

Scott County Delivers

Highway Safety, Mobility and Economic Impacts
May 18, 2021



Panel Representatives:

Tony Winiecki, County Engineer, Highway Department
Craig Jenson, Planning Manager, Transportation Services
Jon Rudolph, Graduate Traffic Engineer, Highway Department
Chad Bohnsack, Commercial Appraiser, Property & Taxation Services, Community Services
Nathan Abney, Transportation Planner, Transportation Services
Ben Picone, Planner, Minnesota Valley Transit Authority

Results Map:

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

Community Indicator(s):

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

- KPI - Citizens' Rating of Trail and Bikeway Connectivity

Livable: Access to Destinations: Average # of Jobs within 30 minutes by Public Transit or Walking

- KPI – CH 42/CH 17 Speed Performance

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

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

Scott County Board Objective/Strategy:

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

Introduction:

Successful planning, project delivery, and operations support a resilient system of highway infrastructure contributing to a safe, healthy, and livable communities. Scott County invests significant funding into highway infrastructure each year to build and maintain highway facilities. The following information will look at some of these highway investments and what are some outcomes from these investments.

After analyzing a series of roadway projects for this presentation, 4 projects stood out that enhanced safety, mobility, and economic development:

CH 17 Corridor

TH 13 and CH 21

TH 13 and CH 21

US 169/ TH 41 and CH 78

Background:

Infrastructure projects are programmed in the County's Transportation Improvement Program. Needs are identified in the County's Transportation Plan and the Transportation Tax Sales Implementation Plan. These plans include policies to guide the development of the County's Transportation System and set parameters for local system development. Criteria for selecting projects include safety, structural or geometric deficiencies, multi-modal elements, funding partners, and ability to deliver projects. Projects are prioritized based on safety capacity needs, system connections and project readiness.

Projects first go through a planning and design phase of project development and then a construction phase of project delivery. The construction and the product are the most visible part of the process. During the construction process, the County invests a considerable amount of funding and staff efforts towards work zone safety for employees, contractors, and the public. Decisions to detour traffic around work sites or maintain traffic through a construction zone are based on project duration, reasonable detour routes, and local access needs for residents and businesses.

Once constructed, corridors and intersections are managed and operated for safety and efficiency. Pavements are managed for life-cycle effectiveness. Each segment of roadway is tested every two years and given a qualitative score called a Pavement Quality Index (PQI). Roadways can then be managed with preventative and preservation measures to improve roadway quality and safety. This index is also used to make life-cycle investment decisions for timing of major repairs or reconstruction. Effective snow and ice control methods have an impact on roadway safety and mobility.

Scott County residents are surveyed every three years to determine satisfaction with pavement quality and snow plowing efforts.

While Scott County has been tracking performance measures of project effectiveness related to safety and mobility. Data related to impact of transportation investments on economic development can be more difficult to access and analyze. The County continues to examine potential data sets which could measure and illustrate more clearly how investments impact economic development.

Infrastructure Investments

Making strategic investments in the County's transportation system can improve mobility, safety and enhance economic development opportunities. The projects not only benefit vehicle traffic but have benefits to transit and bike and pedestrian movements. Thoughtful planning and implementation of these projects promote the development of safe, healthy, and livable communities. The County is gathering data on completed projects from the last several years, including:

- CH 17 expansion from CH 42 to CH 16
- CH 42 at TH 13 intersection

- CH 21 at TH 13 intersection
- TH 169/41/CH 78 intersection and CH 14 overpass/frontage roads

Safety of our transportation system is a top priority for all public agencies. Providing the right intersection traffic control and lane geometry is important to balance the functions of the roadways it serves. Stop signs, traffic signals, roundabouts, message signing, access controls, and pedestrian amenities provide a safe roadway environment for vehicles and pedestrians.

Mobility along roadways ensures the efficient and safe movement of people and goods. Mobility is measured by indicators such as travel time over a length of corridor. Elimination of access points, spacing of access points, intersection control types and efficient operations, inclusion of turn lanes, and roadway geometry all play a role in improving mobility, especially during peak traffic. A high-volume mobility corridor like CH 42 serves a different function than a local neighborhood street that is built to service low-volume and low speeds.

Mobility is often used as an economic development indicator; growth of a community impacts access to transportation options which in turn impacts mobility. In Scott County, we continue to strive to improve mobility for our residents by tracking indicators such as removal of access or travel time delay. Tracking these indicators allows us to monitor our investments and study the impacts not only on the one segment or intersection but the entire roadway network.

Economic Impacts: Transportation investments with model options help support community development, employment growth and stability. A mobility investment on a corridor can improve accessibility to the regional system providing time savings for the movement of freight or improved access to the labor market for business. Transportation system improvements facilitate adjacent land development and investment that often leads to increased property values; additional residential, commercial, and industrial development; and/or improved occupancy rates in commercial/industrial areas. Such private investment provides a stable or increasing property tax base for communities. Examining travel time improvements and level of land development adjacent to transportation infrastructure projects provide a good gauge of the contribution that project has on the local economy.

COVID 19 Impacts

The 2020 COVID-19 outbreak has impacted the transportation networks throughout the State and in Scott County. The County did not take traffic counts in 2020 per guidance by the State as volumes were down statewide due to the pandemic. The State will be updating vehicle miles travelled (VMT) in 2021 and we will update our KPI's related to traffic volumes and crashes. There were 372 fewer crashes county-wide in 2020 compared to 2019 including 98 fewer on the County system.

The County's river crossings also saw a decline in vehicle use. The river crossing of I-35 and TH 169 had the most significant drop in 2020.

All modes of transportation have been impacted by changing transportation patterns due to COVID-19, with express and high commuter corridors like TH 169 and I-35W seeing the most significant decline in usage. The MVTA Express service into downtown Minneapolis from the Eagle Creek, Southbridge, and Marshall Road Transit Station park and rides have also seen a historic decline in usage. MVTA reduced express service from Savage, Shakopee, and Prior Lake during the pandemic. Ridership can be shown in the MVTA Ridership measure (Transit-1). With the rise in teleworking during the pandemic and the unknown long-term effects on work habits, analyzing the transit service and travel patterns will be critical to understand new travel trends and better adapt service post-COVID-19.

The County's dial-a-ride and non-emergency medical transportation service also had reduced ridership, as shown in the Transit Number of Rides per Month (Transit-3). While there was a steep reduction in the ridership numbers, those numbers stabilized and residents who depended on the service continued to use it for their mobility needs.

Although the data represents just a snapshot in time, local, regional, and statewide travel patterns by mode should be continually evaluated after the pandemic impacts subside to determine if travel patterns return to normal operating levels. Due to the unknown nature of the pandemic's long-term effects, service changes due to COVID-19 will continue to be monitored.

What's working well and why?

- Elected official and staff engagement in regional and state planning, programming, and project activities to position the County for funding.
- Annual 10-year Transportation Improvement Program review helps guide investment.
- Completed projects show positive results for safety, mobility, and economic impacts.
- Approved corridor plans had helped provide guidance and vision for communities.
- Investment alignment with the Board's highest priorities based on data helps reduce congestion and improve safety.
- Effective Public Involvement to listen and get feedback from residents and business owners.
- Proactive safety measures such as signage, safety checklists for construction projects, striping and lighting, etc. help reduce the likelihood of crashes.
- Increased collaboration with other departments in Scott County.
- Development, implementation, and updating of the County Highway Safety Plan.
- Projects that support local transit such as MVTA 495 route and CH 21 reconstruction in downtown Prior Lake.

What's not working well and why?

- Accuracy of crash data records is uncertain. Crash location and specifics may not be reliable.
- Unknown nature of the pandemic's long-term impacts on County highway safety and mobility investment priorities.
- Long term pandemic impact on transit use is unknown.
- Premature land development can result in system gaps, timing issues and financing responsibility challenges

Next Steps / Future Program Development and why?

The following data and best practices will support program goals.

- Data to Support Program:
 - Up to date traffic safety, congestion, and operations performance data.
 - Accurate project cost estimates.
 - Continue to monitor post-COVID travel and work trends.
 - Continue to monitor and develop Economic Development measures.
 - County and local agency alignment of programs and projects.
 - Asset management data and maintenance operations.
 - Coordinated land use and transportation planning for the 2040 Comprehensive Plan Update.

Funding Description

Explanation of Funding Information

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

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

Resources:


Infrastructure Investments		
Resource Type	Title	Location
CI	Number of Crashes on System Per Million Vehicle Miles Traveled	2021 Board Measures, KPI 94 & 95 (Past 96, 97, 100)
KPI	Average County Pavement Quality Index (PQI)	2021 Board Measures, KPI 46
KPI	CH 42 Travel Speeds (MPH)	2021 Board Measures, KPI 96 (no projection)
Snapshot	CH 17 Corridor Improvements from CH 78 to CH 42: New Construction by Year	2021 Board Measures, CH 17-2 MAP Economic
Map	2013-2020 New Construction CH 17 from CH 42 to CH 78	2021 Board Measures, CH 17-2 MAP Economic
Snapshot	CH 17 Traffic Volumes and Number of Crashes	2021 Board Measures, SS#41C-17
Snapshot	CH 17 Traffic Volumes & Number of Crashes Segments with Improvements Completed	2021 Board Measures, SS#41C-16
Snapshot	Severity Rates on CH 17	2021 Board Measures, SS#41B
Snapshot	CH 17 Crash Rate	2021 Board Measures, SS#41A-17
Snapshot	CH 17 Access Management	2021 Board Measures, 98A
Snapshot	CH 42 Traffic Volumes and Number of Crashes	2021 Board Measures, SS#51B
Snapshot	CH 42 Crash Rates	2021 Board Measures; SS#51A
Snapshot	Severity Rates on CH 42	2021 Board Measures, SS#42B
Snapshot	CH 42 Access Management	2021 Board Measures, 98B
Snapshot	TH 13 & CH 42 Intersection Crash Rate	2021 Board Measures, 13 & 42 Crashes
Snapshot	TH 13/CH 42 Annual User Cost Savings	2021 Board Measures, TH13_CH 42 Mobility
Snapshot	CH 21 Crash Rates	2021 Board Measures, SS#49A
Snapshot	CH 21 Traffic Volumes and Number of Crashes	2021 Board Measures, SS#49B
Snapshot	Th 13 & CH 21 Intersection Crash Rate	2021 Board Measures, 13 & 21 Crashes
Snapshot	TH 13/CH 21 Annual User Cost Savings	2021 Board Measures, TH 13_CH 21 Mobility


Infrastructure Investments		
Resource Type	Title	Location
Snapshot	US 169/ TH 41/ CH 78 Annual User Cost Savings	2021 Board Measures, US 169 TH 41 Mobility
Snapshot	Before and After: TH 169 Average Speeds	2021 Board Measures, US 169 TH 41 Mobility (2)
Snapshot	TH 13 & CH 101 Intersection Crash Rate	2021 Board Measures, 13 & 101 Crashes
Snapshot	Work Zone Crashes in Scott County	2021 Board Measures, Work Zone 1
Snapshot	Work Zone Crashes on the County System	2021 Board Measures, Work Zone 2
Snapshot	Work Zone Map	2021 Board Measures, Work Zone Map
Covid-19 Measures		
Resource Type	Title	Location
Snapshot	River Crossings Traffic Volumes: Pre COVID to Present	2021 Board Measures, Covid-3
Snapshot	Council Ridership- Year End 2020	2021 Board Measures, Transit-1
Snapshot	MVTA Ridership	2021 Board Measures, Transit-2
Snapshot	SMARTLINK Transit Rides Per Month	2021 Board Measures, Transit-3

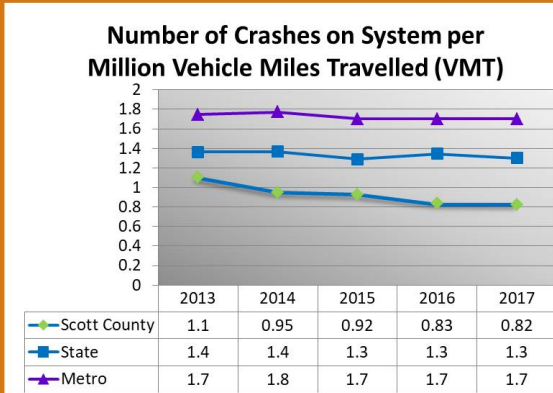
Related Program Profile Sheet:

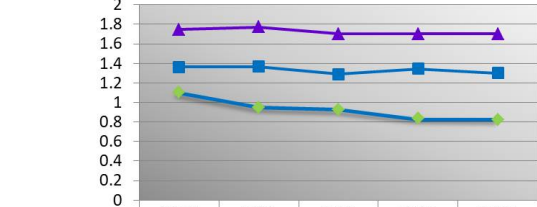
[Use the [Reporting Services report](#) to find your program numbers.]

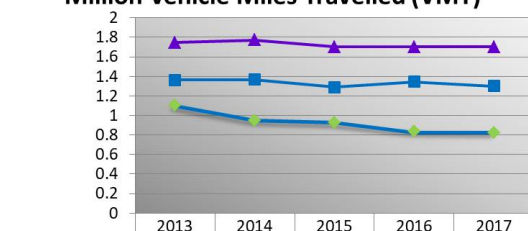
Program Number	Program Name
43	Smartlink Dial a Ride Bus Service
44	Smartlink Medical Assistance Transportation
50	Traffic Control and Operations
92	Transportation Project Development and Design
95	Intersection Safety and Corridor Management

Transportation Services				Smartlink Dial a Ride Bus Service				Report Date: 5/6/2021		
Transit				Quartile Rank		1	Program Contact: Troy Beam		Program Number	43
Description		The dial-a-ride program referred to as Transit Link is administered by the Metropolitan Council. The Metropolitan Council defines Transit Link as a shared ride, advance reservation, and transportation service available to all citizens where regular route service is not available. The Metropolitan Council provides funding and buses for the service in Scott and Carver County. The service is available Monday-Friday from 6AM-7PM. Currently Scott and Carver County contract with a regional transportation provider to perform Transit Link, but SmartLink staff manage the performance of the service to maximize the service for all residents, knowing that the majority of these trips are seniors and disabled citizens that have no other means of transportation.								
Community Results						Attributes		Community Indicator		
HEALTHY community for all individuals						3	Mandated	2		
HEALTHY community of options to choose from						4	Reliance	3		
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities						1	Cost Recovery	4		
LIVABLE community by providing mobility options and recreation infrastructure						4	Change In Demand	2		
SAFE community by providing access to a safety net						3	Portion of Community Served	1		
SAFE community by providing protection from threats to safety						2	Program Performance			
							Program Outcome	Citizens have access to safe and reliable transportation options		
Program Finances					FTE	2.95	Key Perfomance Indicators (KPI)	Denial rate		
Cost	2018	2019		2018	2019					
Total	\$1,519,539	\$1,771,068	Revenue	\$1,519,539	\$1,771,068		KPI Results	Exceeding		
Direct	\$1,519,539	\$1,771,068	Levy	(\$160,812)	(\$242,461)		KPI Results Direction	Stable		
Personnel	\$281,958	\$313,214	Fees	\$405,851	\$405,851					
Non Personnel	\$1,237,581	\$1,457,854	Grants	\$1,274,500	\$1,222,000		Factors Impacting KPI Performance	Resource availability Productivity/scheduling of current resources (hours) Number of requests Metropolitan Council Policies Expanded Services		
Admin	\$0	\$0	Other Revnue	\$0	\$385,678		If not meeting or declining - why?			

Transportation Services				Smartlink Medical Assistance Transportation				Report Date: 5/6/2021		
Transit				Quartile Rank	1	Program Contact: Troy Beam			Program Number	44
Description		Medical Assistance Transportation is a mandatory program through Human Services that is designed to provide transportation for qualified clients through the medical assistance program. SmartLink is contracted through Carver and Scott Counties to coordinate nonemergency medical transportation in the safest, most appropriate and cost-effective way to get to or from nonemergency medical service appointments. SmartLink ensures that there is a qualified network of Providers that meet all State and County requirements to provide MA transportation. Depending on the needs of the client SmartLink provides individual reimbursement for transportation or arranges transportation through that network of Providers. Reimbursement for parking, meals and/or lodging can sometimes also be included depending on medical need. SmartLink coordinates, warehouses and distributes all these MA trips. SmartLink must bill the State of Minnesota for MA transportation and Providers bill SmartLink for the trips they have provided								
Community Results					Attributes		Community Indicator			
HEALTHY community for all individuals				3	Mandated	4				
HEALTHY community of options to choose from				3	Reliance	3				
LIVABLE community by providing opportunities for culture, leisure and life-long development opportunities				0	Cost Recovery	4				
LIVABLE community by providing mobility options and recreation infrastructure				2	Change In Demand	0				
SAFE community by providing access to a safety net				1	Portion of Community Served	1				
SAFE community by providing protection from threats to safety				2	Program Performance					
					Program Outcome	Citizens have access to safe and reliable transportation options				
Program Finances				FTE	2.08	Key Perfomance Indicators (KPI)	Appoinment On-time performance %			
Cost	2018	2019		2018	2019	KPI Results	Not Meeting			
Total	\$689,631	\$955,932	Revenue	\$689,631	\$955,931	KPI Results Direction	Declining			
Direct	\$689,631	\$955,932	Levy	\$32,631	(\$19,069)	Factors Impacting KPI Performance	Provider's processes New software Clients			
Personnel	\$224,831	\$181,428	Fees	\$657,000	\$975,000	If not meeting or declining - why?	Providers understanding the new software Accuracy of the data from provider's drivers Provider's staff who are inputting the data into software Challenges that the providers face in picking clients up and getting them to their appointments/			
Non Personnel	\$464,800	\$774,504	Grants	\$0	\$0					
Admin	\$0	\$0	Other Revnue	\$0	\$0					

Transportation Services				Traffic Control and Operations				Report Date: 5/6/2021																										
Highway Operations				Quartile Rank	2	Program Contact: Joe Wiita			Program Number	50																								
Description		Ensure traffic lane management by striping maintenance including road striping for centerline, lane, and edge striping; turn lanes, medians and safe passing pavement and pedestrian crossing markings for road safety. Maintain driver roadside information by installing new signs, repairing/replacing old or damaged signs and posts; and ensuring signs meet mandated Federal requirements for sign retro-reflectivity. Ensure optimal traffic signal operations by maintaining functionality of vehicle, pedestrian, and emergency vehicle system components. Update equipment and signal timing plans as needed to provide efficient intersection and road corridor operations.																																
Community Results					Attributes		Community Indicator																											
HEALTHY community for all individuals					0	Mandated	3	<div><p>Number of Crashes on System per Million Vehicle Miles Travelled (VMT)</p><table><thead><tr><th></th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th></tr></thead><tbody><tr><td>Scott County</td><td>1.1</td><td>0.95</td><td>0.92</td><td>0.83</td><td>0.82</td></tr><tr><td>State</td><td>1.4</td><td>1.4</td><td>1.3</td><td>1.3</td><td>1.3</td></tr><tr><td>Metro</td><td>1.7</td><td>1.8</td><td>1.7</td><td>1.7</td><td>1.7</td></tr></tbody></table></div>				2013	2014	2015	2016	2017	Scott County	1.1	0.95	0.92	0.83	0.82	State	1.4	1.4	1.3	1.3	1.3	Metro	1.7	1.8	1.7	1.7	1.7
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						Program Outcome	Citizens can travel and move about safely																											
Program Finances				FTE	3.16	Key Perfomance Indicators (KPI)	Percent of Signs Meeting Federal Retroreflectivity Requirements																											
Cost	2018	2019		2018	2019	KPI Results	Meeting																											
Total	\$654,631	\$701,660	Revenue	\$654,631	\$701,661	KPI Results Direction	Stable																											
Direct	\$654,631	\$701,660	Levy	\$207,439	\$214,136	Factors Impacting KPI Performance	A combination of factors including good maintenance practices in the area of signs, signals & striping. Also a number of projects aimed at proactive safety such as wider shoulders, turn lanes, intersection lighting, etc. The drop in 2020 was due a 2005 sign project reaching the end of it's lifecycle. A more efficient system has been implemented to reduce the sharp peaks and valleys in the data. Although the signs from the 2005 project have met their lifecycle there																											
Personnel	\$282,804	\$318,083	Fees	\$20,096	\$2,996	If not meeting or declining - why?																												
Non Personnel	\$371,827	\$383,577	Grants	\$427,096	\$467,429																													
Admin	\$0	\$0	Other Revnue	\$0	\$17,100																													

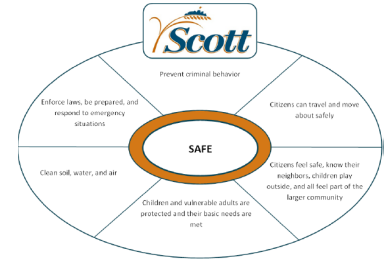
Transportation Services				Transportation Project Development and Design				Report Date: 5/6/2021																											
Program Delivery				Quartile Rank	2	Program Contact: Tony Winiecki			Program Number	92																									
Description		Perform preliminary, and detailed design by preparing or project management of consultants surveying and basemapping right of way and base line topographic conditions; property owner, business community, utility and external public agency coordination, preparing layouts, construction plans and specifications, bidding documents, and engineer's estimates. Ensure all designed improvements comply with engineering standards. Support protection of the environment for projects through preparing environmental studies, impact studies for noise and wetland impacts, permitting, and mitigation and storm water management. Coordinate internal and external communications and public involvement for during highway project development through mailings, meetings, and notifications. Coordinate county projects with local jurisdictions to ensure citizens and businesses are aware of projects, have opportunity to provide regarding activities that impact them in an effort to minimize the negative impact on residents and businesses. Update and implement Transportation Improvement Program annually. MN Statutes Chapters 14, 103F, 160, 161, 162, 163, 165																																	
Community Results					Attributes		Community Indicator																												
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Program Finances				FTE	6.43	Key Perfomance Indicators (KPI)		Percentage of Change Orders Under 5% of Total Bid																											
Cost	2018	2019		2018	2019	KPI Results		Exceeding																											
Total	\$913,427	\$769,358	Revenue	\$913,427	\$759,358	KPI Results Direction		Improving																											
Direct	\$913,427	\$769,358	Levy	\$913,427	\$759,358	Factors Impacting KPI Performance		The purpose of calculating this percentage is to improve on how well the design and planning of projects accounts for variables, so that change orders exceeding 5% of the total cost of the project are less common. Typically change orders are a result of plan errors, omissions, or discovery of conditions not discovered during design such as poor soil conditions, contamination, etc. Our goal is to keep these costs under 5 percent of the initial bid. This helps																											
Personnel	\$902,117	\$758,733	Fees	\$0	\$0																														
Non Personnel	\$11,310	\$10,625	Grants	\$0	\$0																														
Admin	\$0	\$0	Other Revnue	\$0	\$0																														

Transportation Services				Intersection Safety and Corridor Management				Report Date: 5/6/2021																										
Program Delivery				Quartile Rank	2	Program Contact: Tony Winiecki			Program Number	95																								
Description		Routine data collection and evaluation of intersections and corridors for safety and operational performance. Data collection includes vehicle and pedestrian data to determine average daily traffic, peak hour traffic counts, intersection turning movement counts, pedestrian movements, and vehicle speed studies used for project planning, design and public information. Evaluation tools include include assessment of intersection traffic control, intersection and corridor crash and operational analysis, intersection control evaluation, and signal timing/coordination. Managing this data through the use of an assessment management system and providing snapshots and interactive public information. Utilizing this data and assessment tools to identify future needs and project scoping for future transportation improvement programming and grant funding consideration to maximize investment lifecycle of infrastructure.																																
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SAFE community by providing access to a safety net					0	Portion of Community Served	3																											
SAFE community by providing protection from threats to safety					4	Program Performance																												
						Program Outcome	Citizens can travel and move about safely																											
Program Finances				FTE	2.02	Key Perfomance Indicators (KPI)	number of crashes on system per million vehicle miles traveled (VMT)																											
Cost	2018	2019		2018	2019	KPI Results	Meeting																											
Total	\$359,636	\$283,890	Revenue	\$359,636	\$283,890	KPI Results Direction	Improving																											
Direct	\$359,636	\$283,890	Levy	\$269,636	\$193,890	Factors Impacting KPI Performance	The County regularly invests in safety and operational improvements to the County system as part of the annual Transportation Improvement Program (TIP). Recent forms of safety projects include the installation of roundabouts, turn lanes at intersections, lane capacity, and access modifications. The County also proactively addresses safety concerns through common maintenance and operation practices such as emergency vehicle, shoulder restoration, and road																											
Personnel	\$319,480	\$246,709	Fees	\$90,000	\$90,000																													
Non Personnel	\$40,156	\$37,181	Grants	\$0	\$0																													
Admin	\$0	\$0	Other Revnue	\$0	\$0	If not meeting or declining - why?																												



Community Indicator

Citizens Can Travel and Move About Safely



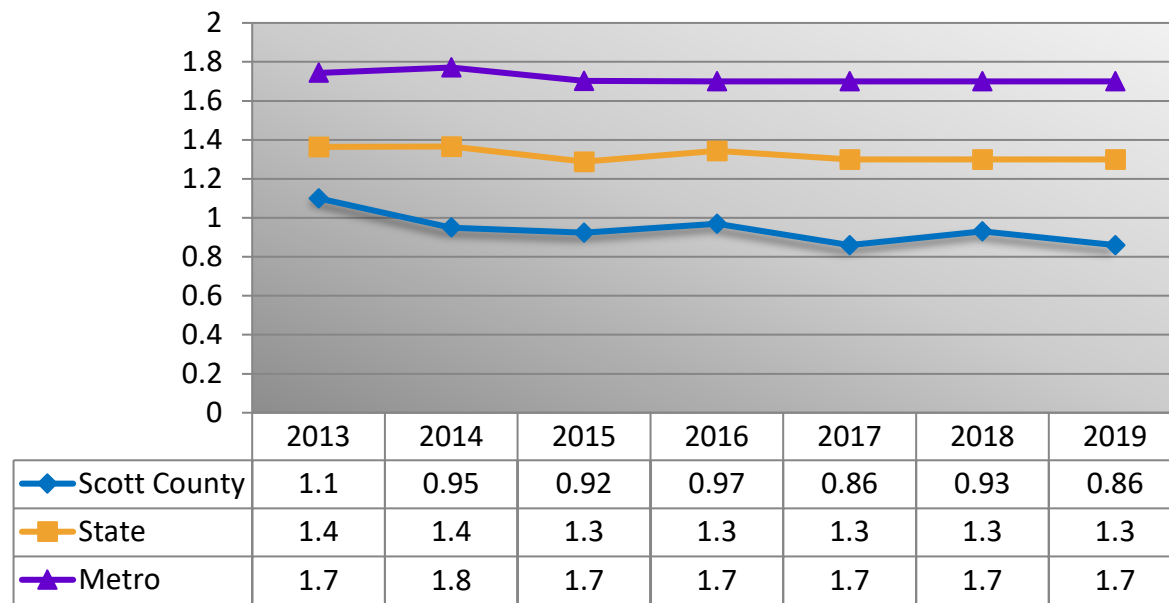
Why is this important?

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

The raw data used are:

Year	Total Crashes	Total VMT
2013	481	449,416,470
2014	433	455,231,417
2015	423	457,963,200
2016	452	463,788,698
2017	419	487,080,571
2018	464	498,283,678
2019	427	497,195,415

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



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

What is the County Role?

Vehicle crash rates are influenced by a number of factors where the County has some role. The County is involved in designing and maintaining county roads. Speed, driving under the influence of drugs or alcohol, and distracted driving are monitored and addressed by law enforcement. Treatment programs for alcohol and drug dependence are available through Health and Human Services. Outreach programs to parents and young drivers stressing safe driving practices can impact both number and severity of accidents.



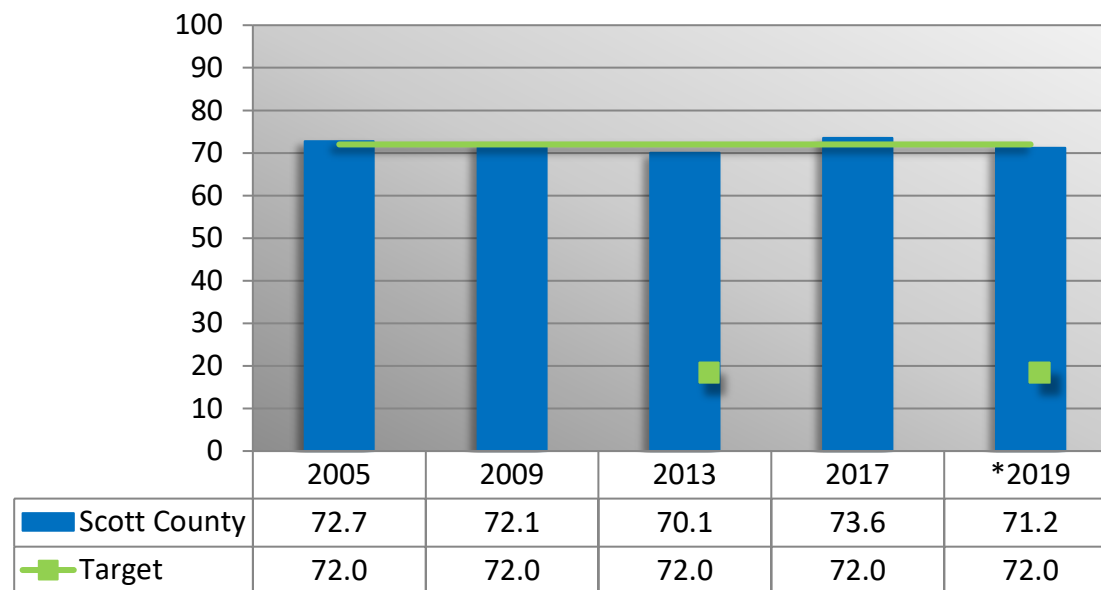
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About this measure:

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

Average County Pavement Quality Index (PQI)



**In 2019, MnDOT updated data collection methodology from sample to 100%*

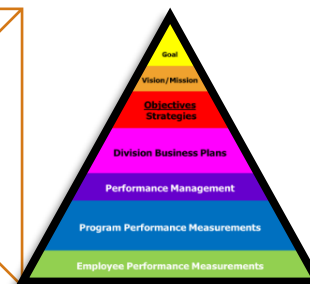
Source: MnDOT Visual Survey, historically every 4 years; Reviewed every 2 years starting with 2017; County Target PQI, 2040 Comprehensive Plan, Transportation Chapter

Why does this matter?

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



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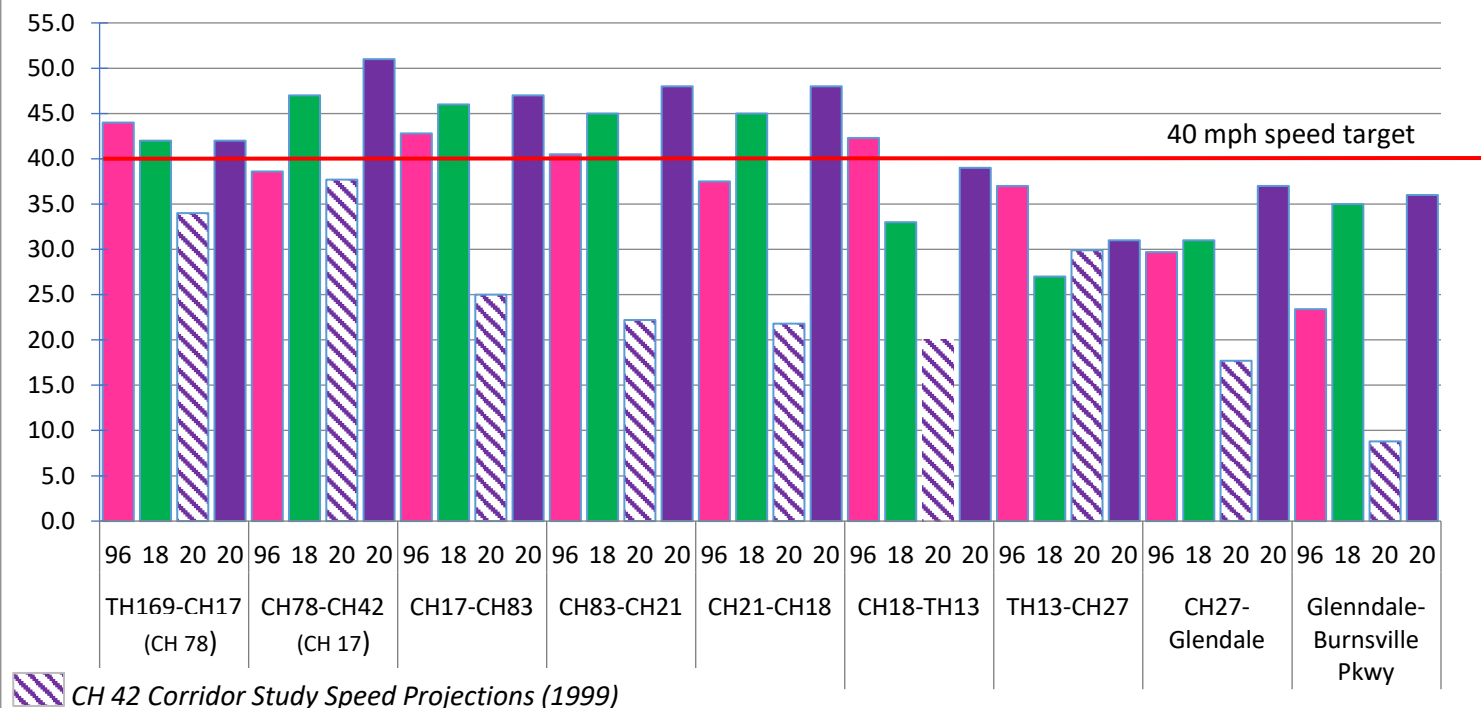


About this measure:

In 1996 travel speeds were measured during the peak periods. The study also predicted 2020 travel speeds with planned corridor improvements.

Using the National Performance Management Research Data Set (NPMRDS) data, we are able to measure peak period travel speeds experienced by corridor users in 2015, 2018 and 2020. As a principal arterial maintaining a consistent high speed of travel is important for mobility. The 1999 study policy committee established a target speed of 40 mph.

CH 42 Travel Speeds (miles per hour)



Source: CH 42 Corridor Study 1999, Scott County traffic model database, NPMRDS Data (Updated April, 2020)

Why does this matter?

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



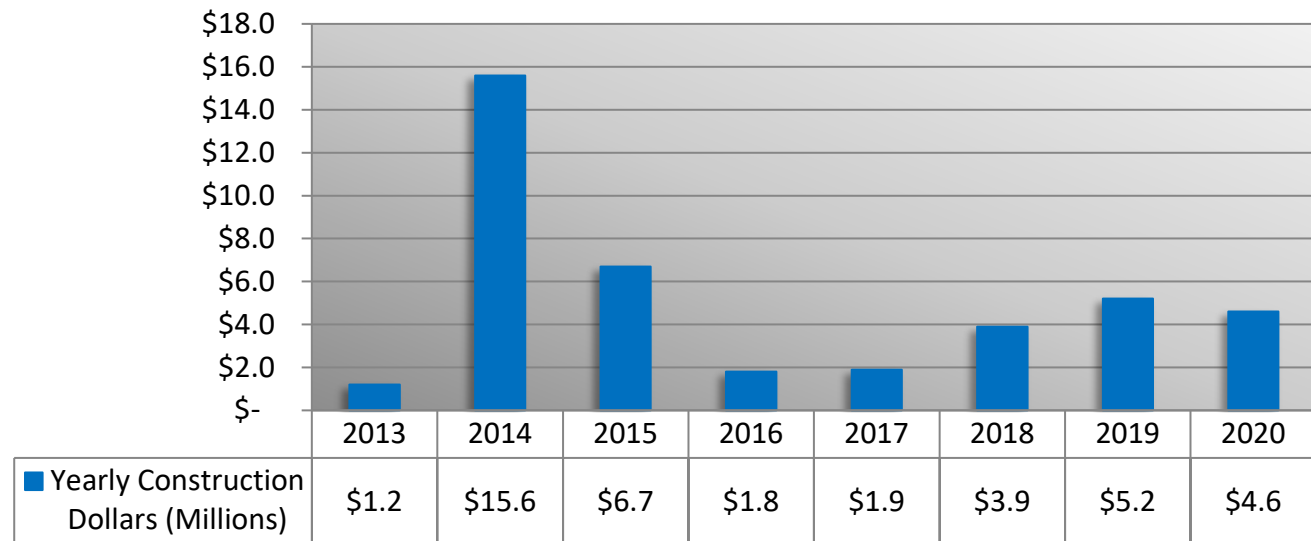
Delivering What Matters Transportation



About this measure:

This measure analyzed commercial and residential properties within a half mile area around the CH 17 corridor project. The purpose of this measure is to examine the effect transportation projects have on local economies. This measure analyzed new construction during and after the project. New construction is defined as anything that adds value to the property such as a new house or adding a deck to an existing home.

CH 17 Corridor Improvements from CH 78 to CH 42: New Construction by Year



Source: Scott County Taxation

Why does this matter?

Transportation projects have various impacts on a community's economic development objectives such as property values, spurring new developments and investments resulting in increased property tax revenues. Transportation projects improve overall accessibility and increase economic productivity and the rate of development. Studying project areas pre and post construction provide a good indicator of the impacts of the project on the local economy.



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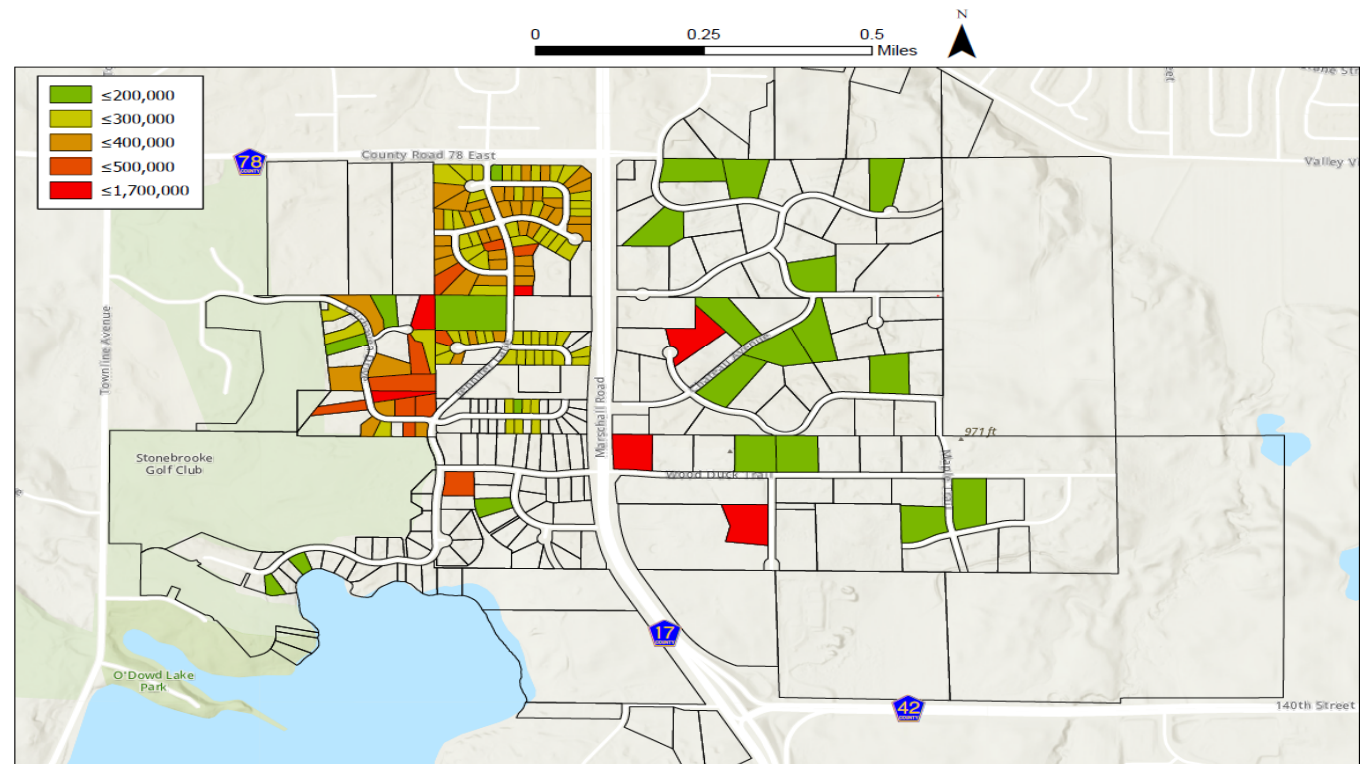


About this measure:

This measure analyzed commercial and residential properties within a half mile area around the 2014 CH 17 construction project. The purpose of this measure is to examine the effect transportation projects have on land development. This measure analyzed new construction during project development and after project construction.

Filtering the parcels by value allows the data to exclude home improvements and focus the data to new construction only, based on property values starting at \$200,000.

2013-2020 New Construction CH17 from CH42 to CH78



Source: Scott County Taxation

Why does this matter?

Transportation projects have various impacts on a community's economic development objectives such as property values, spurring new developments and investments resulting in increased property tax revenues. Transportation projects improve overall accessibility and increase economic productivity and the rate of development. Studying project areas pre and post construction provide a good indicator of the impacts of the project on the local economy.

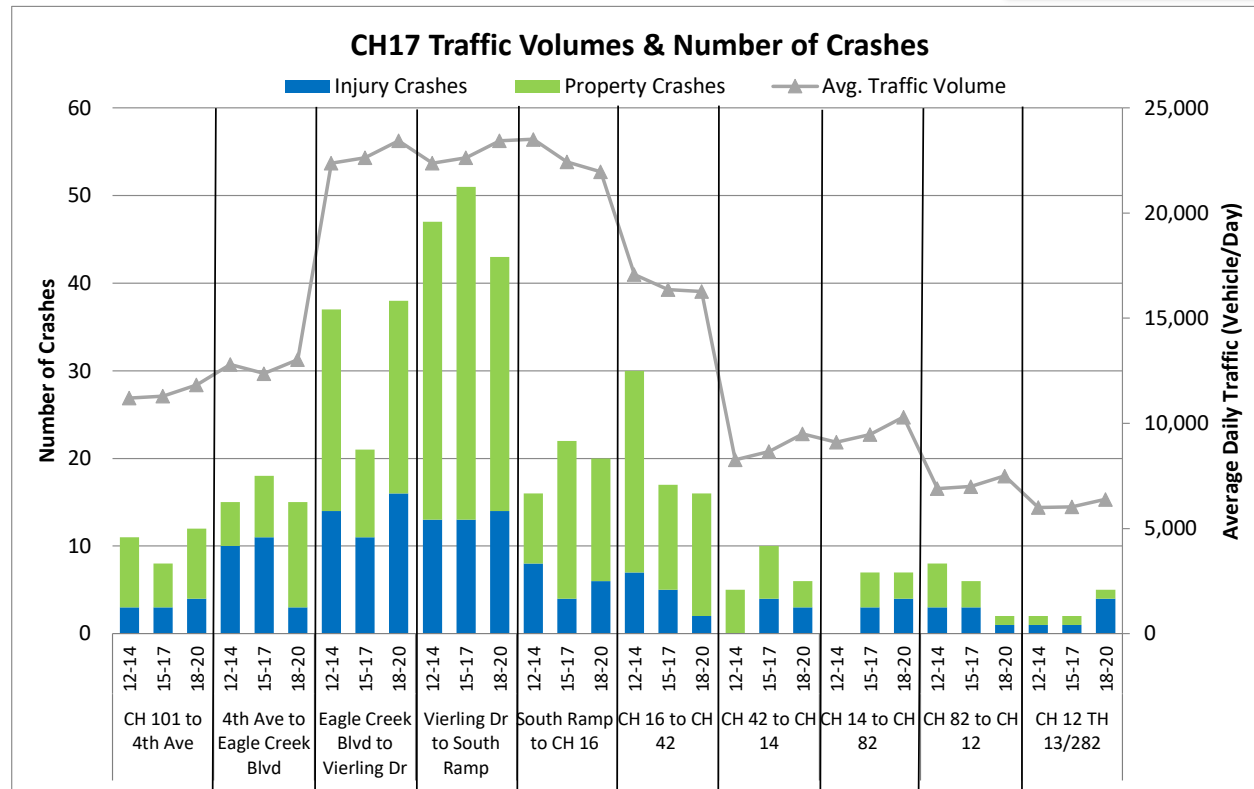


Delivering What Matters Transportation



About this measure:

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



Source: MnDOT Crash Database, Scott County Traffic Counts

Why does this matter?

It's important to track the success of major improvement projects on the corridor in impacting safety. As the projects are completed the goal is to experience a downward trend with regards to the crashes, even as traffic continues to increase along these corridors.



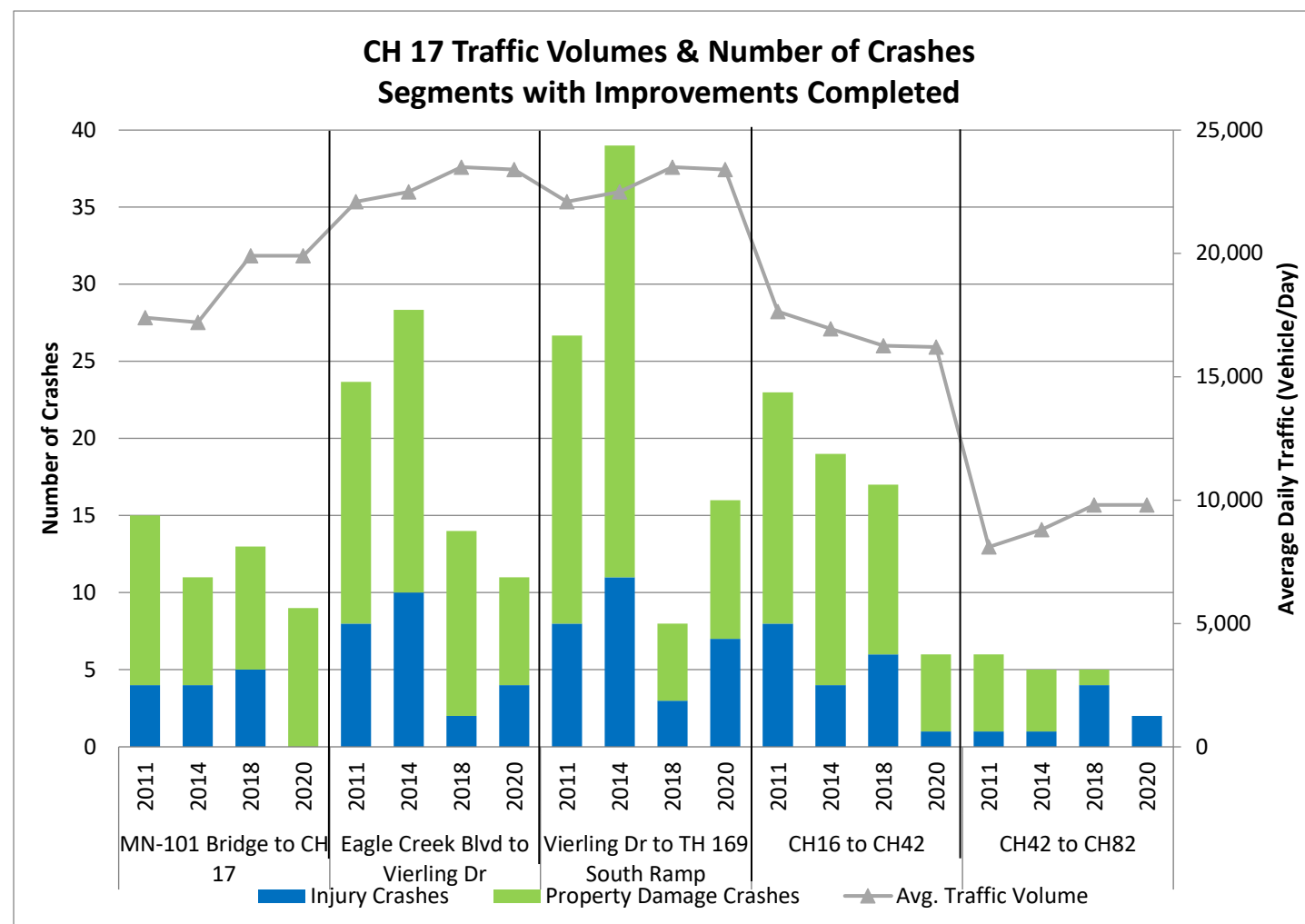
Delivering What Matters Transportation



About this measure:

This measure looks at the traffic volume and number of crashes (total and injury) on the CH 17 Corridor. After the completion of the 2009 corridor study traffic volumes have declined due to the recession. In 2013 traffic volumes have begun an increasing trend as the economy improved.

The number of crash corridor wide (total and injury) have shown decline since the construction of several major projects on the corridor.



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

Why does this matter?

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



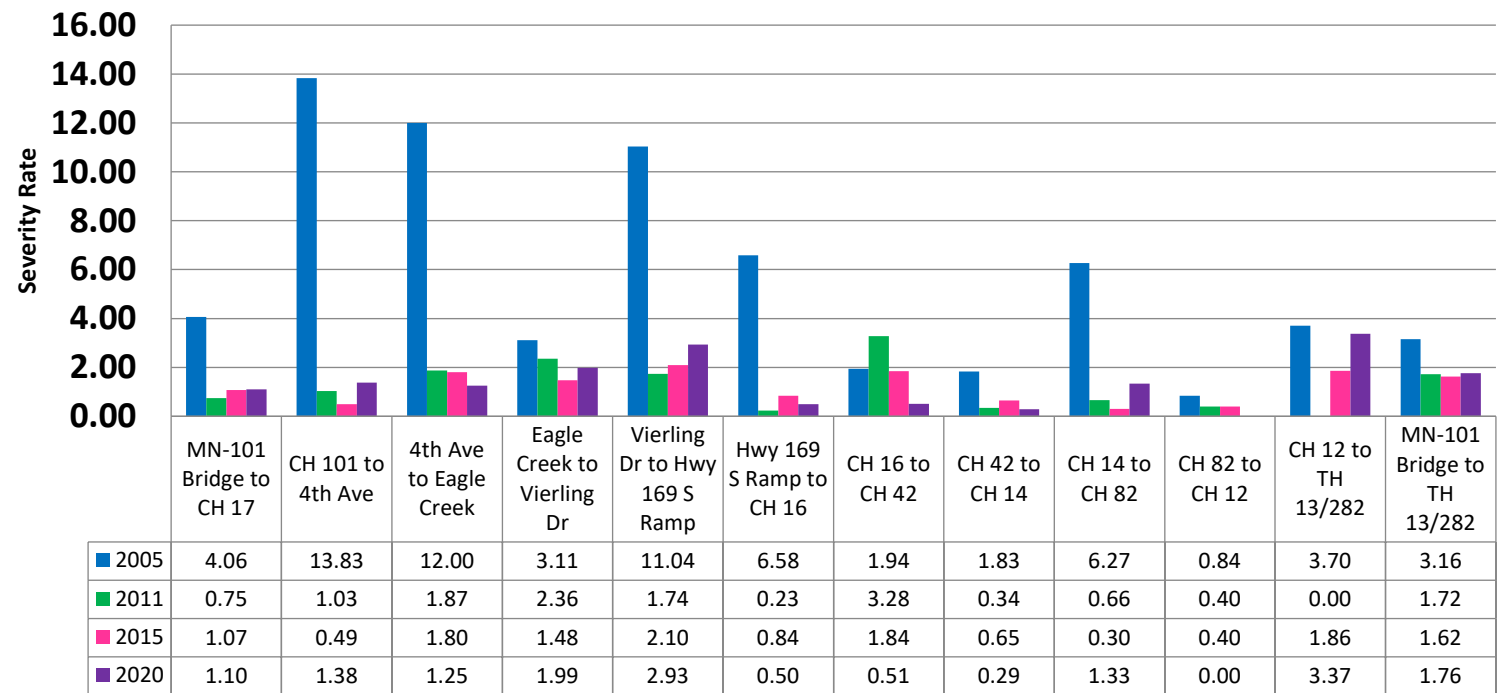
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About this measure:

Crash severity rates show the rate of injury crashes on a road segment. The severity of the injury is also calculated into the rate. Data points from 2005, 2011, 2015 and 2020 are presented to show historic trends on segments of the corridor.

Severity Rates on CH 17



Source: 2008 Corridor Study, MnDOT Crash Database

Why does this matter?

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

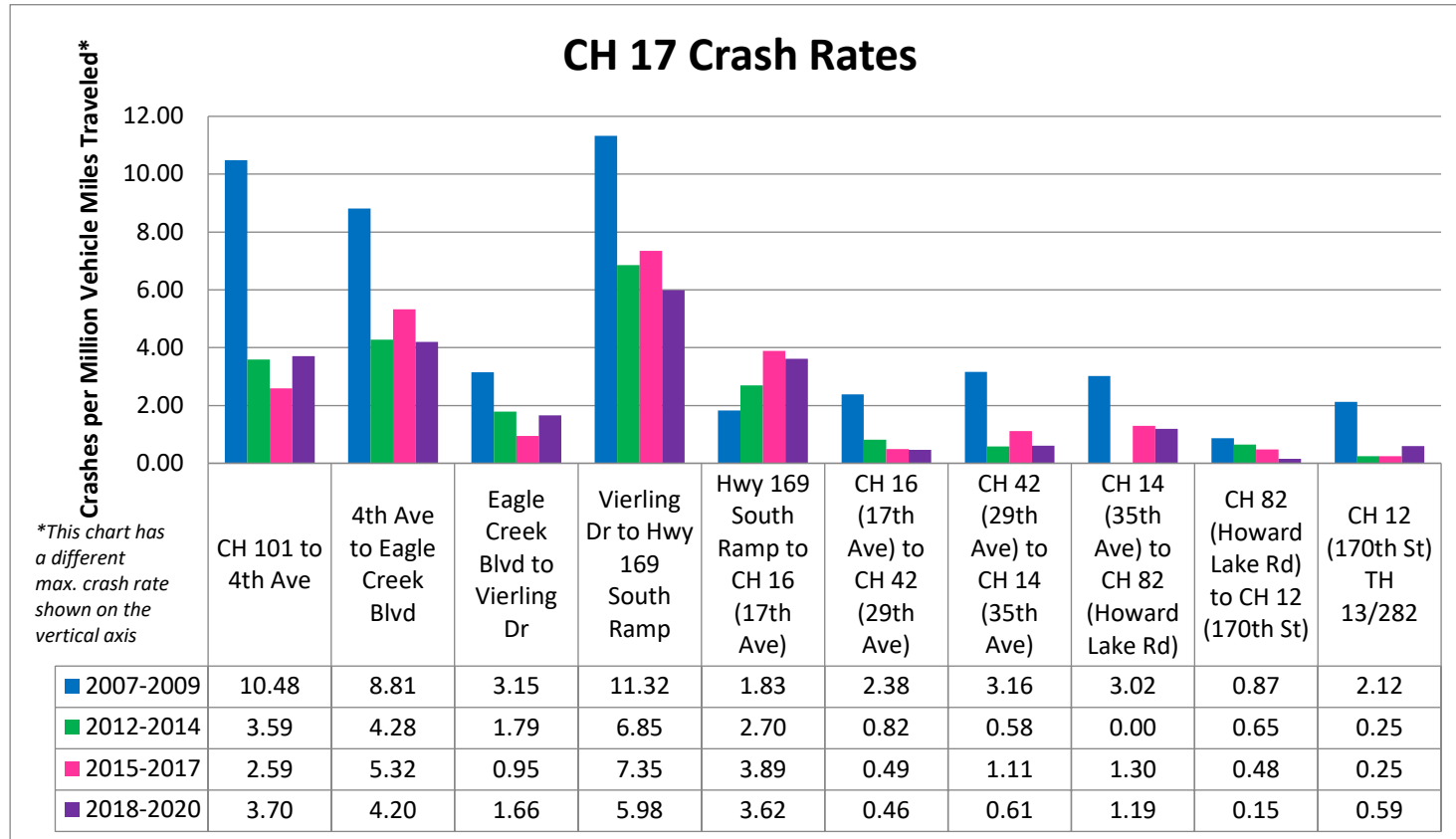


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About this measure:

Crash rates are calculated based on the vehicle miles traveled, roadway segment length, and total number of crashes. Aggregated data in three year increments are presented to show historic trends on segments of the corridor. The crash rate is a more useful statistic than total crashes because it accounts for traffic volumes on that roadway segment.



Source: MnDOT Crash Database

Why does this matter?

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



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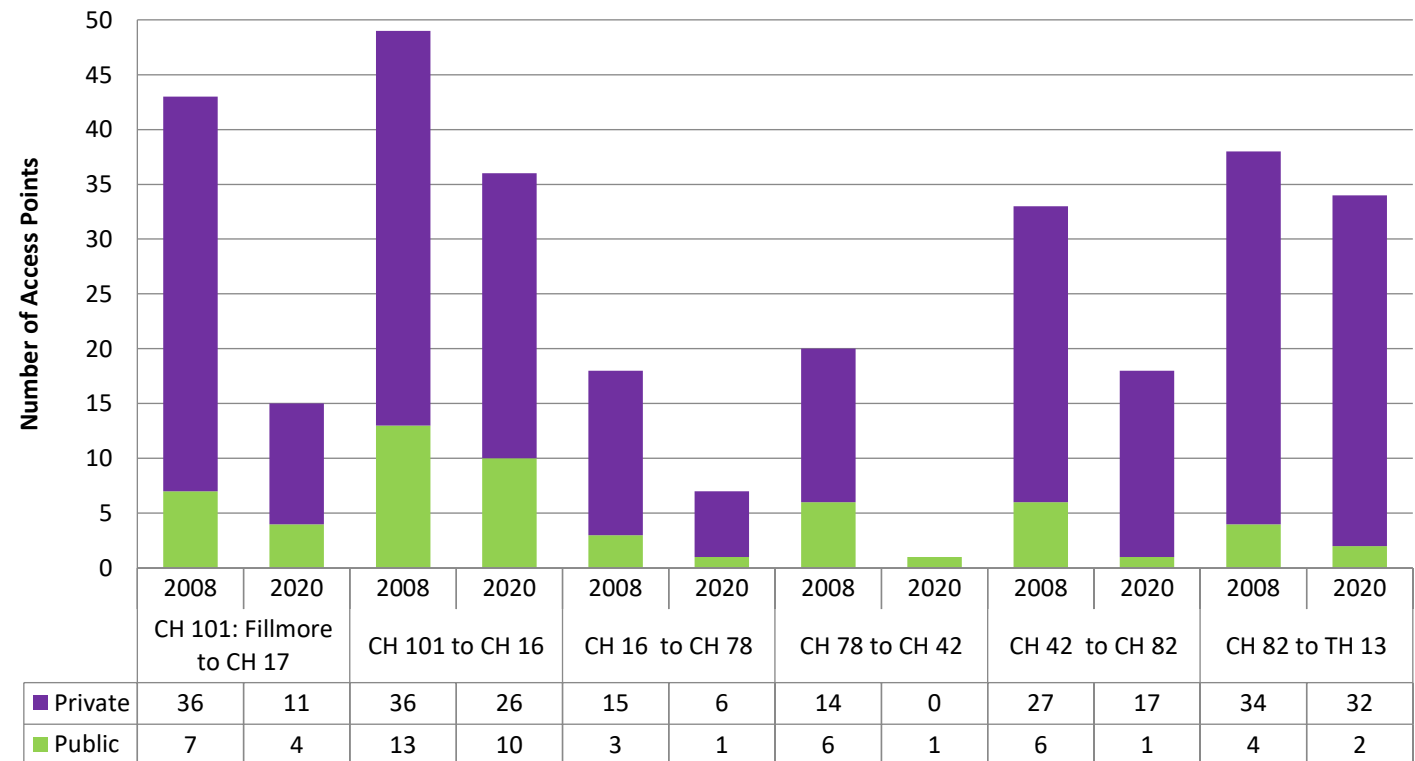


About this measure:

The County has developed access spacing guidelines based on the future functional class of a roadway. CH 17 is planned to be a future principal arterial corridor.

The guidelines for Principal Arterial strive for right-in/right-out public street access every quarter mile, with full access every 1/2 mile and no private access.

CH 17 Access Management



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

Why does this matter?

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

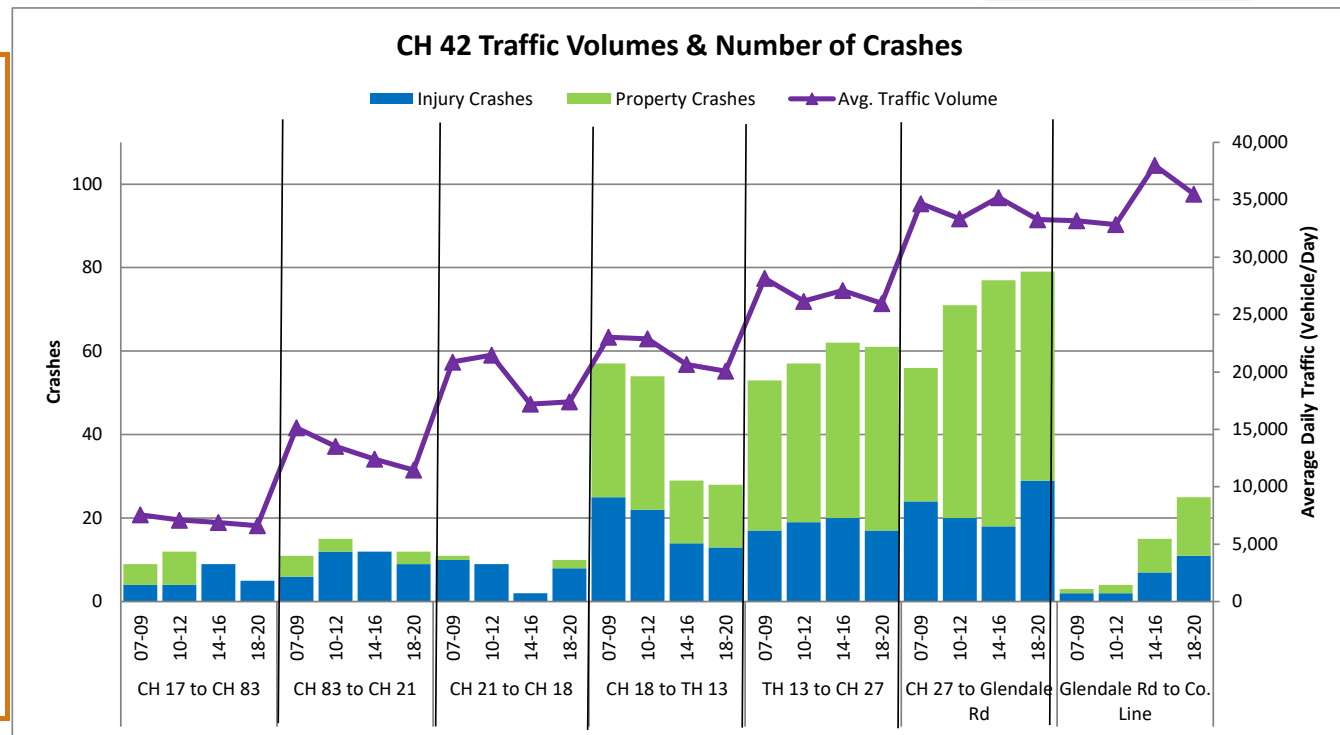


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About this measure:

This measure looks at the traffic volume and number of crashes (property damage and injury) on the CH 42 Corridor.



Source: MnDOT Crash Database, Scott County Traffic Counts

Why does this matter?

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



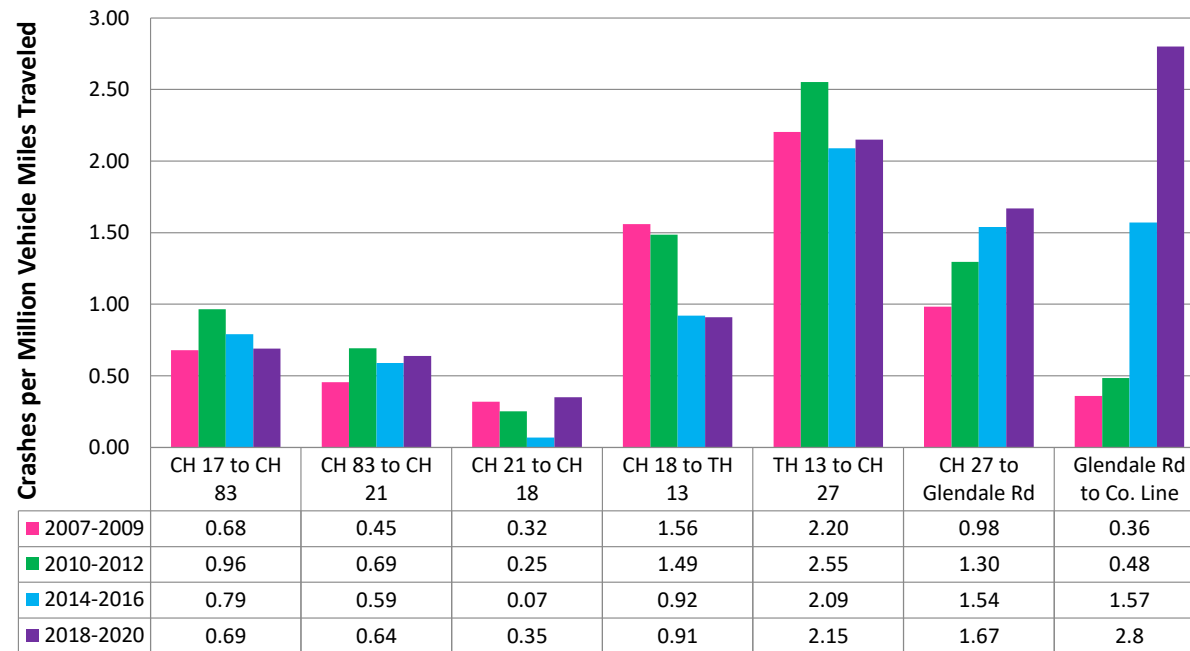
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About this measure:

Crash rates are calculated based on the vehicle miles traveled, roadway segment length, and total number of crashes. Aggregated data in three year increments are presented to show historic trends on segments of the corridor. The crash rate is a more useful statistic than total crashes because it accounts for traffic volumes on that roadway segment.

CH 42 Crash Rates



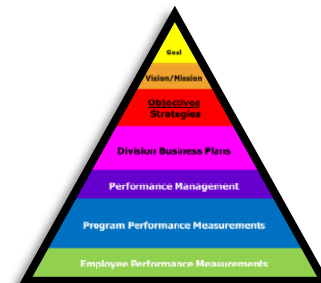
Source: MnDOT Crash Database

Why does this matter?

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



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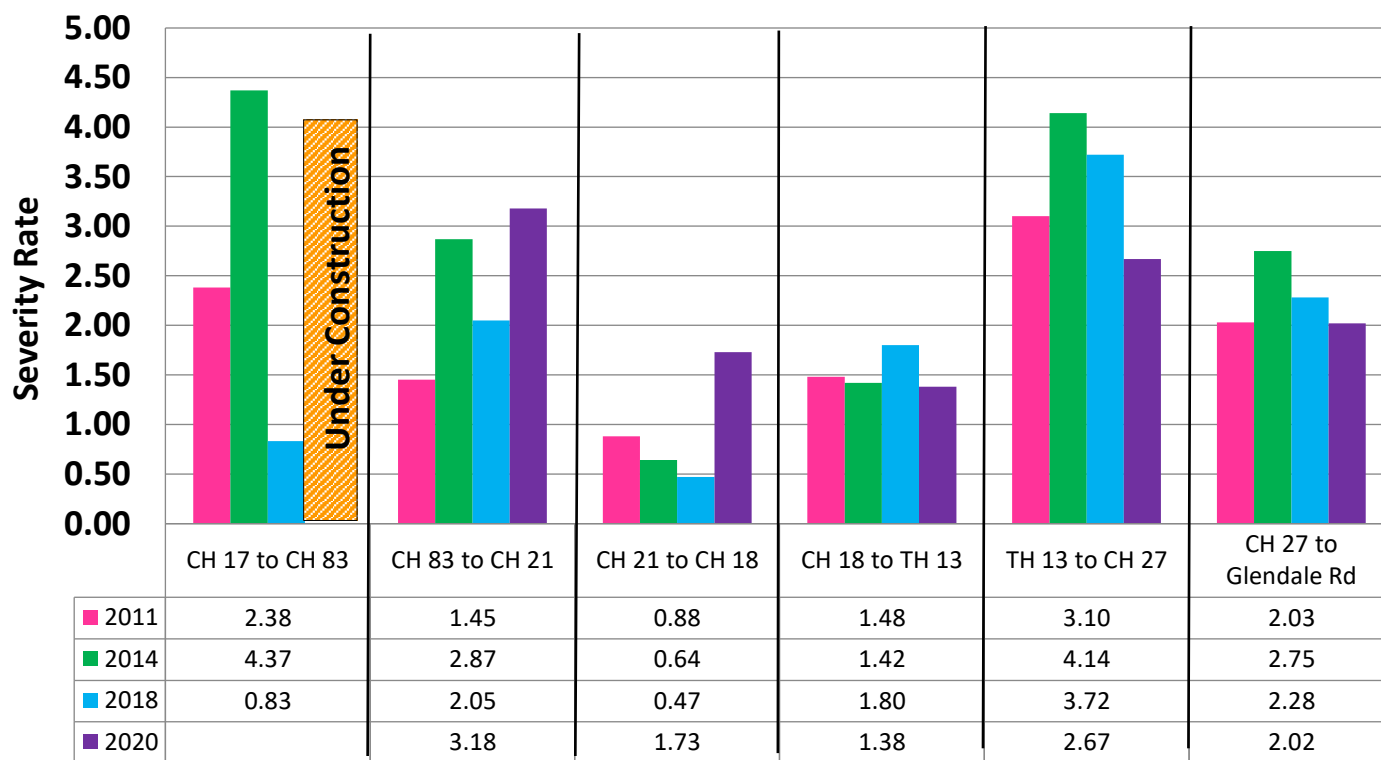
About this measure:

The crash severity rate is a weighted value of type of injury crashes and property damages crashes per million vehicle miles travelled.

Data points from 2011, 2018, and 2020 are presented to show historic trends on segments of the corridor.

Source: MnDOT Crash Database

Severity Rates on CH 42



Why does this matter?

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



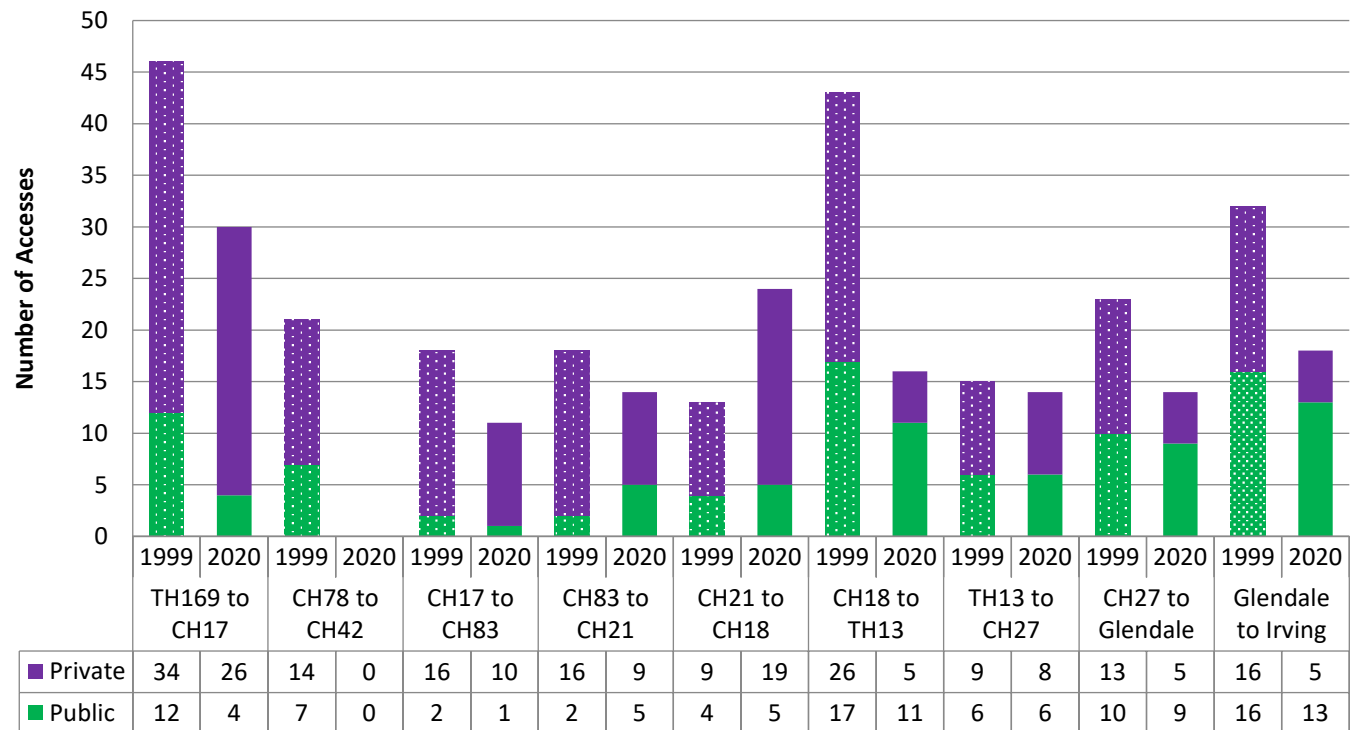
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About this measure:

The County has developed access spacing guidelines based on the future functional class of a roadway. CH 42 is a principal arterial corridor. The guidelines for Principal Arterial include full access at 1-mile spacing and limited access at 1/2 mile spacing.

CH 42 Access Management



Source: 1999 CSAH 42 Corridor Study, 2020 field review

Why does this matter?

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

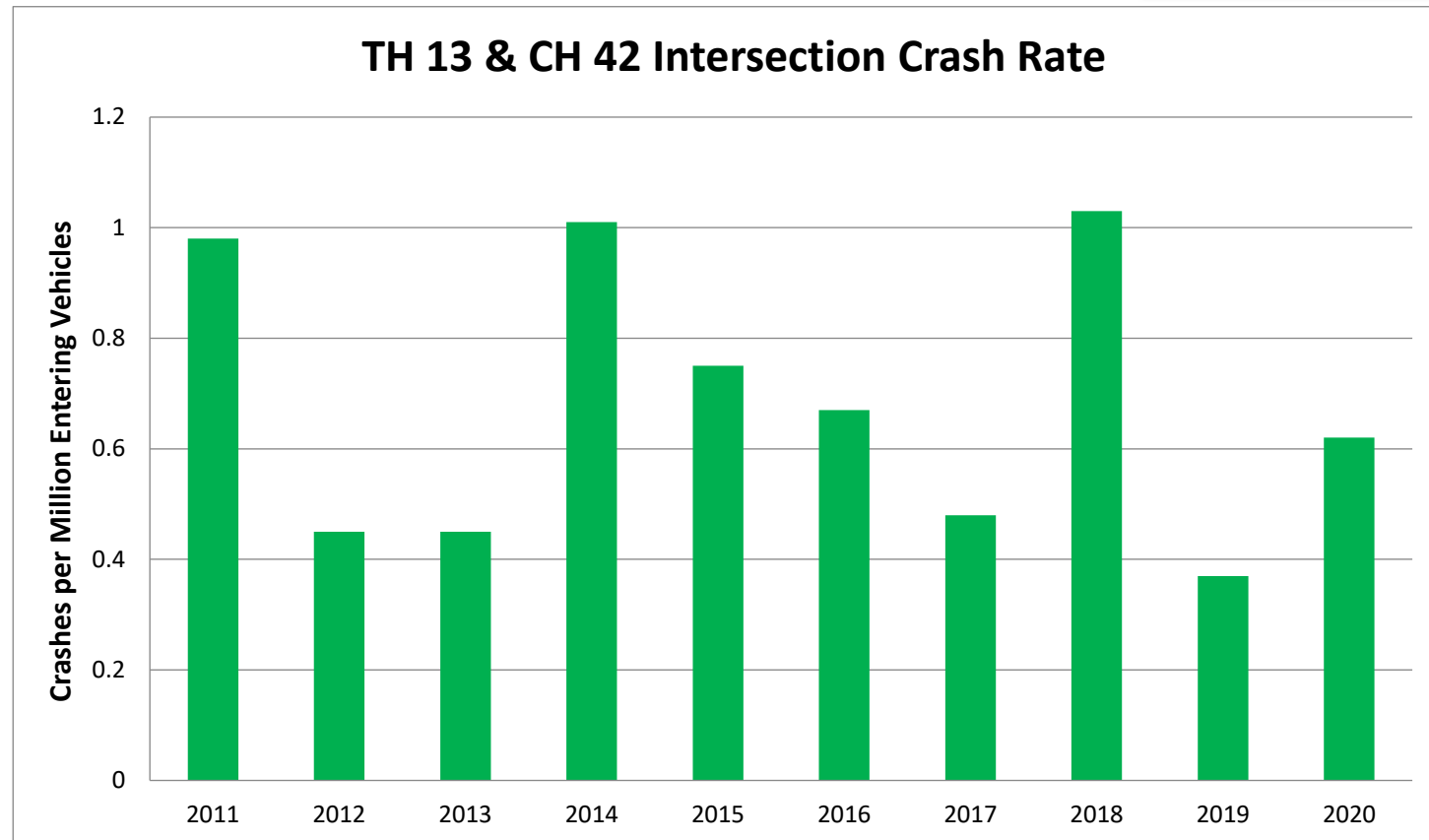


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About this measure:

Crash rates are calculated based on the number of vehicles entering the intersection and total number of crashes. Annual crash rates are presented to show historic trends at the intersection. The crash rate is a more useful statistic than total crashes because it accounts for the entering traffic volume at the intersection.



Source: MnDOT Crash Database

Why does this matter?

Crash rates for intersections provide information on safety conditions over time. This measure assists in identifying the safety conditions of an intersection and assists in tracking the impact of intersection improvements. The conditions can change due to a number of factors including roadway safety improvements (i.e. turn lanes) and increased traffic. The County can track progress and emerging issues on the highway system related to the goal of safety.



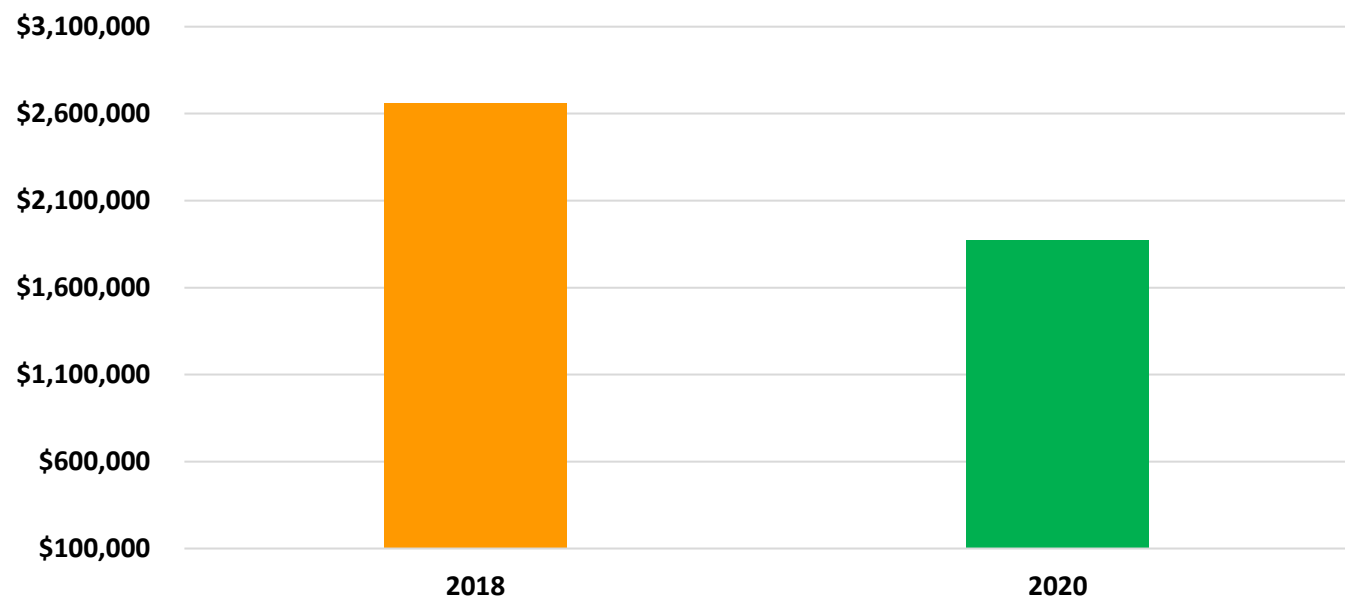
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About this measure:

Travel delay costs are calculated by multiplying the estimated delays to personal travel and truck travel caused by the delay from congestion by the unit cost (\$/hr) of travel time. Total savings delay was found to be 35% lower after construction on CH 42 corridor during AM and PM peaks. The delay reduction from the project resulted in **\$782,288 savings in annual user costs**. Data compared between February 2018 (pre-construction) and February 2020 (post construction).

TH 13/CH 42 Annual User Cost Savings



Source: Clear Guide Traffic Data/ MnDOT and USDOT Benefit Cost Methodology Guidance

Why does this matter?

Mobility along roadways ensure the efficient and safe movement of goods and people on the roadway network within Scott County. Mobility is tracked by indicators such as travel time or elimination of segments or points that cause timely delay. Mobility is often used as an economic development indicator; the greater the growth of a community impacts its access to transportation options which in turn impacts mobility. In Scott County, we continue to strive to improve mobility for our residents and businesses by strategic projects addressing capacity issues. Tracking these indicators allow us to monitor the success of these investments.



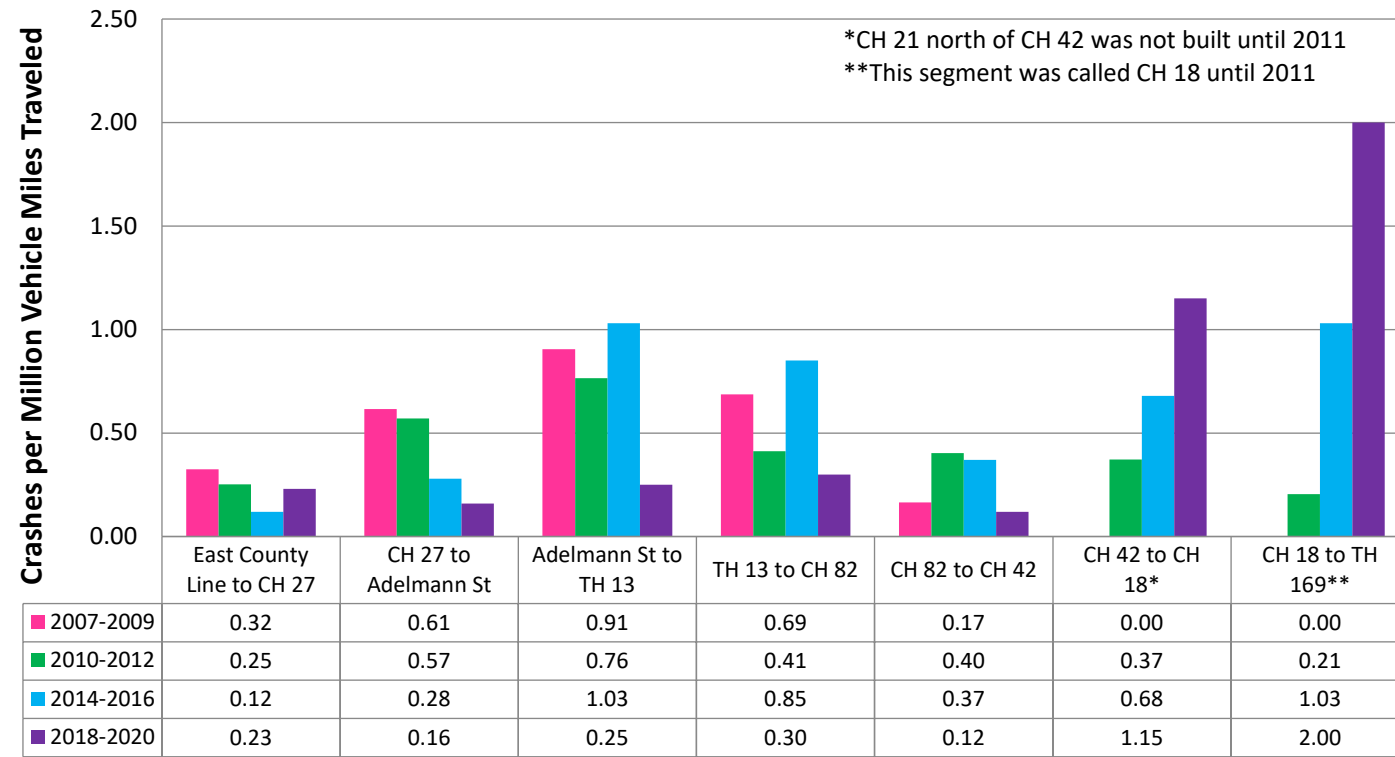
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About this measure:

Crash rates are calculated based on the vehicle miles traveled, roadway segment length, and total number of crashes. Aggregated data in three year increments are presented to show historic trends on segments of the corridor. The crash rate is a more useful statistic than total crashes because it accounts for traffic volumes on that roadway segment.

CH 21 Crash Rates



Source: MnDOT Crash Database

Why does this matter?

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

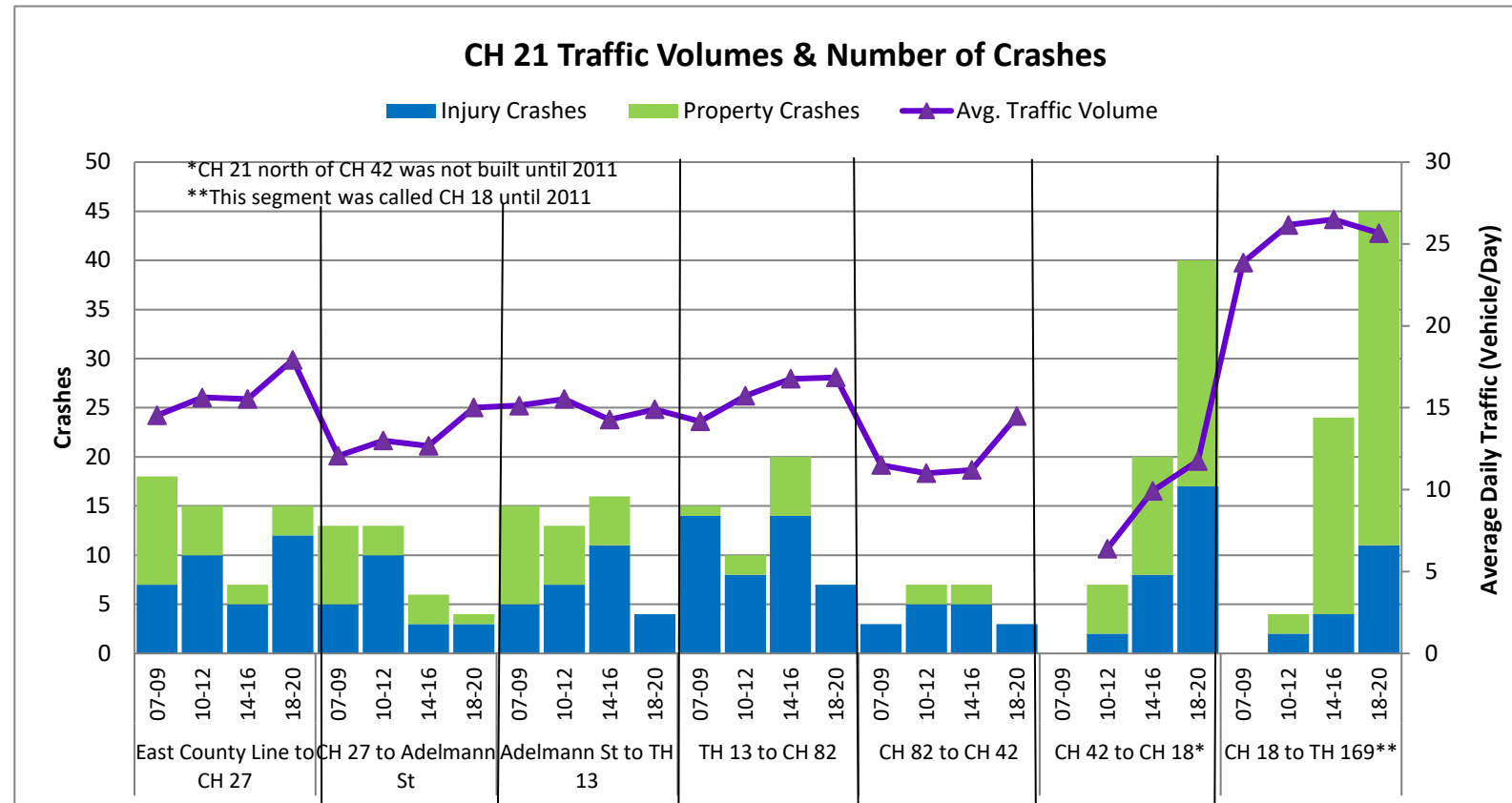


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About this measure:

This measure looks at the traffic volume and number of crashes (property damage and injury) on the CH 21 Corridor.



Source: MnDOT Crash Database, Scott County Traffic Counts

Why does this matter?

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

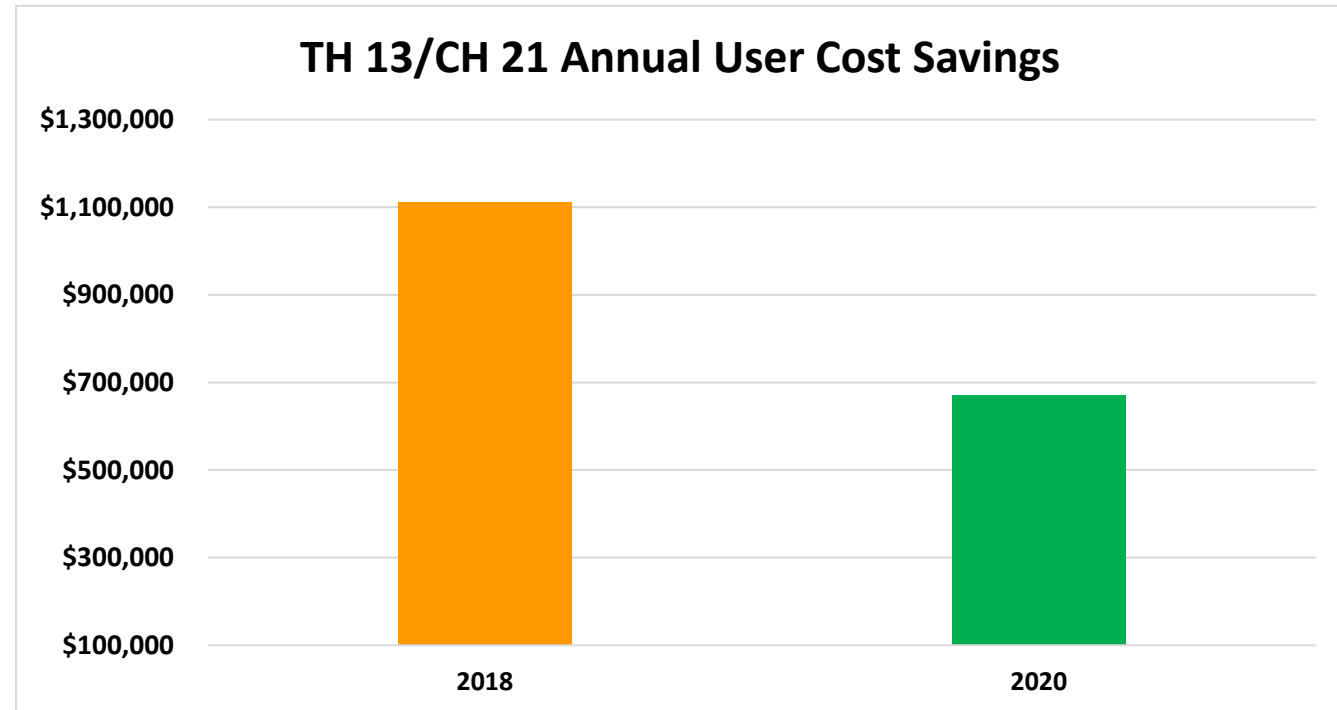


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About this measure:

Travel delay costs are calculated by multiplying the estimated delays to personal travel and truck travel caused by the delay from congestion by the unit cost (\$/hr) of travel time. Total savings delay was found to be 20% lower after construction on the CH 21 corridor during AM and PM peaks resulting in **\$442,472 savings in annual users costs**. An average decrease of 55% delay in minutes across CR 21 and 33% delay reduction on TH 13 during peak hours after construction. Data compared between October 2018 (pre-construction) and October 2020 (post construction).



Source: Clear Guide Traffic Data/ MnDOT and USDOT Benefit Cost Methodology Guidance

Why does this matter?

Mobility along roadways ensure the efficient and safe movement of goods and people on the roadway network with in Scott County. Mobility is tracked by indicators such as travel time or elimination of segments or points that cause timely delay. Mobility is often used as an economic development indicator; the greater the growth of a community impacts its access to transportation options which in turns impacts mobility. In Scott County, we continue to strive to improve mobility for our residents and businesses by strategic projects addressing capacity issues. Tracking these indicators allow us to monitor the success of these investments.



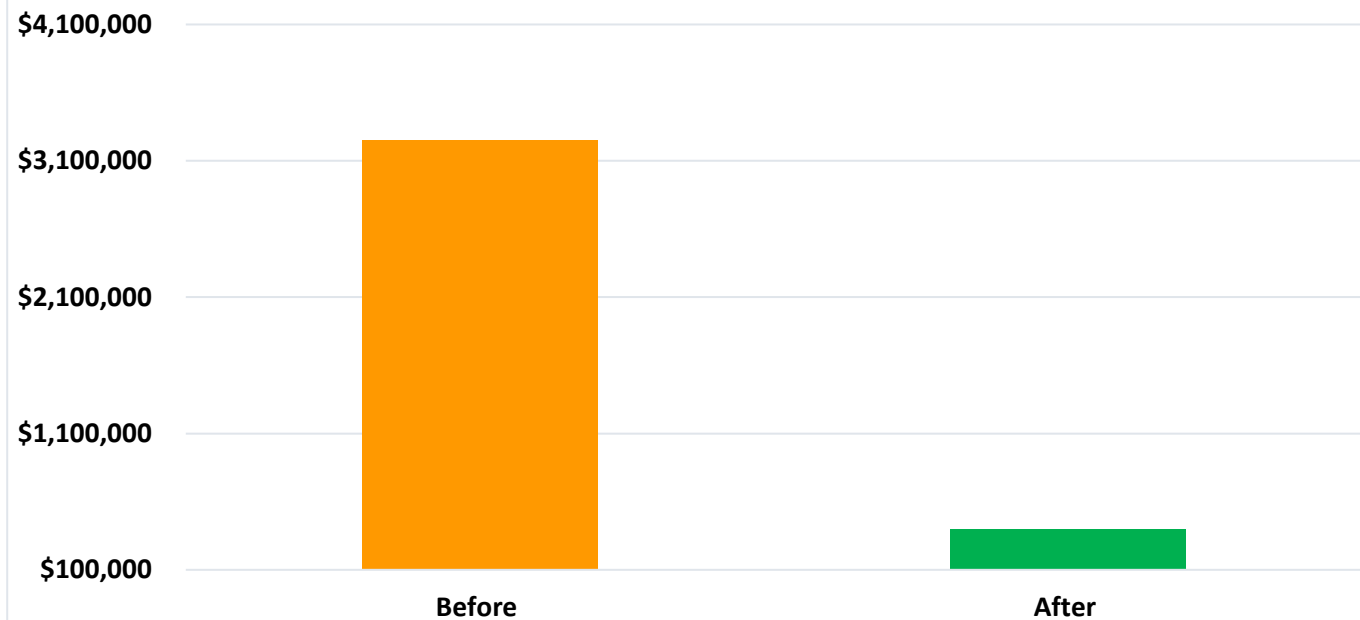
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About this measure:

Travel delay costs are calculated by multiplying the estimated delays to personal travel and truck travel caused by the delay from congestion by the unit cost (\$/hr) of travel time. The delay reduction from the project resulted in \$2,850,000 savings in annual user costs.

US 169/ TH 41/ CH 78 Annual User Cost Savings



Source: Clear Guide Traffic Data/ MnDOT and USDOT Benefit Cost Methodology Guidance

Why does this matter?

Mobility along roadways ensure the efficient and safe movement of goods and people on the roadway network within Scott County. Mobility is tracked by indicators such as travel time or elimination of segments or points that cause timely delay. Mobility is often used as an economic development indicator; the greater the growth of a community impacts its access to transportation options which in turn impacts mobility. In Scott County, we continue to strive to improve mobility for our residents and businesses by strategic projects addressing capacity issues. Tracking these indicators allow us to monitor the success of these investments.



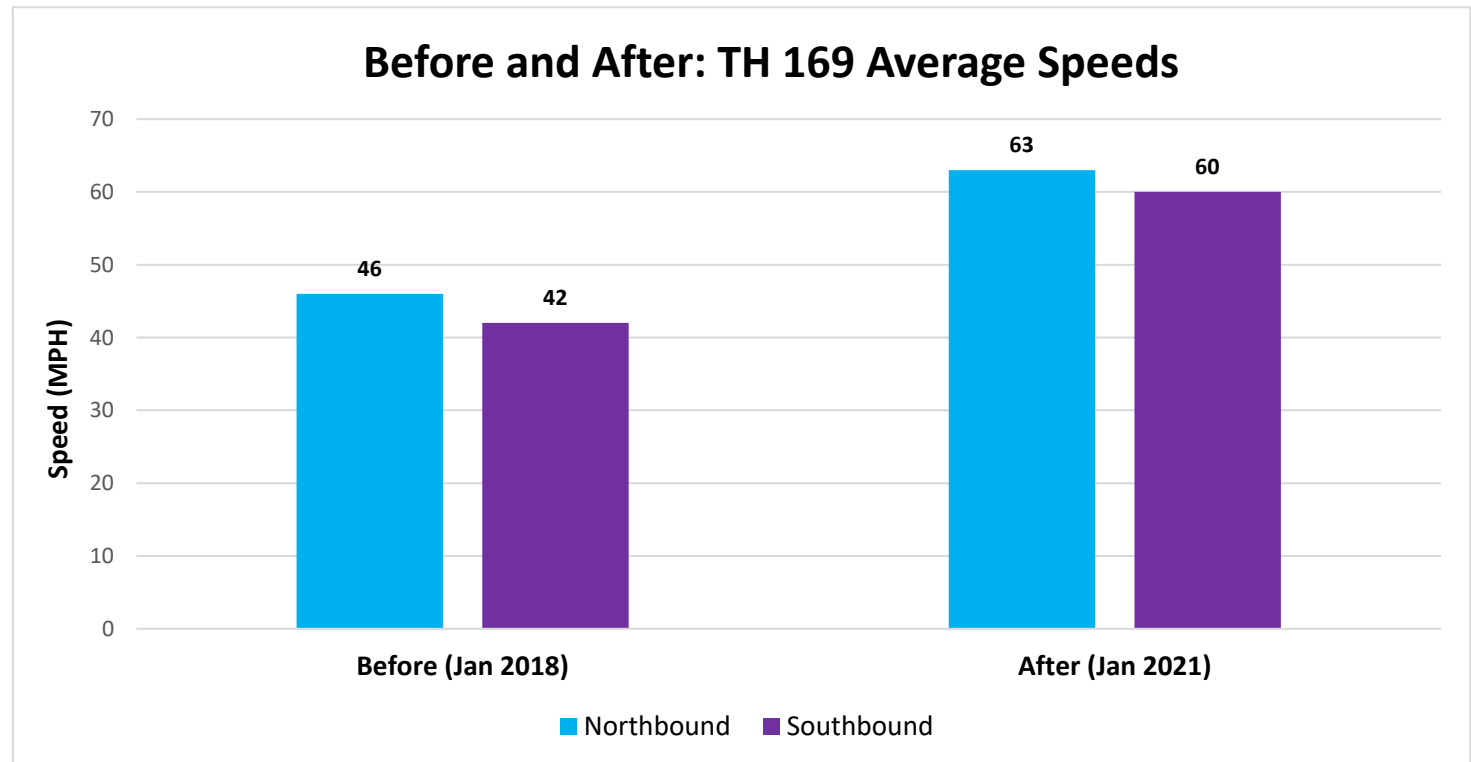
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About this measure:

This measure reviews speeds in the before condition to understand typical congested conditions on northbound and southbound 169 resulting from the traffic signal.

No congestion was observed after construction was completed, so speeds are assumed to be at or near free-flow at the newly posted speed limit of 65 mph.



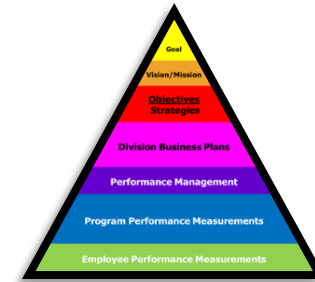
Source: Iteris Clear Guide Data Set

Why does this matter?

Mobility along roadways ensure the efficient and safe movement of goods and people on the roadway network within Scott County. Mobility is tracked by indicators such as travel time or elimination of segments or points that cause timely delay. Mobility is often used as an economic development indicator; the greater the growth of a community impacts its access to transportation options which in turn impacts mobility. In Scott County, we continue to strive to improve mobility for our residents and businesses by strategic projects addressing capacity issues. Tracking these indicators allow us to monitor the success of these investments.

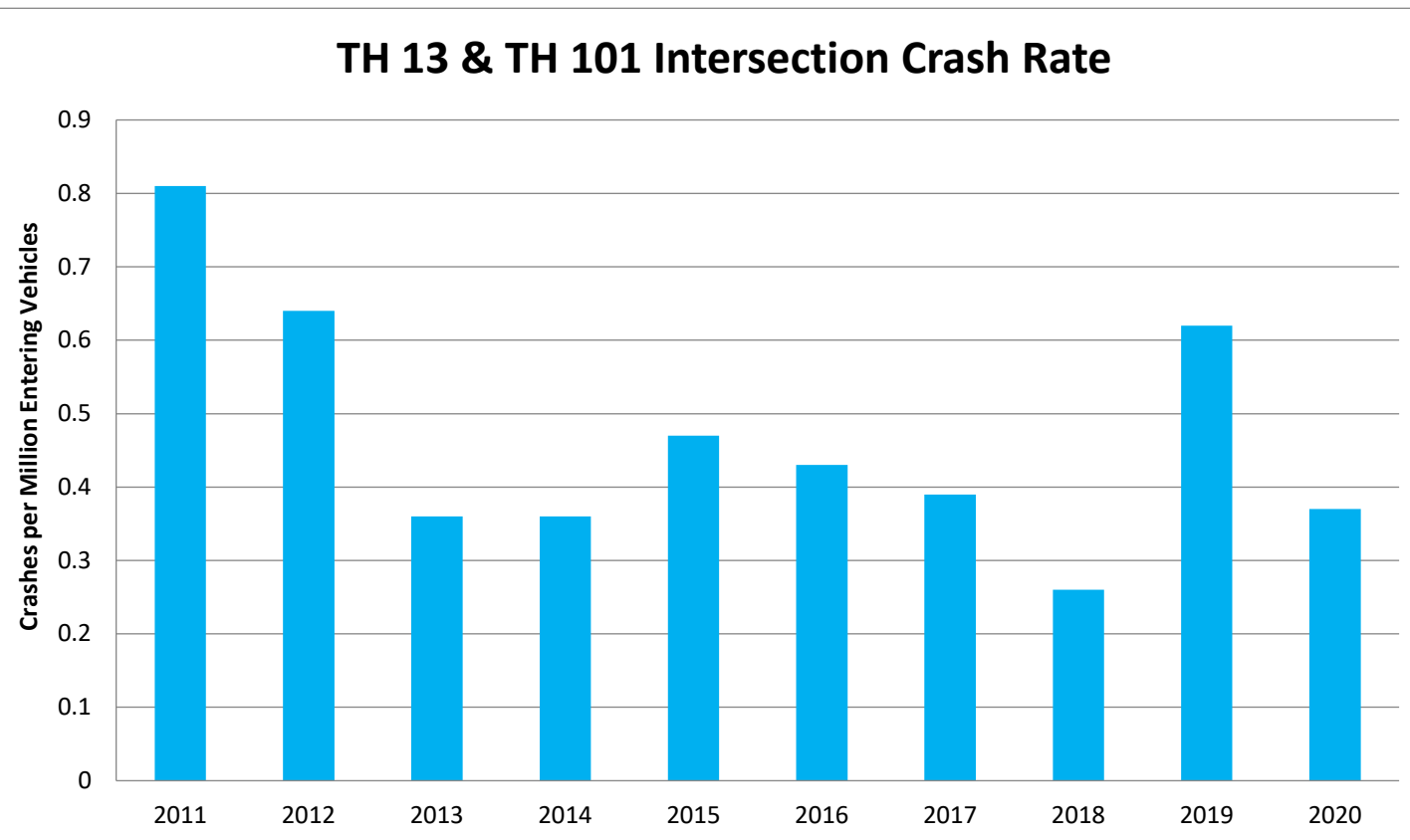


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About this measure:

Crash rates are calculated based on the number of vehicles entering the intersection and total number of crashes. Annual crash rates are presented to show historic trends at the intersection. The crash rate is a more useful statistic than total crashes because it accounts for the entering traffic volume at the intersection.



Source: MnDOT Crash Database

Why does this matter?

Crash rates for intersections provide information on safety conditions over time. This measure assists in identifying the safety conditions of an intersection and assists in tracking the impact of intersection improvements. The conditions can change due to a number of factors including roadway safety improvements (i.e. turn lanes) and increased traffic. The County can track progress and emerging issues on the highway system related to the goal of safety.



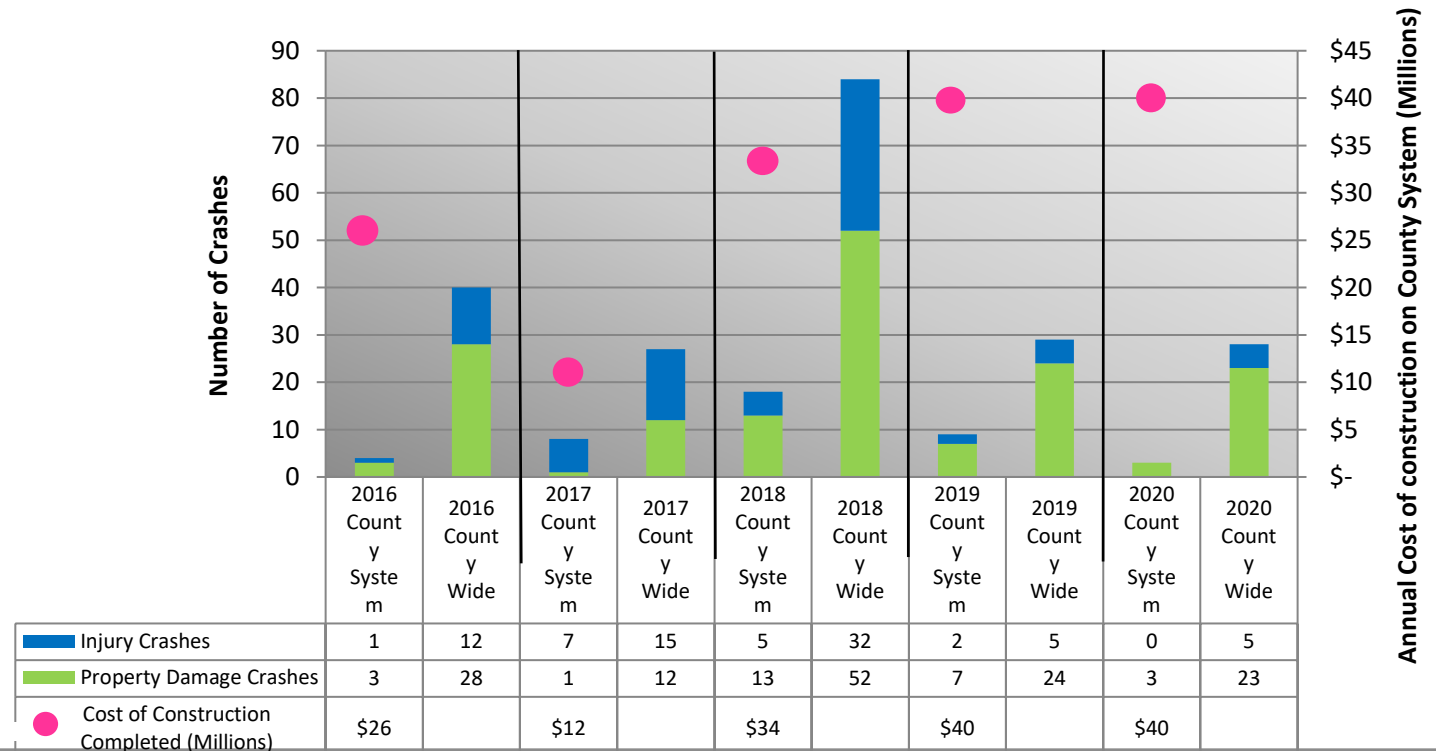
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About this measure:

This measure reflects the number of crashes in work zones on Scott County highways between 2016 and 2020. The locations of crashes are highlighted on a map to show the projects where the crashes occurred. Generally there are more crashes in areas where the traffic volume is higher.

Work Zone Crashes in Scott County



Source: MnDOT Crash Data and Scott County Financial Records

Why does this matter?

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



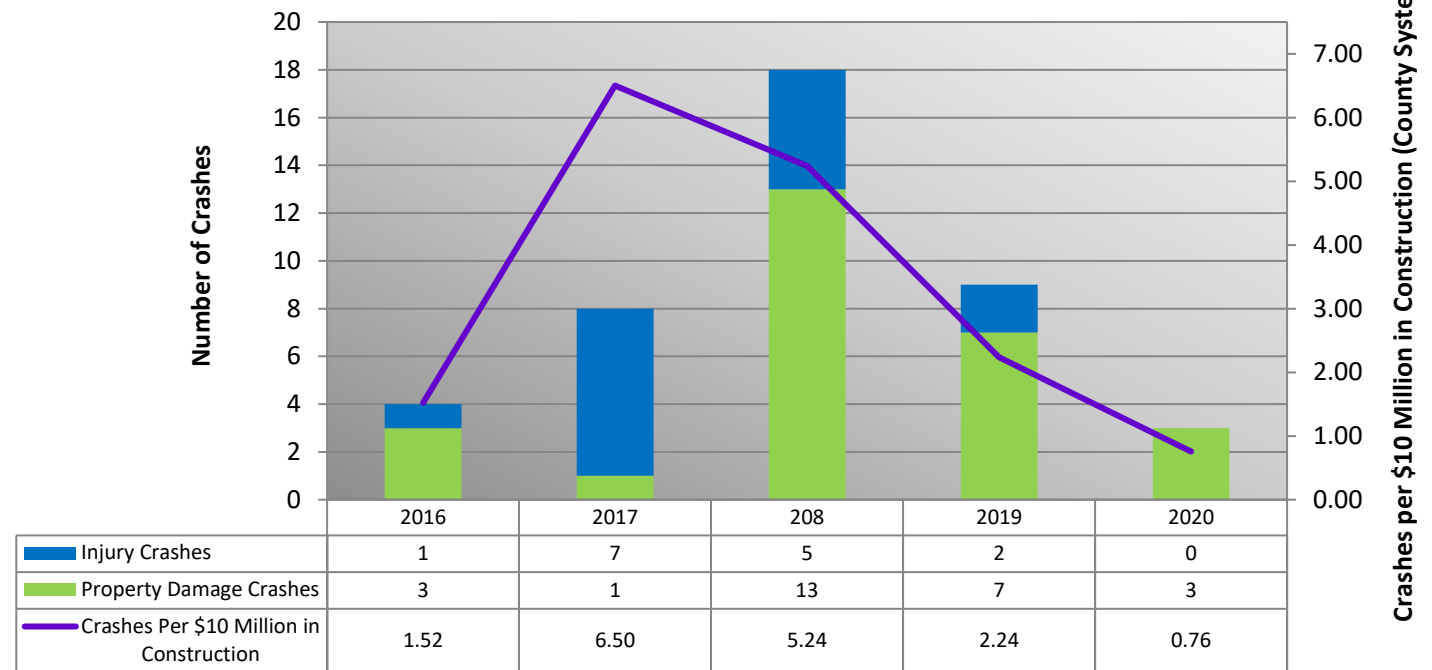
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About this measure:

This measure reflects the number of crashes in work zones on Scott County highways between 2016 and 2020. The locations of crashes are highlighted on a map to show the projects where the crashes occurred. Generally there are more crashes in areas where the traffic volume is higher.

Work Zone Crashes on the County System



Source: MnDOT Crash Data

Why does this matter?

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

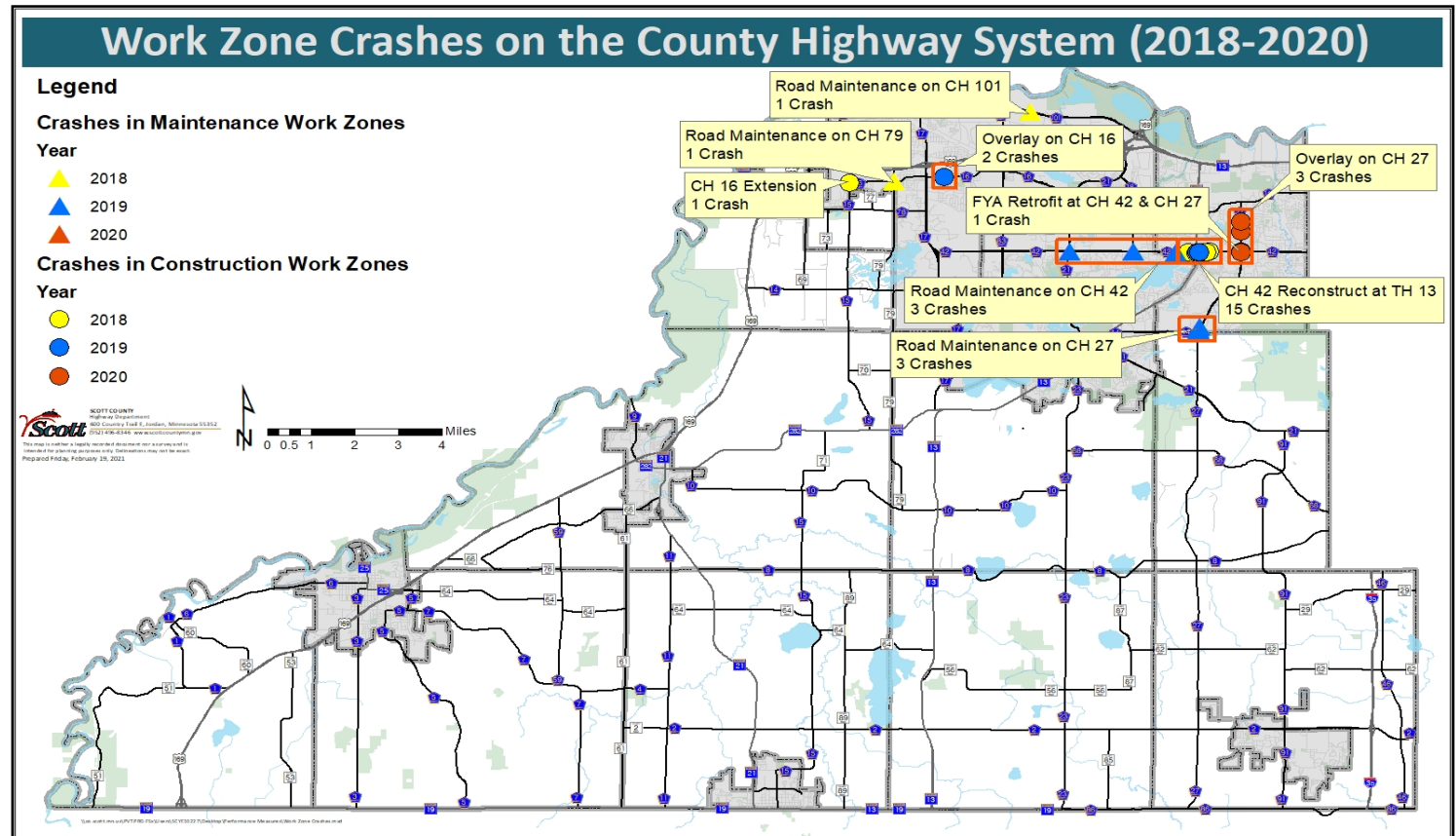


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About this measure:

This measure reflects the number of crashes in work zones on Scott County highways between 2018 and 2020. The locations of crashes are highlighted on a map to show the projects where the crashes occurred. Generally there are more crashes in areas where the traffic volume is higher.



Why does this matter?

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



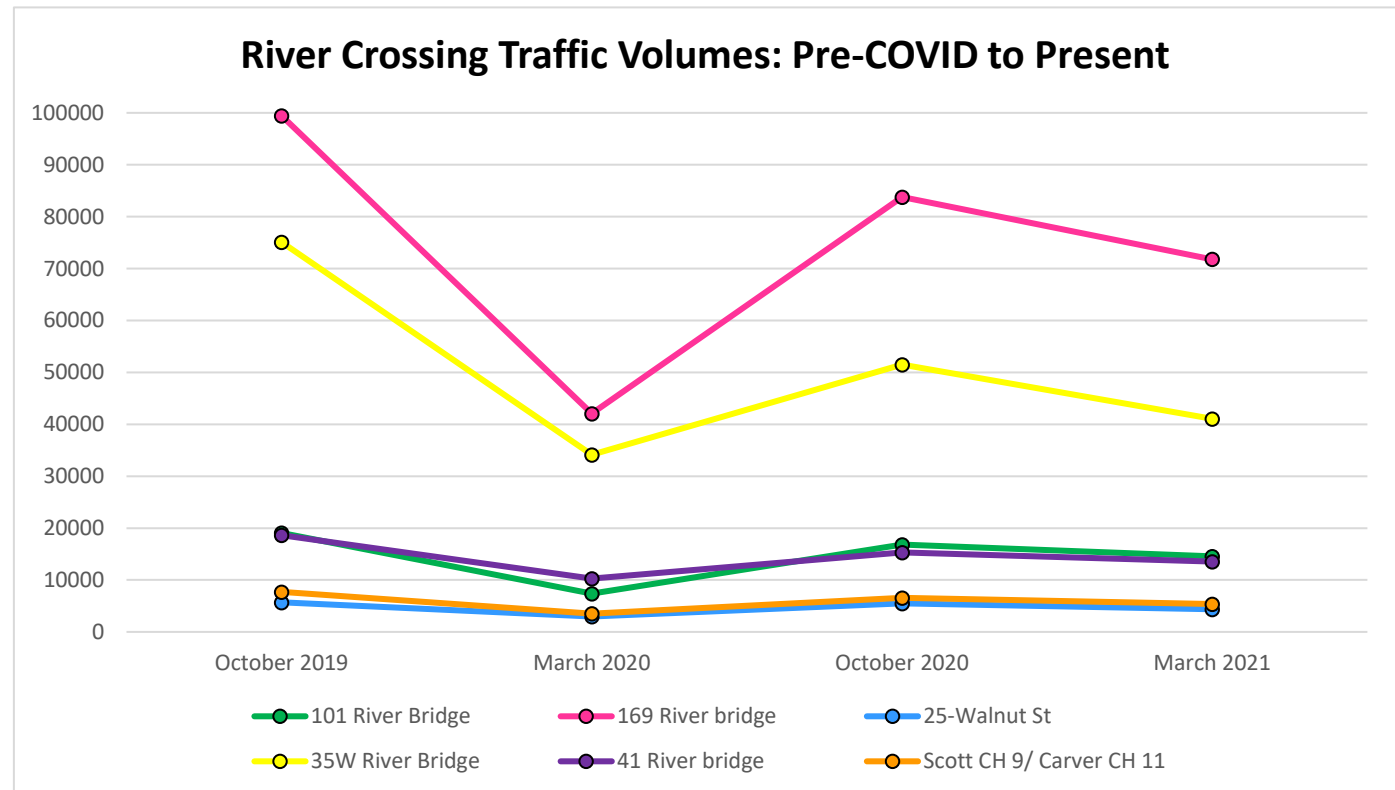
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About this measure:

This measure completed a traffic volume analysis of the Minnesota River Crossings serving Scott County residents.

Data was analyzed over 4 time periods: 1.) Pre-COVID (October 2019) 2.) During the Stay At Home Order (last 2 weeks in March 2020) 3.) Fall (October 2020) and Current/ 1-year Mark (March 2021). This measure estimates traffic counts based on sampling rates and percentage from the pre-COVID baseline.



Source: Streetlight Volume Data

Why does this matter?

River crossings are a critical asset in Scott County and are essential to the safe and effective movement of people and goods. In the pre-COVID era river crossings in northern Scott County (I-35, TH 169, TH 101 and TH 41) often experienced high traffic volumes and levels of congestion. As COVID-19 cases increased in Minnesota and a Stay at Home order was issued travel declined. As we continue to recover from the pandemic and travel/work patterns continue to adapt, monitoring these trends will be essential to determine future investment and planning for Scott County's river crossings.



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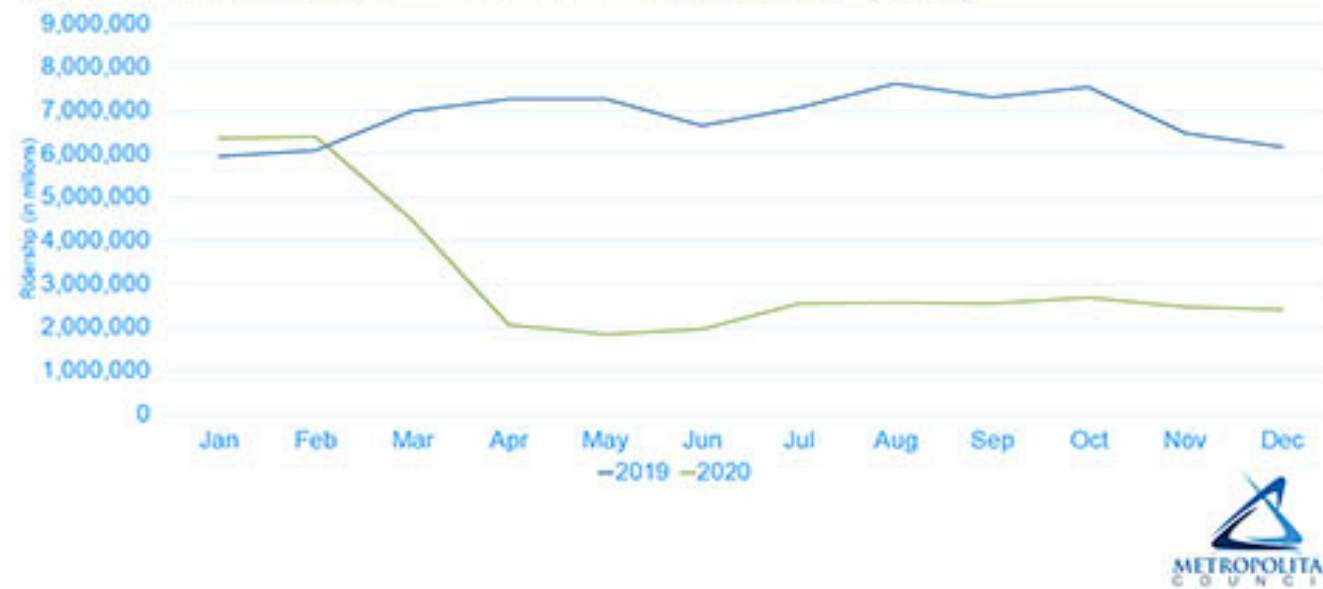


About this measure:

The region, like the rest of the world, is facing unprecedented times which is changing the face of our transportation system. COVID-19 has significantly impacted transit ridership and service delivery. Ridership has fallen by as much as 60% on local bus routes and 95% on express routes regionally. This measure includes both Metro Transit and suburban providers.

Council Ridership – Year End 2020

2019 Total: 82,486,307 2020 Total: 38,390,500 (-53%)



Source: Metropolitan Council

Why does this matter?

When the pandemic subsides, transit will need to continue to adapt to different service patterns because the fundamental needs of riders will change as many workers and employers may choose to continue their work from home schedules.



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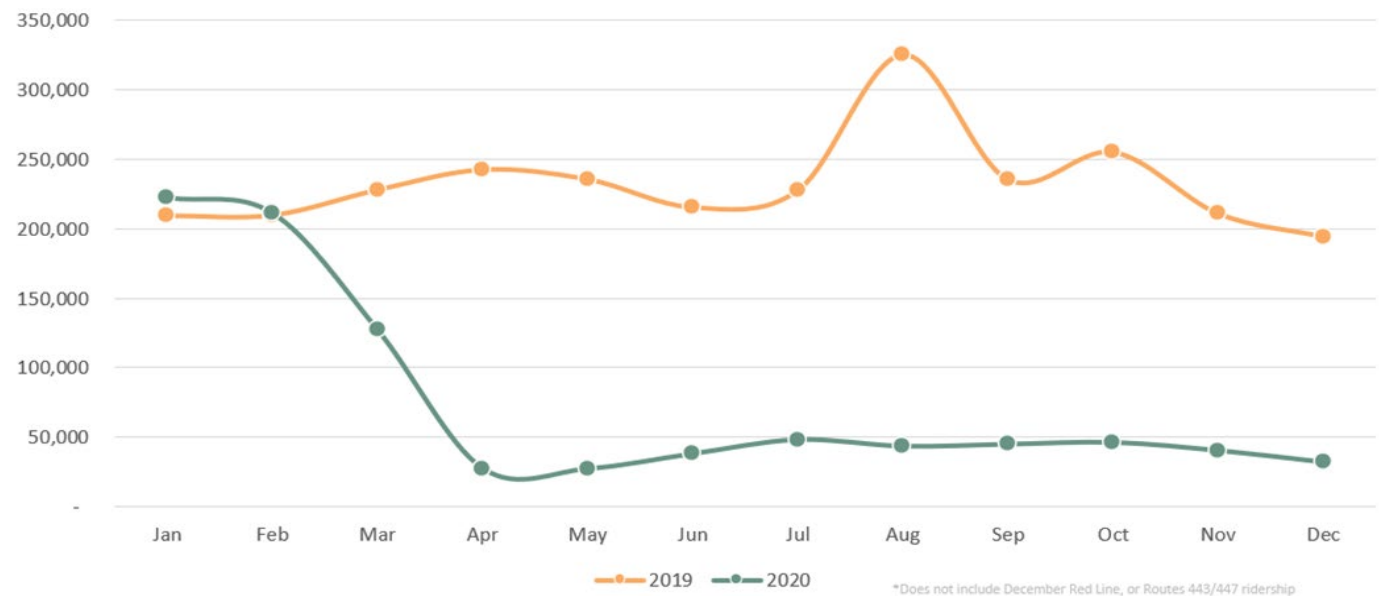


About this measure:

MVTA reduced or eliminated express service from Savage, Shakopee, and Prior Lake during the pandemic and is reflected in this measure. Monitoring ridership is useful to monitor current travel and work trends which have shifted due to the COVID-19 pandemic.

MVTA RIDERSHIP

YTD | 2019: 2,786,488 | 2020: 907,683 (-67.4%)



Source: Minnesota Valley Transit Authority

Why does this matter?

With the rise in teleworking during the pandemic and the unknown long-term effects on work habits, analyzing the park and rides and express service will be critical to understand new travel trends and better adapt service post-COVID-19. Although this data represents just a snapshot in time, both local and regional transit will need to be continually evaluated after the outbreak subsides to determine if travel patterns return to normal operating levels.

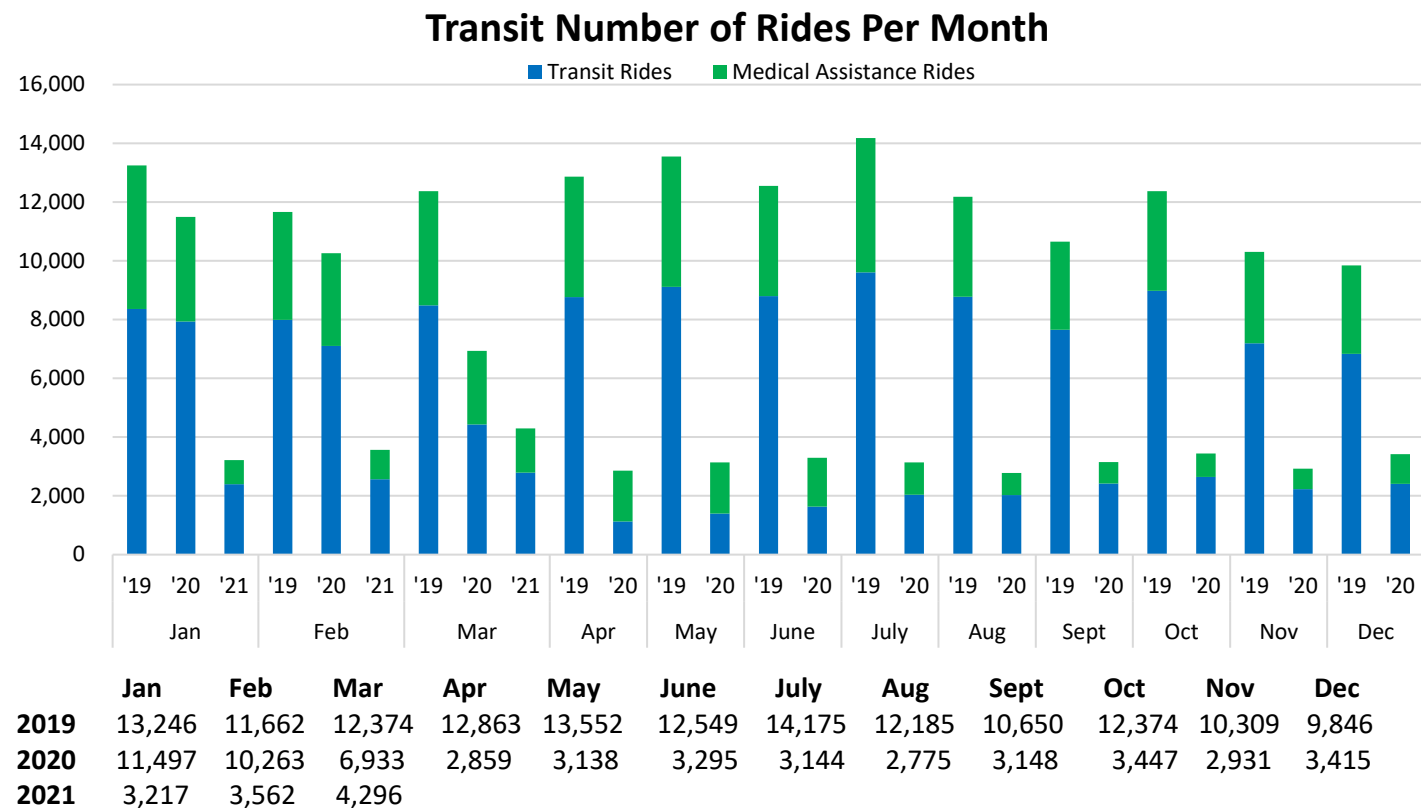


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About this measure:

This measure shows total trips performed by TransitLink (Dial-a-ride) service and Medical Assistance Rides in 2019-2021. This measure illustrates the change in ridership over the course of the COVID-19 pandemic.



Source: SmartLink

Why does this matter?

Mobility Management is transportation strategies and mobility options that empower people to live independently and advance health, economic vitality, self sufficiency, and community. In addition, as a result of combining services together, it enhances the passengers per hour and allows SmartLink to provide more service to the citizens with the same amount of resources. The goal is that reliable roads, trails, sidewalks and transit options are available to all citizens.