

TRANSPORTATION

INTRODUCTION AND PURPOSE

The purpose of the Transportation Chapter is to provide direction for the City, land owners and developers on street improvements and new infrastructure to support growth. This Chapter provides the framework for decisions regarding the nature of street improvements necessary to achieve safety, adequate access and mobility. The primary goal of this Chapter is to establish local policies, standards, and guidelines to implement the future street network that is coordinated with respect to county, regional, and state plans in such a way that the transportation system enhances quality economic and residential development within the City of Montgomery. To accomplish these objectives, the Transportation Chapter provides information about:

- The functional hierarchy of streets and roads related to access and capacity requirements;
- Identification of existing and potential deficiencies of the existing arterial-collector street system;
- Recommended alternatives to alleviate roadway deficiencies including a future arterial-collector street system capable of accommodating traffic volumes to 2030 and beyond;
- Access management policies and intersection controls; and
- Pedestrian/bicycle trail and sidewalk system along the roadway system.

I. EXISTING TRANSPORTATION SYSTEMS

1. **Transportation System.** The existing street system within Montgomery consists of minor arterial, collector and local streets. Jurisdiction of these roadways consists of state, county, and city owned facilities. The existing transportation system is depicted on Map 7-2.

The State of Minnesota, through the gas tax and license fees, collects funds to be used to construct and maintain the State's transportation system. Most of the funds collected are distributed for use on the State's Trunk Highway (TH) system, the County State Aid Highway (CSAH) system and the Municipal State Aid Street (MSAS) system. When a city's population goes above 5,000 they become eligible to receive a portion of the MSAS funding. Montgomery is anticipated to reach 5,000 in population around the year 2035.

The existing daily traffic volume data for the primary roadways in the City of Montgomery is obtained from traffic flow maps from 2009 from the Minnesota's Department of Transportation. These volumes provide an indication of the daily volumes on these facilities and are updated periodically by those governmental units. The daily volume information is shown on Map 7-1.

2. **Rail.** The City has one freight rail line in the City owned by Union Pacific Railroad. This line extends north-south and is located just east of TH 13/21. The line currently provides service to one industry in Montgomery. All rail intersections with streets in Montgomery are at-grade crossings. The line averages approximately one train per day.
3. **Air.** Montgomery is 50 miles southwest of the Minneapolis-St. Paul International Airport, 40 miles from the Mankato Regional Airport, 30 miles from the Airlake Airport in Lakeville, 27 miles from the Waseca Municipal Airport, 25 miles from the minor airstrip in Le Sueur, and 22 miles from the Faribault Municipal Airport. Montgomery is not located within any airport noise exposure zones.

4. **Public Transit.** There are no public transit options within Montgomery. Area transit programs include Le Sueur Heartland Express which serves the City of LeSueur and St. Peter Transit which serves the cities of St. Peter and Kasota. Private organizations such as the Veterans provide van service to veterans to metropolitan Veteran's Medical Care and Aging Services coordinates transportation with other non-profit organizations.
5. **Trails.** The City has a couple of trail segments which have been constructed with new subdivisions. The trails plan is included in the Parks and Trails Chapter of this Comprehensive Plan. It is important to note that this trail system, in allowing for recreational and exercise opportunities, is also important in the provision of opportunities for home-work trips for employees of Montgomery. As such, this system helps to reduce reliance on the automobile and helps to reduce the volume of auto trips on the roadway system. There is an abandoned railroad bed on the west/southwest side of the city which could provide an opportunity to connect to a regional trail system. In addition there are plans for a "Czech Area Trail" which would link Montgomery to the cities of New Prague and Lonsdale.

II. TRAFFIC/TRANSPORTATION ISSUES

During the preparation of the Comprehensive Plan, input was sought from the public relating to transportation issues.

Greatest Challenges. Survey participants were asked to identify the greatest challenge facing Montgomery. Improving streets was the third most commonly noted challenge.

Physical Condition of Roads. Residents were asked to rate the physical condition of roads in the City. Nearly ½ rated the streets are "Poor", with only 2.7% rating them as "Very Good" or "Excellent". Following are responses:

Answer Options	Response %	Response Count
Excellent	0.0%	0
Very Good	2.7%	3
Good	20.7%	23
Fair	29.7%	33
Poor	46.8%	52
<i>answered question</i>		111
<i>skipped question</i>		3

Rating the Sidewalks & Trails. Residents were asked, "How would you rate the physical condition and connectivity of the sidewalk and trail system in Montgomery? Over 2/3 rated the sidewalks and trails as fair to poor, with less than 7% rating them as very good or excellent. The breakdown of responses follows:

Answer Options	Response %	Response Count
Excellent	1.8%	2
Very good	4.5%	5
Good	24.5%	27
Fair	38.2%	42
Poor	30.9%	34
<i>answered question</i>		110
<i>skipped question</i>		4

Quality of Snowplowing. Residents were asked to rate the quality of snowplowing on City streets. Following is the chart which illustrates responses.

Answer Options	Response %	Response Count
Excellent	4.6%	5
Very Good	16.5%	18
Good	22.9%	25
Fair	28.4%	31
Poor	27.5%	30
<i>answered question</i>		109
<i>skipped question</i>		5

Transportation Safety Concerns. Respondents were asked to identify the location of any transportation safety concerns. A summary of the top responses to this open ended question follows:

# of respondents	Location or general description of safety hazard
24	Potholes, need to patch or repave many streets
15	Sidewalks needed or in bad shape, various locations
10	5 th Street, visibility, need for turn lane, need to patrol, potholes, etc.
8	Intersection of Hwy 13 by Casey's, crosswalk at Casey's not being respected
8	Highway 13, crossing, view obstructed, students crossing to high school, etc.
7	Oak Avenue, visibility, potholes
5	Snowplowing various locations
4	Elm Avenue SE
3	Boulevard and 13, Boulevard and Fifth and between Fred's and Hwy 13.
2	Circle Drive
2	2 nd Street NW
2	3 rd Street
2	Streetlights at 4 th St. & Blvd and out toward high school
1	Westbound streets west of Highway 13
1	Enforce truck routes. Improve signage & enforcement.

The City has started to address concerns noted in the survey. A street maintenance plan is in process, which rates each street and identifies a year for reconstruction or maintenance. The City is a recipient of a Safe Routes to School Planning Grant which started in the fall of 2013. This will assist in identifying options for addressing pedestrian and bicycle safety on routes to the school.

III. FUNCTIONAL CLASSIFICATIONS

This section will discuss proposed improvements/changes to the transportation system in Montgomery.

1. **Roadway Functional Classification System.** Functional Classification of a roadway system involves determining what function each roadway should be performing with regard to travel within and through the City. The intent of a functional classification system is the creation of a roadway hierarchy that collects and distributes traffic from local roadways and collectors to arterials in a safe and efficient manner. Such classification aids in determining appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. Functional classification helps to ensure that non-transportation factors, such as land use and development, are taken into account in planning and design of the roadway system.

A balanced system is desired, yet not always attainable due to existing conditions and characteristics. The criteria of the functional classification system are intended to be guidelines and are to be applied when plans are developed for the construction or reconstruction of a given classified route. It can and does occur that different roadways with very similar design characteristics may have different functional classifications. Some roadways, for a short segment, may carry higher volumes than a roadway with a higher classification. Spacing guidelines may not follow recommendations for a variety of reasons such as topography, land use type and density, and environmental concerns.

The two major considerations in the classification of roadway networks are access and mobility. Mobility is of primary importance on arterials, thus limitation of access is a necessity. The primary function of a local roadway, however, is the provision of access, which in turn limits mobility. The extent and degree of access control is a very important factor in the function of a roadway facility. The functional classification types utilized are dependent upon one another in order to provide a complete system of streets and highways.

Per the 2007 Le Sueur County Transportation Plan, the following standards have been adopted for roadways within the County.¹

Urban Principal Arterials- There are no Urban Principal Arterials in Montgomery.

- *Primary Purpose:* Connect Le Sueur County with large urban areas and major cities
- *Character of Service:*
 - Accommodate the longest trips in the roadway network, typically greater than 8 miles.
 - Emphasis is focused on mobility rather than access.
 - Travel speeds of 55 mph or greater
 - Freeway/Expressway Design
- *System Role:* 2-4% of roadway miles

30-55% of vehicle miles traveled

- *Spacing:* 6-12 miles

Urban Minor Arterials – TH 13/21 is an Urban Minor Arterial in Montgomery.

- *Primary Purpose:* Link large urban areas, principal arterials, and regional business concentrations
- *Character of Service:*

¹ Le Sueur County Transportation Plan, Bolton & Menk, 2007.

- Accommodates trips greater than 2 miles.
- Emphasis is more on mobility than access.
- Travel speeds of 30–55 mph
- Urban highways
- *System Role:* 10-20% of roadway miles
25-45% of vehicle miles traveled
- *Spacing:* 1-2 miles

Urban Collectors – CR 3 and 26, 5th Street SE and NE, Boulevard Ave, Oak Ave, 1st Ave (CSAH 57 and 142 North) are Urban Collectors in Montgomery.

- *Primary Purpose:* Establish local connectivity within Cities by interconnecting neighborhoods, business concentrations, and arterial roadways. Provide secondary connectivity between smaller towns.
- *Character of Service:*
 - Accommodates trips less than 5 miles.
 - Emphasis is balanced between mobility and access.
 - Travel speeds of 30–45 mph
 - 2-lane streets, parkways, multi-lane urban roadways
- *System Role:* 15-25% of roadway miles
-10-35% of vehicle miles traveled
- *Spacing:* ½-1 mile

Urban Local Streets – The remainder of streets, not classified above, are Urban Local Streets in Montgomery.

- *Primary Purpose:* Facilitate the collection of local traffic and convey it to Collectors and Minor Arterials.
- *Character of Service:*
 - Accommodates the trips less than 2 miles.
 - Emphasis is on access rather than mobility.
 - Travel speeds of 30 mph or less
 - 2-lane local streets
- *System Role:* 65-80% of roadway miles
10-30% of vehicle miles traveled
- *Spacing:* As needed for access

IV. TRANSPORTATION GOALS

In order to provide a safe and efficient transportation system, the City is committed to the following goals. Such goals are dependent upon the ability to finance the components needed.

Goals

1. Provide a transportation system that serves the existing and future access and mobility needs of the City.
2. Provide a safe and efficient transportation system that is cost effective, including a street and trail improvement and maintenance program.
3. Ensure that the transportation system, in the implementation phases, is as environmentally sensitive as possible, taking into account wetlands, steep slopes and other natural resources.
4. Provide a coordinated transportation system with respect to regional and county's plans.

5. Provide a transportation system that supports multi-modal transportation whenever and wherever feasible and advantageous.
6. Provide and support a transportation system that enhances quality economic development within the City.
7. Provide a transportation system which preserves the downtown and enhances highway commercial development.

V. TRANSPORTATION PLAN

1. Jurisdictional Transfer. According to the Le Sueur County Transportation Plan of 2007, “UUState to County – Roadways that are regionally significant, but are not significant statewide. [Include] TH 21 between TH 13 and the east County line – this 3-mile segment of roadway primarily connects the Cities of Montgomery and Faribault and has relatively low volume.” The following were also identified in the plan.

**TABLE 7-1
JURISDICTIONAL TRANSFER CANDIDATES**

Level 1 Potential Roadway Jurisdictional Transfer Candidates from Le Sueur Co.				
Roadway	Segment	Approx. Miles	Transfer To	Prerequisite for Change
	340 th St. to CSAH 26	.5	Lexington & Montgomery Twp.	
CR 140	TH 13 to TH 13 (E side)	2.5	Montgomery Twp.	None, could be implemented immediately
CR 160	CSAH 3 to TH 21 <i>(Note: The CSAH 3 designation changed after the 2007 County Comp. Plan)</i>	1.5	Montgomery Twp.	None, could be implemented immediately
CR 162	171 st Ave. to Montgomery Ave.	1	Montgomery Twp.	None, could be implemented immediately

Level 2 Potential Roadway Jurisdictional Transfer Candidates from Le Sueur Co.				
Roadway	Segment	Approx. Miles	Transfer To	Prerequisite for Change
CR 138	CR 136 to CR 137	5.5	Montgomery & Kilkenny Twps.	None, could be implemented immediately
CR 139	CSAH 3 to CR 137	2	Montgomery Twp.	None, could be implemented immediately
CR 141	CR 136 to CR 161	2	Montgomery Twp.	None, could be implemented immediately
CSAH 3	CSAH 26 to TH 21	1	City of Montgomery	Upon completion of southerly extension of CR 144 (Now CSAH 3 from New Prague) <i>(Note: Upgrades are occurring at the time of this Comp. Plan update.)</i>
CSAH 56	CSAH 57 to CSAH 3	.25	City of Montgomery	Upon completion of realignment of CSAH 3

2. **Street Improvement Planning.** The City is in the process of developing a Street Reconstruction/Street Improvement Plan. This includes street ratings which were completed in 2011 and 2012 and a hierarchy of streets which need to be either reconstructed or improved. It is recommended the City work toward the completion of the Street Improvement Plan and include recommended improvements in a capital improvement plan for annual implementation.
3. **Rail Service.** The present freight service provided by the north-south rail is utilized by one Montgomery Business. MnDOT should be requested to review all roadway/rail crossing in the City to ensure that proper crossing controls are provided. The City is also encouraged to work with Union Pacific Railroad to explore a new railroad spur to serve a new industrial park. There are not any plans to provide passenger rail service to the Montgomery area.
4. **Access Management.** The management of access along roadway systems, particularly arterial and collector roadways, is a very important component of maximizing the capacity of a roadway and decreasing the crash potential along those facilities. Arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds. Therefore, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often less than arterial roadways.

The Minnesota Department of Transportation (MnDOT) reports that studies show that as the density of accesses increase, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access. Well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning is an integral part of creating a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit, or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties having access rights with good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property.

The granting of access in the City of Montgomery is shared by the City, LeSueur County, and by MnDOT each have the permitting process responsibility over roadways under their control.

Le Sueur County has prepared access spacing guidelines. In order to strengthen the goal of good access management, a set of access spacing guidelines has been prepared for the City.

The guidelines are presented for functionally classified arterial and collector roadways without reference to the jurisdiction over these roadways. The basic references for the spacing guidelines are MnDOT and Le Sueur County guidelines. The access guidelines are presented in the following Table. The stated values are meant to be “minimum” values. It is also recognized that some existing connections, both public and private, may not meet these guidelines. It is also recognized that, due to various circumstances, access may need to be granted that cannot adhere to these guidelines. The following table does not provide guidelines regarding access along Principal Arterials – this is due to the fact that there are not any roadways functionally classified as Principal Arterials in the City of Montgomery.

**TABLE 7-2
ACCESS SPACING GUIDELINES
LE SUEUR COUNTY TRANSPORTATION PLAN, 2007**

	Minor Arterials (TH 13)			Minor & Major Collectors		
Type of Access	Urban Core	Urbanizing	Rural	Urban Core	Urbanizing	Rural
Primary, Full Movement, Public Street	1/8-mile	1/4-mile	1/2-mile	1/8-mile	1/8-mile	1/2-mile
Conditional Secondary, Public Street	1/8-mile	1/8-mile	1/4-mile	1/16-mile	1/8-mile	1/4-mile
Traffic Signal Spacing	1/4-mile	1/4-mile	1/2-mile	1/8-mile	1/4-mile	1/2-mile
Site/Property Access	Permitted, Subject to Conditions	Not Permitted	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions

5. Implement the Safe Routes to School Plan.
6. Complete Walking and Bicycle Audits, evaluating the city's sidewalk and trail systems.
7. Where feasible, develop narrower streets and provide adjacent sidewalks and/or trails.
8. Develop and implement a Capital Improvement Plan for street reconstruction.
9. Research the demand for public transportation services.
10. Develop a Street Naming Policy.

VI. TRANSPORTATION FUNDING

There are a number of various funding mechanisms available to support transportation projects these include the following:

1. **MnDOT Cooperative Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility. Improvements to TH 13/21 may be eligible for cooperative funding projects.
2. **New Street Development.** The City of Montgomery's policy, at the time of this Comprehensive Plan update, requires developers to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.
3. **Assessments.** The City currently has an assessment policy for reconstruction projects. Benefiting properties are assessed 25% to 30% of the project cost.