**Figure T-7**

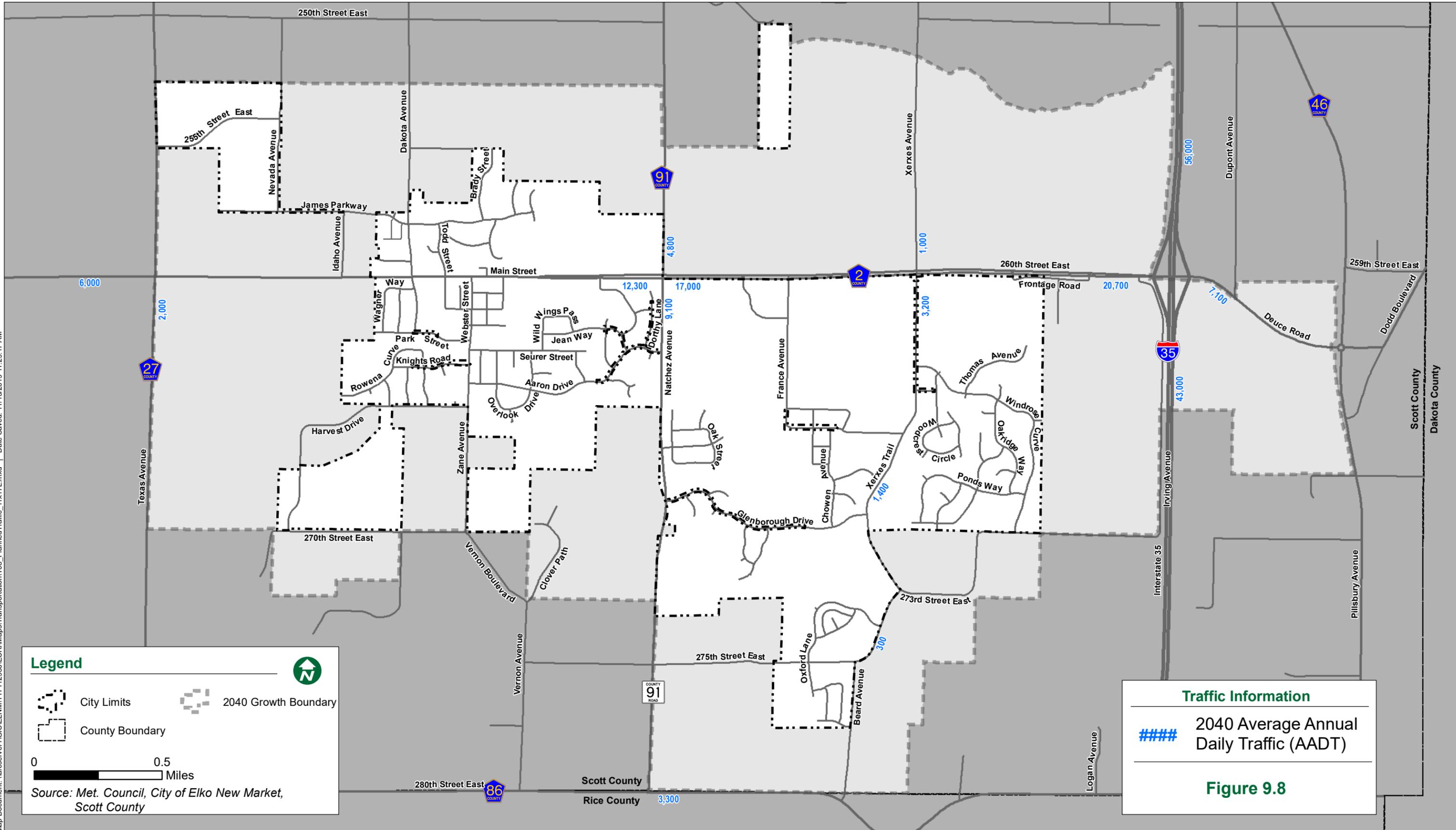
**Legend**

- City Limits
- County Boundary
- 2040 Growth Boundary

0 0.5 Miles

Source: Met. Council, City of Elko New Market, Scott County

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**Legend**

- City Limits
- 2040 Growth Boundary
- County Boundary

0 0.5 Miles

Source: Met. Council, City of Elko New Market, Scott County

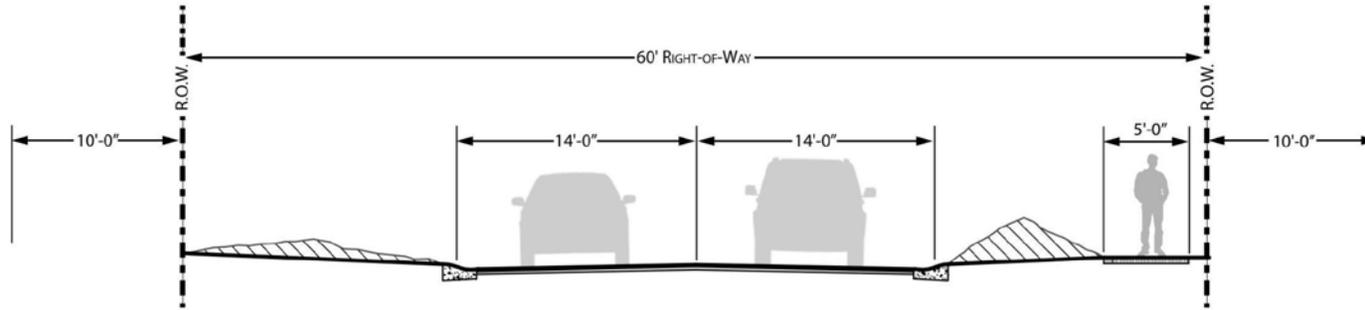
**Traffic Information**

2040 Average Annual Daily Traffic (AADT)

**Figure 9.8**

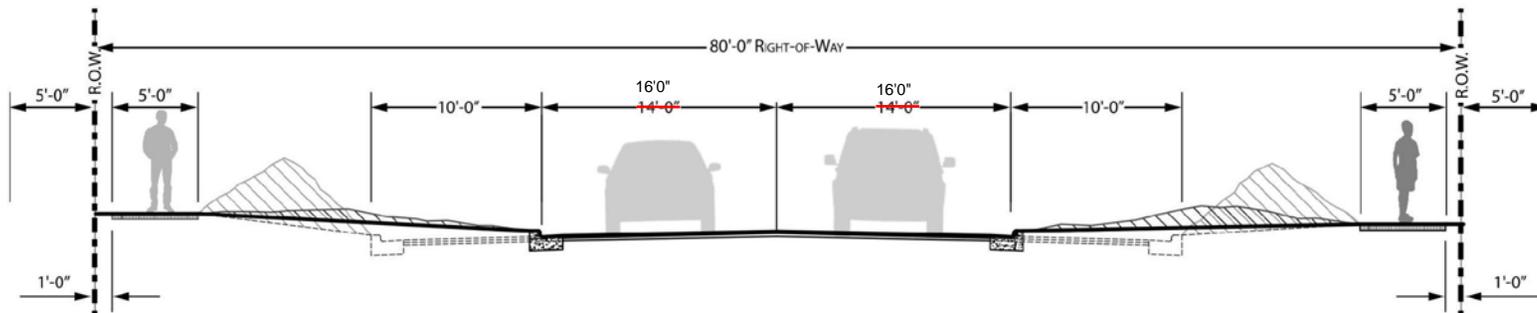
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**LOCAL RESIDENTIAL STREET**  
 TYPICAL SECTION



Local Streets  
 28' in residentially zoned areas  
 32' in commercial/industrially zoned areas

**MINOR COLLECTOR STREET**  
 TYPICAL SECTION

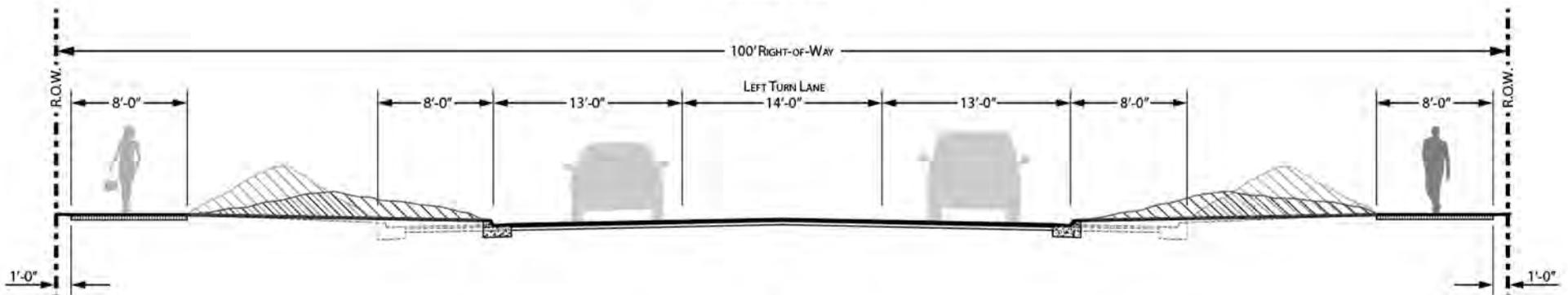


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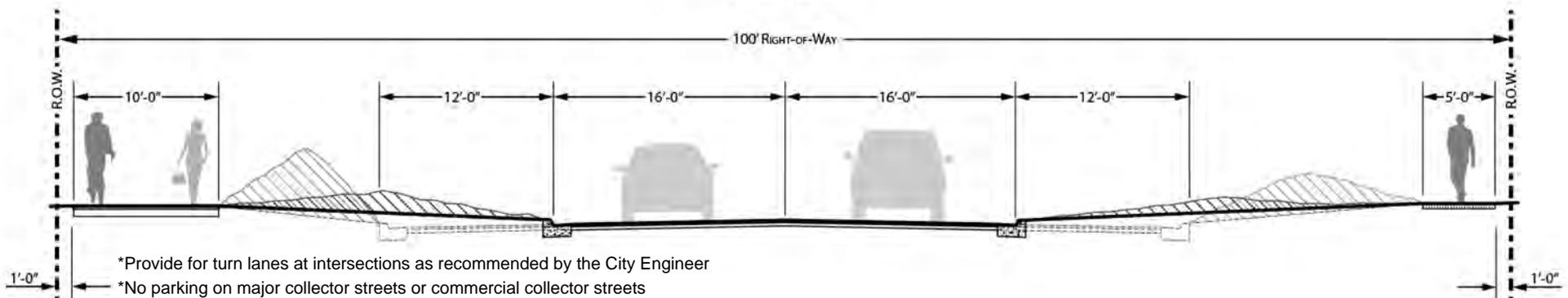
-  Baseline Design
-  Extended/Future Design
-  Snow Storage (8" Snowfall) in width\*

*Note: Pedestrian-only sidewalks would be 5'-8' in width.  
 Multi-use trail would be 10'.*

**COMMERCIAL COLLECTOR**  
 TYPICAL SECTION



**MAJOR COLLECTOR**  
 TYPICAL SECTION



\*Provide for turn lanes at intersections as recommended by the City Engineer  
 \*No parking on major collector streets or commercial collector streets

**Legend**

-  Baseline Design
-  Extended/Future Design
-  Snow Storage (8" Snowfall) in width\*

Note: Pedestrian-only sidewalks would be 5'-8' in width.  
 Multi-use trail would be 10'.

# **APPENDIX T-1**

## **Scott County Access Management Standards**

Figure 1



## MINIMUM ACCESS SPACING GUIDELINES 2008

TYPE OF COUNTY HIGHWAY FUNCTION AFFECTED BY ACCESS				
TYPE OF ACCESS BEING REQUESTED	PRINCIPAL ARTERIAL	Minor Arterial A and B Minor	Collector	Local
<b>A. Private Residential</b> (3 or less shared driveways)	Not Permitted	*Not Permitted in 2030 Urban Services Area & Urban reserve *1/4 mile in rural	1/8 Mile	Determination based on other criteria
<b>B. Commercial Driveways, Or Private Streets</b>	Not Permitted	Not Permitted	*Right In/Right out at 1/8 Mile *Full access at 1/4 Mile	Determination based on other criteria
<b>C. Local Streets</b>	Not Permitted	*Full access at 1/4 Mile *Right in/Right out at 1/8 Mile	1/8 Mile	1/8 Mile
<b>D. Collector Streets</b>	*1 Mile Full Access (rural) *3/4 or Right In/Right out at 1/2 Mile (urban)	*Full access at 1/4 Mile *Right in/Right out at 1/8 Mile	1/4 Mile	1/4 Mile
<b>E. Minor Arterial</b>	*1 Mile Full (rural) *1 Mile full Access (urban)	*1/2 to 1 Mile (urban) *1/2 Mile to 1 Mile (rural)	*1/4 to 1 Mile (urban) *1/2 to 1 Mile (rural)	*1/4 to 1 Mile (urban) *1/2 to 1 Mile (rural)

**Notes:**

1. The Functional Classification is based on the Future Functional Classification Map (Figure VI-17).
2. Fully developed urban area will require individual evaluation on a case by case basis.
3. When there is opportunity for private or public access on more than one public roadway, access shall be taken on lower functional roadway.
4. Turn lanes shall be required at all access locations except for private residential direct access in the rural area.
5. Intersection Control/Signals shall be installed only where warranted and justified, consistent with the MMUTCD. 1 mile signal spacing on Principals and 1/2 mile signal spacing will be preserved on other roadways.
6. Access spacing may be modified to be more or less restrictive per adopted County corridor study.
7. Private residential access in the rural area shall be located where there is the optimum distance or future shared access
8. Environmental constraints may be considered when determining access spacing locations.
9. Access spacing within Interchange influence areas shall meet all stopping and intersection site distance requirements on Principal Arterials.
10. Existing access on Principal Arterials outside the 2030 service area may be relocated provided sight distance is improved and opportunities for access consolidation do not exist. Future removal of the access must be planned for.