

CHAPTER 5 TRANSPORTATION ELEMENT 10-20-09

5.1 INTRODUCTION

The Transportation Element of the Comprehensive Plan focuses on the existing and future circulation needs of the residents of Eden Prairie. It is intended to fulfill the City of Eden Prairie's statutory requirement to prepare a transportation component to its Comprehensive Plan and is written in accordance with the requirements set forth in Section 4 of the Metropolitan Council's Local Planning Handbook (September 2005). The goals are listed in Chapter 2, along with the policies that will provide the framework for their implementation and are also summarized below.

All modes of transportation are included: highways and roads, transit, trails and sidewalks, and aviation. This plan provides guidance in developing a transportation system that supports land use and provides safe and efficient movement of people and resources.

This chapter analyzes current transportation needs and proposes specific improvements and methods to maximize the efficiency of the existing transportation system while preparing, in concert with other plans, elements of a future transportation network fulfilling mobility and safety needs. The Chapter also addresses strategies for developing a true multi-modal transportation system. Therefore this chapter includes a bicycle and pedestrian plan, examination of special situations affecting transportation and transit use, a transit plan, and the identification of aviation-related facilities in the City.

5.2 TRANSPORTATION GOALS AND STRATEGIES

The City of Eden Prairie established four transportation goals, along with the policies that will provide the framework for their implementation in the 2002 Comprehensive Plan Update. Looking forward to 2030 the City continues to support the following goals and related implementation policies:

Transportation Goal One

Provide and maintain a safe, convenient, effective, and energy-efficient local transportation system for the movement of people, goods, and services.

Policies:

- Implement strategies and recommendations of the City's Transportation Plan adopted by the City in 1997 and the Transportation Element of this plan.
- Identify and vigorously pursue cost effective roadway system improvements and congestion mitigation.
- Plan for, develop, and maintain a system of pedestrian and bicycle trails that service both recreational and transportation uses.
- Encourage public transit in Eden Prairie that serves all residents and provides special transit services for commuters, the elderly, and handicapped with regular service from neighborhood

sectors to the Major Center, commuter routes, and park-n-ride service facilities.

- Continue to cooperate with the Minnesota Department of Transportation, Hennepin County, Southwest Metro Transit, and the Metropolitan Council, other regional agencies involved in transportation planning, adjacent cities and counties, and the private sector to provide the most effective transportation system for the city.
- Increase conformance with traffic laws through the involvement of neighborhood groups, citizen watches, and aggressive police and city action.

Transportation Goal Two
Reduce peak demand on the transportation system by providing a variety of valid transit alternatives.

Policies:

- Maintain a Travel Demand Management (TDM) policy that encourages Eden Prairie businesses to implement effective TDM plans.
- Promote and support the efforts of Southwest Metro Transit to provide quality, efficient and low-cost transit services.
- Support the construction of High Occupancy Vehicle (HOV) facilities on the regional freeway system.
- Encourage compact and pedestrian friendly mixed-use developments that offer the type of retail and convenience services that will minimize peak hour traffic demand.

- Continue development of a trail and sidewalk system that provides a valid transportation alternative.

Transportation Goal Three
Plan for and promote the use of bicycle and pedestrian facilities in the effort to reduce single-occupant vehicle use.

Policies:

- Support coordination and cooperation with neighboring communities or partner agencies (Mn/DOT, Three Rivers Park District, and Hennepin County) to achieve inter-city bike and pedestrian connections.
- Encourage major employers or residential developments to provide supportive facilities for cyclists and walkers, including secure bike parking and locker/ shower facilities
- Ensure that new development provides direct sidewalk and bicycle trail connections between primary entrances and public facilities located in the public right of way.
- Ensure that all bicycle trails will be constructed according to design criteria for bikeway/hikeway trails contained in the city’s 2003 Park and Open Space Plan.
- Ensure that trails will be maintained to result in safe conditions and minimal maintenance costs.

5.3 REGIONAL STRATEGIES

The Metropolitan Council's Transportation Development Policy Plan presents policies to help implement the 2030 Regional Development Framework. The City of Eden Prairie's transportation policies support the metropolitan regional transportation policies while meeting the City's specific objectives. While the 2004 Metropolitan Council Plan includes 18 policies or strategies to address regional transportation, five major themes are summarized below.

1. Land Use and Transportation Investments: This strategy is to coordinate transportation investments with land use objectives to encourage development at key nodes.
2. Priorities for Transportation Modal Investments: This strategy is designed to move forward a multi-modal transportation system including bicycles, pedestrians, roadways and transit.
3. Highway Planning: This strategy is to plan a cost-effective, multi-modal, and safe, regional highway system that reflects the needs of a growing population and economy.
4. Improve the Transit System: The main objectives are to tailor transit services to diverse market conditions, improve ridership on transit services, and develop a regional network of transitways on dedicated rights-of-way.
5. Travel Demand Management: This strategy encourages behavioral and land use changes that result in fewer vehicle trips during the peak rush hours.

5.4 LAND USE IMPACT

Eden Prairie is now largely developed. While this does not mean that there will be no change or growth within the community, it does mean that redevelopment is now the

primary focus. Much of this redevelopment is anticipated to occur in the Major Center Area and the Golden Triangle Area. Development in the Major Center Area is anticipated to include commercial, office, high-density residential and mixed-use land uses. The development in the northeast quadrant, which contains the Golden Triangle Area, is expected to include office, industrial, and high-density residential uses.

As the metropolitan area moves forward with a greater focus on multi-modal transportation, new development and redevelopment will be constrained by the existing and future transportation system. This chapter is designed to assist the City in developing a transportation system that supports land use and provides safe and efficient movement of people and goods.

5.5 EXISTING ROADWAY SYSTEM

A network of regional and local roadways flow through Eden Prairie, illustrated in Figure 5.1. As shown in the Figure, the following regional roadways serve Eden Prairie and the surrounding community:

State Roads

- Interstate 494 (I-494) is located in the northeast corner of the City of Eden Prairie and provides a connection to the I-494/I-694 beltway that encircles the Metropolitan area. Interchanges are located at Trunk Highway 5 (TH 5) and TH 62, with ½ interchanges at Valley View Road and Prairie Center Drive and Flying Cloud Drive. The entire segment of I-494 that passes through Eden Prairie was recently upgraded from four lanes to six lanes.
- US Highway 169 follows the eastern boundary of the City of Eden Prairie. North of I-494, US 169 is a four-lane

freeway with interchanges at TH 62, Valley View Road and I-494. South of I-494, US 169 was recently upgraded to a four-lane freeway with interchanges at Anderson Lakes Parkway, County State Aid Highway 1 (CSAH 1)/Pioneer Trail, and Old Shakopee Road. However, there are still traffic signals in the interchange area of I-494.

- US Highway 212 begins near the interchange of TH 62 and US 169 and crosses the City diagonally from northeast to southwest. Between TH 62 and I-494 US 212 is a four-lane freeway. At Valley View Road, the US 212 designation leaves the freeway section and moves to Flying Cloud Drive. The portion south of Valley View Road is expected to be turned back to the county with the completion of new Minnesota Trunk Highway 312. From Valley View Road to Pioneer Trail, US 212 is a four lane arterial serving the Major Center Area that is anchored by the Eden Prairie Mall. West of Charlson Road, US 212 is a two-lane rural section roadway.
- TH 5 crosses the City east to west from the interchange with I-494 to the western boundary with Chanhassen. TH 5 is a six-lane freeway with auxiliary lanes between the interchange at I-494 and the interchange with TH 312. Interchanges are located at Prairie Center Drive and Mitchell Road. West of the TH 312 interchange TH 5 is a four-lane expressway with traffic signals at CSAH 4, Dell Road and Fuller Road/Venture Lane.
- TH 62 follows the north border of Eden Prairie from the interchange at US 169 to the interchange at I-494. TH 62 is a four-lane freeway with an interchange at Shady Oak Road.
- TH 101 follows the western border of the City from CSAH 62 to TH 5. TH 101

is a two lane rural section for its entire length.

- TH 312 is a recently completed four lane freeway.

Hennepin County Roads

- County State Aid Highway 1 (CSAH 1) crosses the southern portion of the City east to west. Also known as Pioneer Trail, it is a four lane arterial east of the intersection with US 212 and a two lane rural section west of this intersection.
- CSAH 4 (Eden Prairie Road) crosses the western portion of the City north to south.
- CSAH 39 (Valley View Road) extends from CSAH 60 to TH 212. CSAH 39 is four-lane divided the entire distance.
- CSAH 60 (Baker Road and Mitchell Road) extends from TH 5 north to the border of the City and then northerly into the City of Minnetonka, just west of I-494.
- CSAH 61 (Shady Oak Road) extends from TH 212 to TH 62 and then northerly into the City of Minnetonka.
- CSAH 62 (Town Line Road) follows the northern border of the City from I-494 to TH 101 at the northwest corner of the City. CSAH 62 is four-lane divided from I-494 to Scenic Heights Drive and four-lane undivided from Scenic Heights Drive to TH 101.

Local Roads

The City's local roadway system is more than 95% complete. The small portion of the local system that remains to be developed is primarily located in southwest Eden Prairie to support new development and in the Major Center Area to support redevelopment. Figure 5.2 shows the existing roadway geometry of Eden Prairie's arterial and collector roadways.

JURISDICTIONAL CLASSIFICATION

Three roadway jurisdiction changes are expected by the year 2030. When complete (expected at the end of 2008) State Trunk Highway 312 will become US Highway 212 and the current TH 212 (Flying Cloud Drive) will revert back to a County classification. In addition, TH 101 is expected to have its jurisdictional classification changed from a State classification to a County classification.

FUNCTIONAL CLASSIFICATION

Roadway functional classification categories are defined by the role they play in serving the flow of trips through the overall roadway system. Within the Twin Cities Metropolitan Area, the Metropolitan Council has established detailed criteria for roadway functional classifications.

The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access and connect to higher functioning roadways. A balance of all functions of roadways is important to any transportation network.

The City's functional classification designations are illustrated in Figure 5.3, and comply with the Metropolitan Council's guidelines, criteria and characteristics for transportation systems described as follows:

Principal Arterials: Principal arterials are part of the Metropolitan Highway System and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. Principal arterials are generally constructed as limited access freeways in the urban area, but may also be constructed as multiple-lane divided highways. Table 5.1, found at the end of this chapter, lists the City's current principal arterial roadways.

Minor Arterials: Minor arterial roadways provide major connections for travel through and to the City of Eden Prairie. These roadways provide more direct access than the principal arterials; however, they too emphasize mobility over access. Minor arterials provide for medium to short trips, or serve as a portion of longer trips connecting to the principal arterial system. Both local and limited-stop transit will use minor arterials. The Metropolitan Council has developed a system of "A" Minor and "B" Minor arterials.

"A" Minor arterial: The A Minor arterials, which are eligible to compete for federal funding, are more regionally significant than the "B" Minor arterials and, in conjunction with the principal arterial roadways, constitute the key regional roadway system. "A" Minor arterials are categorized into four types, consistent with Metropolitan Council guidelines:

- Relievers – Minor arterials that provide direct relief for metropolitan highway traffic.
- Expanders – Routes that provide a way to make connections between urban areas outside the I-494/I-694 beltway.

- Connectors – Roads that provide good, safe connections to and among communities at the edge of the urbanized area and in rural areas.
- Augmenters – Roadways that augment principal arterials within the I-494/I-694 beltway.

Table 5.1 lists the City’s existing “A” Minor arterial roadways.

“B” Minor arterial: The “B” Minor arterial roadways are similar to the “A” Minor arterials. However, “B” Minor arterials are designed to carry trips to and from the city, but not through it. Table 5.1 lists the City’s existing “B” Minor arterial roadways.

Major Collector: Major collectors are designed to serve shorter trips within City boundaries and provide connections to the arterial roadway system. The importance of mobility and direct land access serving largely residential and commercial developments are almost equal. Typically, collectors serve short trips of one to four miles. Local transit service uses these streets. Examples of major collector roadways include Technology Drive, Washington Avenue and Preserve Boulevard.

Minor Collector: Minor collector roadways connect the local street system to major collectors and arterial roadways. Slow speeds and lower volumes are expected on minor collectors, which include which include Duck Lake Trail, Rowland Road, Staring Lake Parkway and Braxton Drive.

Local Streets: Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed, and designed to discourage through traffic. All of the remaining roadways in the city that were not listed under the previous functional

classifications above fall under the local road designation.

5.6 ANALYSIS OF ROADWAY SYSTEM NEEDS

In 2006/2007, SRF Consulting Group, Inc. updated the City’s Transportation Forecasts based on the city wide population and employment forecasts for 2030. These forecasts include the population and employment growth assumed with the redevelopment of the Major Center and Golden Triangle Areas.

EXISTING TRAFFIC CONDITIONS

The procedure to identify roadway system needs for the City of Eden Prairie is based upon the estimation of future traffic volumes and an evaluation of the capability of the existing roadway system to accommodate the future traffic.

Figure 5.4 presents the current traffic, or existing 2005 daily traffic volumes

The most significant congestion issue is along TH 5 from the west City Limits to the junction with TH 312. In the AM Peak hour, traffic is backed up by the traffic signal at TH 5 and CSAH 4. These queues are sometimes long enough to affect the operation of the traffic signal at TH 5 and Dell Road. In the PM peak hour, the traffic signal at TH 5 and CSAH 4 has the same effect on westbound traffic with queues often backing up to the interchange with TH 312. The construction of new TH 212, currently labeled TH 312, is expected to reduce or eliminate this problem in the near term, although as traffic continues to grow, congestion in this area is expected to return.

At the interchange of TH 62 and I-494, traffic at the west ramp intersection and at

the intersection of CSAH 60 and CSAH 62 will often back up through the intersection of CSAH 62 and West 62nd Street during the AM Peak Hour.

At the interchange of TH 62, TH 169 and TH 212, during the AM peak period, traffic eastbound on TH 62 and northbound on TH 212 merge together onto eastbound TH 62. The entrance ramp from TH 62 is also used as a collector-distributor road with traffic from northbound TH 212 using the collector-distributor road to reach the TH 169 interchange. The congestion issues on TH 169, slow entering traffic which then backs up into the collector-distributor road, blocking traffic from eastbound TH 62.

Some past congestion issues have been eliminated by recent construction. The construction of TH 312 has improved traffic operations west of the I-494 interchange. The upgrade of I-494 through the City from 4-lane to 6-lane has improved both AM and PM peak period congestion on this stretch of I-494. The reconstruction of the I-494/TH 62 interchange, which was part of the I-494 project, has reduced the traffic queues associated with westbound TH 62 traffic arriving at the interchange area.

FUTURE DEMAND

In order to develop forecasts, socioeconomic data were obtained for the twenty-seven Metropolitan Council Traffic Analysis Zones, also referred to as Regional TAZs. The data was further refined by being split into 104 City TAZs. The individual City TAZ boundaries follow important roadways and other geographical edges, such as lakes and creeks, which create distinct local areas within the city. Note that population, household and employment numbers in this chapter are derived from TAZ data provided

by the Metropolitan Council and do not correspond with 2000 Census data.

The overall demographic characteristics used in the transportation plan are presented in Tables 5.2 and 5.3. In addition, current demographic estimates and projections from the Metropolitan Council and the City of Eden Prairie are provided in Table 5.3.

Based on the socioeconomic data for the TAZs (Appendix 5.1), the major areas where future City development is expected to occur, include the following:

- Golden Triangle Area (residential and employment growth)
- Major Center Area (residential and employment growth)

2030 TRAFFIC VOLUME FORECASTS

The comprehensive traffic forecasting process performed in 2007 helped determine the expected traffic volumes on the future 2030 roadway system (Figure 5.5). The traffic forecast used the new Twin Cities regional travel demand model, released by the Metropolitan Council in 2004. A major component of the travel demand model is a network representing the roadway system in Eden Prairie. The level of detail in the highway network used in the study included all arterials and collectors.

Table 5.2
City of Eden Prairie Demographic Estimates, 2004-2030⁽¹⁾

Characteristics	2004	2030
Population	63,546	77,100
Single Family Housing Units	12,366	13,314
Multi-Family Units	12,098	19,647
Rental Apartments	4,141	4,471
Office, Commercial, Industrial, Public	25,484,625 sq. ft.	31,499,678 sq. ft.

(1) SRF Consulting Group, Inc., December 6, 2005 City of Eden Prairie TAZ Forecasts

Table 5.3
**City of Eden Prairie Estimated Population,
Households & Employment, 2000-2030**

	2007	2010	2020	2030	Change 2007-2030
Population	62,090	65,500	69,900	77,100	+15,010
Households	23,957	25,000	28,500	33,000	+9,043
Employment	51,300	55,000	62,000	65,500	+14,200

(1) City of Eden Prairie Comprehensive Plan, 2000

(2) SRF Consulting Group, Inc., December 6, 2005 City of Eden Prairie TAZ Forecasts

(3) Metropolitan Council, 2007

ROADWAY CAPACITY

A planning level analysis was performed on the existing roadway system to identify locations where capacity problems are expected to occur in the planning horizon year. Demand was estimated using the 2030 traffic forecasts prepared for this study. Capacity was based upon the existing or proposed roadway geometrics. The demand on each roadway was then compared to the existing capacity to determine if any roadway improvements would be necessary to support the projected traffic volumes.

5.7 ROADWAY SYSTEM PLAN

TRANSPORTATION ACCOMPLISHMENTS AND ONGOING PLANS

Since the 2002 update to the comprehensive plan, the following improvements to the highway system have been completed:

- Interstate 494: I-494 has been upgraded from a 4-lane to a 6-lane freeway through Eden Prairie.
- Highway 312 Expansion: The expansion of Highway 312 is complete between I-494 and Dell Road. TH 312 is being constructed as a four-lane freeway connecting I-494/TH 5 to Cities west of Eden Prairie. The section to Dell Road has been in operation since late 2006. The section from Dell Road to TH 41 opened in 2007. The remainder of the new roadway to Carver will open at the end of 2008. At that time, the US 212 designation will be shifted from Flying Cloud Drive to the new freeway.
- Trunk Highway 169: Grade separations have been constructed at Anderson Lakes Parkway and Pioneer Trail.
- Scenic Heights Drive: A new roadway was constructed south of TH 312

between Eden Prairie Road (County Rd 4) and Dell Road.

ROADWAY PLAN AND FUTURE IMPROVEMENTS

The 2030 Roadway Plan was developed through a number of methods including: the roadway capacity analysis; area wide traffic studies of the Major Center Area and Golden Triangle Area; and the 1997 Transportation Plan. Since the vast majority of the City's roadway system is completed the plan does not focus on new corridors but on managing the existing roadway system, upgrading existing facilities to provide additional capacity, and removing bottlenecks.

The 2030 Roadway Plan includes projects throughout the City; the majority of the projects are within the redevelopment areas of the Major Center Area and Golden Triangle Area. A complete list of projects for the 2030 Roadway Plan is included in Table 5.4 and presented in Figure 5.6 and Figure 5.7. The following is a summary of some of the key components of the Roadway Plan:

- I-494 / TH 169 Interchange Improvements: The I-494 / TH 169 Interchange Improvements include the removal of the three remaining traffic signals on TH 169, a full freeway to freeway interchange and a partial local access interchange. The improvement project also includes improvements to the TH 169 / Valley View Road interchange. The City has provided Municipal Consent to this project and supports efforts to expedite its construction.
- CSAH 1 (Pioneer Trail) Improvements: Pioneer Trail is currently a 2 lane, undivided roadway proposed to be

expanded to a 4 lane divided roadway from TH 212 to the western City Limits. Construction of the eastern segment of Pioneer Trail between TH 169 and TH 212 has already been completed. The segment from TH 212 to CSAH 4 is expected to start construction in 2008. The City supports further expansion of this roadway to the west.

- Highway 101 Improvement: Highway 101 is currently a 2 lane undivided roadway. It has previously been recommended for expansion to a 4-lane divided roadway. In addition it is anticipated that it will eventually have its

jurisdictional classification changed from a State road to a County road.

- Major Center Area and Golden Triangle Area Intersection, Interchange and Roadway Improvements: Redevelopment in the Major Center Area and Golden Triangle Area will generate additional traffic growth and will result in the need for various intersection, interchange, and roadway improvements throughout the redevelopment areas. The timing and need for individual projects will continue to be reviewed based on the characteristics of the redevelopment.

Table 5.4
Recommended Future Roadway Projects Through 2030

Interchange Improvements	
• TH 212 and Shady Oak Road	• I-494 and TH 5
• I-494 and US 169	• US 169 and Valley View Road
• TH 212 and Valley View Road	
New Interchange	
• Flying Cloud Drive and Prairie Center Drive	• I-494 and Flying Cloud Drive (West Ramps)
Intersection Improvement	
• Preserve Boulevard and Prairie Center Drive	• Prairie Center Drive and Valley View Road (West Jct)
• Anderson Lakes Parkway and Flying Cloud Drive	• CSAH 62 and CSAH 60
• TH 5 and CSAH 4	• Prairie Center Drive and Valley View Road (East Jct)
• CSAH 60 and CSAH 39	
New Traffic Signal	
• Prairie Center Drive and Franlo Road	• Valley View Road and Flying Cloud Drive
• West 78 th Street and Den Road	• Valley View Road and Shady Oak Road
Upgrade to Four-lane Divided Roadway	
• TH 101 – From Town Line Road to Twilight Trail	• Valley View Road – From Constitution Avenue to Duck Lake Road (4 lane)
• CSAH 4 (Eden Prairie Road) – From CSAH 62 to Edenwood Drive (4 lane)	• TH 212 (Flying Cloud Drive) – From Charlson Road to West City Limits (4 lane)
• CSAH 1 (Pioneer Trail) – From Flying Cloud Drive to West City Limits	• Preserve Boulevard – From Anderson Lakes Parkway to Westwind Drive
• Anderson Lakes Parkway – From Flying Cloud Drive to Amsden Way	• West 78th Street – From Prairie Center Drive to US 169 (4 lane)
• Mitchell Road – From Anderson Lakes Parkway to Cumberland Road (4 lane)	• Valley View Road – From Prairie Center Drive to Flying Cloud Drive
• Singletree Lane – From Prairie Center Drive to Flying Cloud Drive	• Shady Oak Road (CSAH 61) – From TH 62 to City West Parkway
• Viking Drive – From Washington Ave to Golden Triangle Drive	• Valley View Road – from CSAH 4 to Edenvale Blvd (4 lane)
• Washington Ave – From West 78 th St to Viking Drive (4 lane divided)	• West 78th Street – From Flying Cloud Dr to Prairie Center Drive (4 lane divided)

Upgrade to Three-lane Roadway	
• Anderson Lakes Parkway – From Staring Lake Parkway to Mitchell Road	• Scenic Heights Road – From Mitchell Road to Eden Prairie Road
• Technology Drive – From Mitchell Road to Wallace Road	• Wallace Road – From Technology Drive to Venture Lane
• Martin Drive – From Venture Lane to Mitchell Road	• Washington Avenue – From Viking Drive to West 69 th Street
• Flying Cloud Drive – From Valley View Road to Washington Avenue	• Shady Oak Road – From Flying Cloud Drive to Valley View Road
Upgrade Two-Lane Roadway	
• Dell Road – Between Crestwood Terrace and TH 212 (Flying Cloud Drive)	• Riverview Road – between Parker Drive & Purgatory Creek
• Riley Lake Road – Between Riley Creek and City Limits	
New Roadway	
• New North/South Roadway in MCA Connecting Regional Center Road and Technology Drive, crossing Singletree Lane	
Complete Connection	
• Valley Road – Between Preston Place and Dell Road	• Stirrup Lane – Between Shetland Road and Braxton Drive
• West 70th Street – Between Flying Cloud Drive and Franlo Road	• Magnolia Trail – Between Garden Lane and Columbine Road
• Medcom Blvd – Between Flying Cloud Drive and Franlo Road	• Shetland Road – Connection to Cedarcrest Drive
• Prospect Road – Between Eden Prairie Road and CSAH 4 (Spring Road)	

RIGHT-OF-WAY PRESERVATION

This section does not apply to the City of Eden Prairie.

ACCESS MANAGEMENT

Access management is an important aspect of providing a safe and efficient roadway network. Access management measures include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts
- Limiting the number of driveway access points to reduce conflicts
- Aligning access with other existing access points
- Sharing access points, through internal connectivity between property owners
- Encouraging indirect access rather than direct access to high volume arterial roads
- Constructing parallel roads and backage or frontage roads
- Implementing sight distance guidelines to improve safety
- Using channelization to manage and control turning movements

Access review is a major aspect of the City's project review process. The goal is to maintain the safety and capacity of the City's roadways while providing adequate land access.

Access management also involves balancing the access and mobility functions of roadways. Access refers to providing roadway access to properties and is needed at both ends of a trip. Mobility is the ability to get from one place to another. Most roadways serve both functions to some degree based on their functional classification. The four levels of functional

classification and their corresponding mobility and access traits are as follows:

- Principal Arterials have the highest mobility with no direct land access.
- Minor Arterials have a high mobility with limited land access.
- Collector Streets have moderate mobility with some land access.
- Local Streets have low mobility with unrestricted land access.

The City will continue to support Mn/DOT's and Hennepin County's Access Management guidelines on the Principal and Minor Arterial roadway network in the City through the measures list above. In addition, the City uses Hennepin County access spacing guidelines to guide access decisions on the City's Arterial and Collector roadway network.

5.8 EXISTING TRANSIT SYSTEM AND TRANSIT PLAN

Existing transit service in the City of Eden Prairie is provided by the Southwest Metro Transit Commission. This organization is a joint powers authority covering Eden Prairie, Chaska, and Chanhassen, providing Replacement Transit Services under a provision of 1982 state law that allowed cities with sub-standard service to "opt-out" of regional transit service provided by the Metropolitan Transit Commission (since superseded by the Metropolitan Council). Southwest Metro Transit (SWMT) is funded in part from an allocation of the regional transit fund, which in turn is financed by the Motor Vehicle Sales Tax (MVST). The remainder of its operating funds is derived from fares paid by the riders. Capital funds are provided as needed by the Metropolitan Council from the Regional Transit Capital Bonding Program. These bonds are paid

from property tax proceeds generated by the urban-area Transit Taxing District.

SWMT operates 20 routes in its operating territory, linking Eden Prairie with its neighbors of Chaska and Chanhassen, as well as Bloomington, Normandale Community College, Edina, the Southdale Shopping Center and complex, Downtown Minneapolis, and the University of Minnesota. Connections at several of these points link riders to the Mall of America, MSP Airport, the Hiawatha Light Rail Line, the Campus Circulator, Downtown St. Paul, and all other parts of the Twin Cities served by regional transit. SWMT services include local circulator service among the three cities and the Golden Triangle business center development, peak period express services, reverse commute services into the local employment centers, and special services such as State Fair trips. Almost all of these services are scheduled regular routes. SWMT fields more than 165 scheduled trips each weekday, most of which operate from, to, or through Eden Prairie. Figure 5.8 depicts Southwest Metro Transit's route map, its park and ride locations for Eden Prairie, and other important transit facilities.

Eden Prairie is home to SWMT's major passenger facility, South West Station, located on 23 acres of land near the convergence of I-494 and TH 5. The site includes a 924-stall structured parking ramp, a fully enclosed passenger station and service center, central offices, slip ramps onto the freeways, multiple-unit housing, and shops and restaurants. Two other major park and ride lots, out of SWMT's total of eight, also are located in the city.

Eden Prairie residents also have other transit and travel options available to them. Americans with Disabilities Act (ADA) service is provided by Metro Mobility, a

service of the Metropolitan Council, caring for the needs of seniors, handicapped, and disabled with door-thru-door service. The Metropolitan Council also offers Van-Go service, a subsidized van pool service for commuters.

Fares for riding the buses are shared with all other regional regular route systems through Metro Transit and the regional fare structure. Magnetic and radio-frequency fare media or passes are used for a range of fare programs, including Metro Pass for corporate commuters, U-Pass for university students, and stored-value and unlimited-ride passes for others. Rides are reported to a central office and reimbursements are made for all participating riders that are carried on bus or rail.

Eden Prairie's transit system and its features and operations are consistent with the Metropolitan Council's transit service area designations. The City is included in Market Area III, with generally lower concentrations of population, with some moderate concentrations of residential and employment land use. Service options that are recommended, including peak-only express, limited mid-day circulation, Dial-a-Ride, and ridesharing, describe the service characteristics available for Eden Prairie residents and commuters.

TRANSIT SYSTEM PLAN FOR FUTURE IMPROVEMENTS

Transit serves a major purpose in Eden Prairie by offering circulation and mobility, as well as helping to mitigate congestion on the freeways at the peak rush hour and fast, convenient service for express riders to major destinations. A high level of transit service supports the city's growth, controls traffic, brings in employees for the area's

businesses, and provides benefits to the transit-dependent population.

Southwest Metro plans to add facilities and expand service based on customer demand, cost-benefit analysis and available funding. Assuming a continued growth in demand for transit, the planned additions are as follows:

Route and Service Expansion: SWMT plans on adding to their service package through steady expansion between now and 2030. Local circulation will be increased in frequency and coverage, and will be supplemented by new Dial-A-Ride service to selected areas where appropriate. Express services are targeted to be increased to a peak frequency of every ten minutes from major points, and thirty minute mid-day frequency. This level of service will not only improve passenger service options, but attract an increasing number of “choice” riders, raising ridership, efficiency, and revenue recovery rates.

Reverse Commute: SWMT plans on continuing to grow ridership, service, and stops for reverse commuters to support the Golden Triangle and other local businesses. The agency is constantly working with employers to improve the effectiveness and acceptance of this service.

Circulators: Buses will continue to run from South West Station through employment clusters, housing complexes, and shopping centers, with the organization actively looking for service opportunities such as the “The Shopping Bus”.

Facilities: A new Park and Ride lot on Highway 212 is also programmed. Beyond that, the Metropolitan Council’s 2005 Park and Ride Facility Study indicated a shortage of P&R capacity in this corridor of several hundred spaces, and the transit authority is

working on plans to site and develop new facilities to meet that need.

The City supports the plans and objectives of Southwest Metro, which continues to develop expanded service and increased ridership.

LIGHT RAIL TRANSIT

The Hennepin County Regional Railroad Authority has completed several preliminary studies on the Southwest Transitway connecting downtown Minneapolis with Eden Prairie through the Cities of St. Louis Park, Hopkins, and Minnetonka.

With the completion of the Southwest Transitway Alternative Analysis in the fall of 2006, three Light Rail Transit (LRT) options were recommended for further study. The three alternatives include two alignment options (Figure 5.8) within the City of Eden Prairie.

The City of Eden Prairie has passed a resolution supporting the recommendations of the Alternatives Analysis Study while maintaining a strong preference for the routing options that serve the Major Center Area and the Golden Triangle Area. In addition, the City supports efforts to fund and construct the project in a timely manner and that the project is considered a priority project for the region.

In further support of LRT in the transit corridor, the City has planned for transit supportive uses and densities within ½ mile of the stations proposed for the Major Center Area’s Town Center and the Golden Triangle Area.

TRAVEL DEMAND MANAGEMENT

Travel Demand Management (TDM) is the process of influencing an individual's travel behavior in order to reduce peak traffic loads, improve the use of options like transit, ride-sharing and bicycling, and develop alternatives to traveling on congested highways including flexed work hours and telecommuting. Eden Prairie has long been a proponent of TDM strategies, and plans to continue its support and involvement.

TDM and Commuter Services are provided by the I-494 Corridor Commission, of which Eden Prairie is a charter member, through 494 Commuter Services. A staff of TDM professionals works with organizations, employers, and individuals to promote travel options. They work through promotional and educational programs to enhance transit ridership and usage, ride-sharing in carpools and vanpools, telecommuting, bicycle use, and pedestrian activities.

In addition, the City requires all new office and industrial developments to implement a TDM Plan. The main goal of these plans is to provide financial incentives for employees, educate employees of their different transportation choices, and provide the necessary on-site amenities to encourage all transportation options.

The traffic volume forecasts presented in this plan do not reflect reductions in peak hour travel achieved through TDM. Future TDM programs will be evaluated to see if resulting traffic reduction warrants modification to the City's Transportation Improvement Program.

5.9 AIRPORT SYSTEM

Flying Cloud Airport is one of six metropolitan reliever airports owned and operated by the Metropolitan Airports Commission (MAC). It is located in south central Eden Prairie along the Minnesota River bluffs. The MAC acquired the airport in 1947 when it consisted of 134 acres. Today, the airport contains 780 acres, representing 3.45% of the City's total land area.

The airport is classified as a General Utility Airport by the Federal Aviation Administration (FAA) and a Minor airport by the Metropolitan Council. In 2000, the Minnesota Legislature passed a law prohibiting the MAC from expanding any metropolitan system airport from a Minor to an Intermediate classification without legislative approval. A Minor airport is defined as an airport with primary runway not exceeding 5,000 feet in length.

There are two parallel east/west hard-surfaced runways 3,600 feet and 3,900 feet in length, and one north/south hard-surfaced runway 2,700 feet in length. Runways are lighted for night use and use various approach lighting aids. The airport is tower controlled and uses a full instrument approach landing system. MAC reported 144,178 aircraft operations at the airport in 2006 by piston- and turbine-powered aircraft.

Services at the airport consist of aircraft charter, aircraft sales and rental, aviation fuel, aircraft maintenance and refurbishing, storage, and flight training programs.

Availability of municipal sanitary sewer and water service is limited to the east boundary of the airport. Individual private septic systems and wells are mainly in use.

In 1978, the MAC adopted a weight restriction for the airport known as Ordinance 51. It prohibited all turbojet aircraft operations except those with a 20,000 pound maximum takeoff weight (MTOW) or less that met noise emission levels of Federal Aviation Regulation Part 36. In 2001, the Federal Aviation Administration advised MAC that Ordinance 51 violated MAC’s contractual obligation to provide public access to the airport on reasonable terms and without unjust discrimination.

This section discusses the City’s land use and noise policies relating to the airport, including the currently proposed airport expansion. The City has entered into an agreement with MAC, described herein; that it believes will help mitigate the potential adverse environmental consequences of the expansion and promote land use compatibility.

AVIATION GOALS AND POLICIES

In addition to the transportation goals and policies outlined in section 5.2 of this chapter, the City has established the following aviation goals and strategies.

Aviation Goal One
 Promote land use compatibility between Flying Cloud Airport and surrounding land uses.

Policies:

- Review proposed development on land proximate to the airport, and notify the Metropolitan Airports Commission of any proposals, to determine consistency between proposed development and the airport with respect to safety and noise.

- Support and monitor the implementation of the Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51 between the City of Eden Prairie and the Metropolitan Airports Commission entered into on December 17, 2002.
- Support maintaining the Flying Cloud Airport as a “minor use” airport not improved beyond the design criteria of this functional classification.

Aviation Goal Two
 Minimize the impact of aircraft noise upon noise-sensitive land uses.

Policies:

- Support the Metropolitan Council’s Land Use Compatibility Guidelines for Aircraft Noise for new development within the noise exposure zones and one-mile buffer zone around the airport.
- Support and monitor the implementation of the Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51 between the City of Eden Prairie and the Metropolitan Airports Commission entered into on December 17, 2002.
- Through its Flying Cloud Airport Advisory Commission continue to work with the Metropolitan Airports Commission to develop and implement any additional noise abatement programs for the airport to minimize the impact of aircraft noise upon noise-sensitive land uses.

Aviation Goal Three

Support action by the Metropolitan Airports Commission to protect land areas within defined State Safety Zones.

Policies:

- Support the Metropolitan Airports Commission in acquiring undeveloped property at fair market value impacted by State Safety Zones A and B if applied to Flying Cloud Airport.
- Support payments in lieu of taxes to recover lost City revenue that would be realized if land acquired by MAC were developed for private, commercial uses.

Aviation Goal Four

Protect all primary, horizontal, conical approach, transitional and general airspace from vertical intrusions

Policies:

- Review development proposals based on meeting FAA and MnDOT Office of Aeronautics airspace criteria.
- Notify the FAA, MnDOT Office of Aeronautics and Metropolitan Airports Commission of any development proposals that may involve review of FAA and Mn/DOT Office of Aeronautics airspace criteria.

Aviation Goal Five

Establish and implement an airport zoning district for existing and new development at Flying Cloud Airport

Policies:

- Support extension of municipal sanitary sewer and water to the airport.
- Develop Airport Zoning District standards for all new development and for the expansion or modification of any existing buildings, to include, among other things, permitted uses, parking, architectural standards, signs, lighting, and screening of trash areas.
- Work to encourage MAC to eliminate or replace deteriorating first generation hangar buildings.
- Encourage landscaping improvements on airport property to help mitigate noise and visual impacts to neighboring properties.

LAND USE COMPATIBILITY

The City intends that land uses surrounding the airport be compatible with the airport and vice versa. Airport impacts that would affect land use compatibility include noise and safety.

Land use to the north of the airport, along CSAH 1, is mainly Public Open Space and Low Density Residential, with some Medium Density Residential and Industrial use. To the south is the Minnesota River Valley, which is Public Open Space.

To the east of the airport, most of the land use is Low Density Residential, and Public Open Space to accommodate runway approach zones and Homeward Hills Park. The landfill adjacent to TH 212, guided Industrial, is permanently closed and now compatible with the airport.

Land use to the west is generally Low Density Residential, Church, and Public Open Space to accommodate runway approach zones. To the southwest, land use is Office, Medium Density Residential, Low Density Residential, and Public Open Space. The Office use serves as an important land use buffer between the airport and the residential uses.

The MAC has acquired land to the east, south and west of the existing airport to accommodate a proposed runway expansion plan and to further land use compatibility.

The City has revised the Land Use Guide Plan for 2010-2030 to show the main airport property, consisting of the runways, taxiways, hangars, fixed-base operations, and other ancillary structures, guided as Airport.

In addition to the aviation functions and facilities at Flying Cloud Airport, seaplane activities are occurring on Lake Riley and Bryant Lake. To the City's knowledge, all seaplane operations are in conformance with the Minnesota Department of Transportation Rules and Regulations.

AIRCRAFT NOISE ZONES

The Metropolitan Council's *Land Use Compatibility Guidelines for Aircraft Noise* indicates that a Day-Night Sound Level (DNL) of 65 dBA represents the threshold of significant impact for noise-sensitive land uses. The Metropolitan Council also considers noise-sensitive land uses in the DNL 60-64 dBA contour as potentially incompatible with aircraft noise.

Four aircraft noise exposure zones (NEZ) are defined based on MAC's Long-Term Comprehensive Plan approved by the Metropolitan Council in 1996:

- NEZ 1 contains the land within the DNL 75+ dBA noise contour. This zone does not apply to Flying Cloud Airport.
- NEZ 2 contains the land within the DNL 70-74 dBA noise contour. This zone is contained within airport property.
- NEZ 3 contains the land within the DNL 65-69 dBA noise contour. The noise in this zone can be categorized as significant.
- NEZ 4 contains the land within the DNL 60-64 dBA noise contour. The City finds that noise in this zone also can be considered significant.

Figure 5.9 shows the current noise zones for the Flying Cloud airport and how they overlay land uses.

Upon approval by the FAA of the Final EIS for the expansion of the Flying Cloud Airport the City will use the noise zones established for the expanded airport as depicted in the EIS and how they overlay land uses (see Figure 5.10).

Approximately 11 acres of property guided Low Density Residential land use located east of the airport is underlying NEZ 4. This land use is considered incompatible within this noise exposure zone. To adequately address this issue the City should change the land use to office/industrial at the time of development of the properties to be compatible with the airport and this noise exposure zone.

Eden Prairie has adopted by reference the Metropolitan Council's *Land Use Compatibility Guidelines for Aircraft Noise* for new development. In addition, the City will notify MAC of any public hearing at which the City will consider amending the Eden Prairie Comprehensive Plan to permit development of residences on any property

that is shown in the then-current Comprehensive Plan as being exposed to Airport noise in excess of DNL 60 dBA.

AIRSPACE AND LAND USE SAFETY ZONES

Airspace and Land Use Safety Zones

Formal safety zones for the airport to reflect State standards can be created only by MAC or a joint zoning authority created under Minnesota Statutes 360.063. MAC created the Flying Cloud Joint Airport Zoning Board (JAZB) composed of representatives of MAC and the cities of Eden Prairie, Bloomington, Chanhassen and Shakopee.

On November 16, 2010, the Eden Prairie City Council City consented to forwarding the JAZB Ordinance to the Commissioner of Transportation for review. This review has not been completed.

MAC and Eden Prairie nevertheless use the safety zones for planning purposes. Figure 5.11 shows the boundaries of the safety zones for the existing airport. Figure 5-13, 5-13A, 5-13B, and 5-13C show the boundaries of the safety zones based on the JAZB Ordinance.

- Safety zone A is a “no build” zone.
- Safety zone B is a “limited development” zone.
- Safety zone C is a “height limitation” zone.

The MAC and Eden Prairie have taken several steps to ensure the safe operation of the Airport consistent with these state standards. MAC has completed the majority of the acquisition of property potentially impacted by safety zones A and B to maintain clear approach corridors to the airport. The City works with FAA and Minnesota Department of Transportation guidelines to protect safety zone C,

including all primary, horizontal, conical approach, transitional, and general airspace from vertical intrusions by reviewing development proposals for consistency with FAA and Mn/DOT Office of Aeronautics airspace criteria. The City’s zoning ordinance contains height limits ranging between 30 and 45 feet, depending on the zoning district. Towers and antennas may be higher. All development proposals are reviewed based on the airport zoning height map, as shown in Figure 5.12. Any height request that may potentially impact the airport height restrictions is submitted to the FAA, Mn/DOT Office of Aeronautics and MAC for their review.

PROPOSED EXPANSION OF FLYING CLOUD AIRPORT

The MAC is proposing to expand Flying Cloud Airport by extending the two parallel runways and constructing additional hangar space. The Environmental Impact Statement (EIS) for the proposed expansion shows Runway 10L/28R extending from 3,600 feet to 3,900 feet, and Runway 10R/28L extending from 3,900 feet to 5,000 feet. MAC proposes to acquire a total of 280 acres to protect the expanded runway approach safety zone area and to accommodate the additional hangar space. The MAC has already acquired much of this property. The EIS indicates that 302,982 aircraft operations would occur in 2010 if the proposed improvements were in place by 2000. The EIS is being reviewed by the Federal Aviation Administration for its Record of Decision. Figure 5.13 shows the proposed expanded airport.

City policy supports only those changes in the airport that would retain the airport’s fundamental character. Without mitigation, extending the runways, building new hangars, and abandoning the weight limit for

turbojet aircraft would be a fundamental change in the character of the airport.

The City and MAC have executed a “Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51” (December 17, 2002). The City finds that the commitments contained in the Final Agreement will help mitigate the potential adverse environmental consequences of the expansion and maintain the character of the airport. On this basis, the City withdrew its opposition to the proposed airport expansion.

The mandatory and voluntary restrictions set forth in the Final Agreement include:

1. Mandatory restrictions on nighttime maintenance run-ups, and operation by aircraft weighing more than 60,000 pounds certified maximum gross take off weight.
2. Commitments by MAC not to increase the pavement strength, increase the runway length, or seek a certificate to accommodate commercial passenger service at the airport.
3. Development of a sound insulation program to test, and insulate where appropriate, residences exposed to noise in excess of DNL 60 DBA.
4. Adoption by MAC of a voluntary restraint on nighttime operations and recommendations for reducing the noise of early morning departures.
5. Adoption by MAC of a voluntary restraint on operations by Stage 2 aircraft and a commitment to pursue a ban on all Stage 2 aircraft if operations exceed a specific limit.

SECURITY AT THE AIRPORT

In 2004 the Metropolitan Airports Commission developed and implemented a security guide for the Flying Cloud Airport. The guide provides procedures and gives direction to airport employees, tenants, and users of the airport who help share in the responsibility to maintain a safe secure aviation environment. The federal Transportation Security Administration (TSA) has also developed security guidelines for general aviation airports.

The City encourages MAC to review on a continual basis any additional security measures necessary to maintain a safe and secure airport in coordination with the TSA and MnDOT Office of Aeronautics.

FLYING CLOUD AIRPORT ADVISORY COMMISSION

In December 2005, the City Council reestablished the Flying Cloud Advisory Commission to advise the Council and Metropolitan Airports Commission with regard to matters affecting the operation of the Flying Cloud Airport, including: its classification under federal and state law; rules and regulations of federal and state agencies governing the operation of the airport; the ongoing monitoring and implementation of the Final Agreement; other noise abatement methods to reduce the impact of aircraft noise on the community; and such other matters as the Council may direct from time to time.

The Flying Cloud Airport Advisory Commission will also cooperate with the Metropolitan Airports Commission staff in reviewing, for the benefit of the Council, matters affecting the use and control of the airport, including the Final Agreement, and shall make its recommendations to the Council and the Metropolitan Airports Commission upon request with regard to any

proposal affecting the use or operation of the airport.

5.10 BICYCLE AND PEDESTRIAN FACILITIES

Eden Prairie's future as a highly desirable place to live and work will be strengthened by its success in designing more comfortable, convenient walking and bicycling environments. Recent research has shown that by planning and designing for non-motorized travel, a community can support greater physical activity for transportation and recreational purposes. The ultimate result is to offer choices and attractive settings to a broad range of people living and working in the community.

As stated in Section 5.2 of this chapter, the City of Eden Prairie has established a goal to plan for and promote the use of bicycle and pedestrian facilities in the effort to reduce single-occupant vehicle use. The policies supporting this goal are also listed in that section.

As of 2006, the City possessed approximately 87 miles of sidewalks, 117 miles of trails, and 11 miles of soft surface trails.

BICYCLE AND PEDESTRIAN PLAN

Since the mid 1970's, the "spine" of the City trail system has been a network that connects County Road 4, County Road 1, Valley View Road, Duck Lake Trail and Scenic Heights Road. Additional "spine" trails have been constructed along Baker/Mitchell Road, Anderson Lakes Parkway, Dell Road, Homeward Hills Road and the Crosstown Highway.

Figure 5.15 includes the city's existing and proposed sidewalk, trail and open space facilities.

A summary list of planned bicycle and pedestrian improvements from the 2003 Park and Open Space Plan include the following:

- Trail connection in Rice Marsh Lake Park.
- Lower Purgatory Creek - Phase I completed in 2006, two additional future phases proposed in 2009 and 2011.
- Hidden Ponds trail construction – Completed in 2005 with a public works project involving the storm ponds.
- Prairie Bluff Conservation Area – Completed in 2006.
- Bluff Conservation
- Trail connection to Bearpath from Rice Marsh Lake Park
- Trail from County Rd 1 to Riverview Rd in Lower Purgatory Creek – Phase I completed in 2006, two additional future phases proposed in 2009 and 2011
- Indian Road Bike Trail
- Edenbrook Conservation Area Trails - Phase I completed in 2006, two additional future phases proposed in 2008 and 2012.
- Riley Creek Woods Conservation Area - Phase I completed in 2006, two additional future phases proposed in 2009 and 2011.
- Cardinal Creek Conservation Area – A nature trail is being constructed in 2008 as a joint project with Nine Mile Watershed District

For more detailed information about sidewalks and trails, please refer to City's 2003 Park and Open Space Plan.

BICYCLE COMMUTING PLAN

Regional and inter-city bike trips can be made today on the Minnesota River Bluffs LRT Regional Trail, owned by Hennepin County Regional Railroad Authority and maintained in three seasons by Three Rivers Park District. This corridor connects riders to Chanhassen on the west, Minnetonka, Hopkins, St Louis Park and Minneapolis with a connection to Downtown Minneapolis by way of the Cedar Lake/Kenilworth trail.

Eden Prairie has also developed a comprehensive network of trails and sidewalks which connect the City's residential, park, commercial, and employment areas and provides designated facilities for short to moderate distance bike trips. An important component of Eden Prairie's future is to provide improved transportation choices, by planning for longer bicycle trips in and through the city. Options for expanding the bicycle network may include establishing bicycling connections to neighboring communities, expanding the existing trail network, implementing higher maintenance standards on portions of the trail network, providing on-street bicycle facilities, and providing enclosed and secure bicycle parking. A future goal of this plan is to review the bicycling needs of the City and update the bicycle plan accordingly.

5.11 IMPLEMENTATION STRATEGIES

Long-term roadway improvement projects have been selected based upon current and projected traffic and anticipated growth patterns (Figures 5.6 and 5.7). The goal is to invest available transportation capital in the most beneficial projects at each point in the timeline of the program. Changes in anticipated growth may result from changes to travel patterns, based on such factors as demographics, adjustments to work patterns

associated with telecommunications, use of transit and other mode shifts.

The City will periodically review the Transportation Element of the Comprehensive Plan to ensure it remains effective and up to date.

REGIONAL ROADWAY IMPROVEMENTS

Based upon the identification of existing and anticipated capacity problems roadway improvements have been identified that would, if implemented, correct one or more of these capacity issues.

The City will continue to pursue and support improvements to the regional highway system including the following:

- I-494 Interchange Improvements.
- CSAH#1, (Pioneer Trail) Improvements, a 4 lane divided roadway from TH 212 to western City limits.
- Highway 101 Improvements a 4 lane divided roadway.

LOCAL ROADWAY IMPROVEMENTS

The City is committed to providing a roadway network that meets the needs of its residents and businesses. This will be accomplished through the following methods:

Roadway Improvements: The City will continue to implement the Capital Improvement Program as well as evaluating the traffic volumes to update the CIP, as necessary. The focus of the improvements is expected to be in the MCA and GTA areas.

Traffic Management: The City will continue to identify, evaluate, and

implement opportunities for Traffic System Management.

Access Management: The City will continue to implement access management strategies in order to provide a safe and efficient roadway network.

TRANSIT AND ALTERNATIVE TRANSPORTATION IMPROVEMENTS

The City will continue to pursue a multi-modal transportation system that provides the residents and businesses in Eden Prairie with a variety of transportation alternatives including:

Southwest Metro Transit: The City will continue to promote the use of transit throughout the area. The City will work with Southwest Metro Transit to ensure the needs of all residents are met, providing commuters, senior citizens, and handicapped persons with links from neighborhood sectors to the Major Center, commuter routes and park and ride facilities.

Regional Transit Initiatives: The City will support the development, and ultimately encourage the use of regional transit initiatives such as High Speed Busways, Light Rail Transit and Commuter Rail.

Pedestrian Trails and Bikeways: The City will pursue the continued development of pedestrian trails and bikeways that meet the recreational needs of its citizens, and provide an alternative means of transportation.

Travel Demand Management (TDM): The City views TDM as an important aspect of an efficient transportation system and will continue to encourage local businesses to implement effective TDM plans.

High Occupancy Vehicle (HOV) Infrastructure: The City supports providing incentives to provide time-savings for HOV. This includes providing ramp meter bypasses at all metered locations, HOV lanes, and bus shoulder lanes.

AIRPORT AND AIRCRAFT

Land Use Compatibility: The City will promote land use compatibility for lands surrounding Flying Cloud Airport by reviewing all proposed development in areas surrounding the airport for consistency with the airport and by periodically reviewing its land use plans and policies. Eden Prairie shall notify MAC of any public hearing at which Eden Prairie will consider amending the Eden Prairie Comprehensive Plan to permit development of residences on any property that is shown in the then-current Comprehensive Plan as being exposed to Airport noise in excess of DNL 60 dBA.

The City encourages MAC to complete all of its proposed land acquisition as identified in the EIS within the safety zone areas.

Aircraft Noise: The City supports the Metropolitan Council's *Land Use Compatibility Guidelines for Aircraft Noise* for new development. The City will work toward minimizing the impact of aircraft noise upon noise-sensitive land uses by encouraging and supporting noise abatement programs for the airport. As part of the Final Agreement, MAC will develop a methodology agreed upon by MAC and the City, to determine existing exterior to interior noise reduction level. In the event a residence has an exterior to interior noise attenuation of less than 20dBA, MAC shall provide sound insulation to achieve a noise reduction of at least 20dBA. No residence for which building permits were issued on

or after December 4, 2001 shall be eligible to receive testing or sound insulation.

The City has also established a one-mile buffer zone around the Flying Cloud Airport measured from the ends of all runways based on an expanded Flying Cloud Airport (Figure 5.14). Within this buffer zone, new home construction in all new residential subdivisions will be required to incorporate noise attenuation into the design to meet the structural performance standards for residential interior sound levels of the Metropolitan Council's *Land Use Compatibility Guidelines for Aircraft Noise*.

Safety Issues: The City will work within existing FAA and MAC guidelines to protect all primary, horizontal, conical approach, transitional, and general airspace from vertical intrusions by reviewing development proposals based on meeting FAA and Mn/DOT Office of Aeronautics airspace criteria. The City will notify the FAA, Mn/DOT Office of Aeronautics and MAC of any development proposals that may involve review of FAA and Mn/DOT Office of Aeronautics airspace criteria. Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the Commissioner of Mn/DOT Office of Aeronautics.

Municipal Sanitary Sewer and Water Service: It is anticipated that municipal sanitary sewer and water will be extended to the airport in 2008. The City strongly encourages MAC to implement sanitary sewer and water to the remaining portions

of the airport to serve existing businesses and other users of such facilities regardless of the timing of the airport expansion.

Heliports: No heliports exist in the City. It is anticipated that if any heliport planning or construction occurs in the City, it will take place at Flying Cloud Airport.

Design Issues: The City will seek to work with the MAC to establish and implement an Airport Zoning District for Flying Cloud Airport. The zoning district will address standards for all new development as well as the expansion or modification of existing buildings at the Airport. The zoning district will include, among other things, permitted uses, parking, architectural standards, signs, lighting, and screening of trash areas. The City will encourage landscaping improvements on airport property to help mitigate noise and visual impacts to neighboring properties. The City will encourage the MAC to eliminate or replace deteriorating first generation hangar buildings.

SOURCES OF FUNDING

Several funding sources for transportation improvements are available to the City. Each of these sources is anticipated to play a role in financing future transportation improvements.

Municipal State Aid (MSA): MSA funding is a constitutionally protected allocation of a portion of the Highway User Tax Distribution Fund comprised of gasoline taxes and vehicle registration fees based on a formula that takes into account the population of a city and the financial construction needs of its MSA Street system.

Tax Increment Financing (TIF): The City possesses several TIF districts. Portions of tax increments from the TIF districts are allocated for transportation projects.

Special Assessments: The City has traditionally financed transportation projects utilizing special assessments pursuant to Minnesota State Laws Section 429.011-429.111. Assessments to properties may not exceed the value of benefit that accrues to the property as a result of the project. Benefit is usually measured as an increase in market value. Special assessments will continue to be used, when appropriate, to provide for a complete financial plan.

Agency or Inter-jurisdictional Sources: Examples of agency or inter-jurisdictional sources of transportation funding include Cooperative Agreements, Federal Surface Transportation (STP), state or federal bonding, and various grant programs. By their nature, these sources of funding usually require the city to seek assistance from another level of government in a competitive process. In addition, many of the programs have extensive or restrictive qualifying criteria. When appropriate the City will continue to seek these special sources of funding.

Private Sources: In order to support both new development and re-development within the City, negotiated developer contributions will continue to be an important transportation funding component.

Transportation Utility: Over eighty percent of the City's roadway system is not eligible for MSA funding. In order to provide a stable source of funds for this portion of the City's roadway network, the City supports the concept of a Transportation Utility.

Special Services District: In order to fund the maintenance of special amenities and as an additional mechanism for providing needed transportation improvements the City is expecting to form Special Services District within redevelopment areas of the City (Major Center Area and Golden Triangle Area).

Table 5.1
City of Eden Prairie Functional Classification, 2007

Roadway	From	To	Lanes
Principal Arterials			
I-494	TH 169	TH 62	6-lane freeway
TH 62	TH 169	I-494	4-lane freeway/ expressway
TH 169	TH 62	Minnesota River	4-lane freeway/ expressway
TH 212	TH 62	Valley View Road	4-lane freeway
TH 312	Valley View Road	Dell Road	4-lane freeway/ 6-lane freeway
A Minor Arterials			
TH 5	TH 312	West City Limits	4-lane expressway
TH 101	CSAH 62	TH 5	2-lane undivided
TH 212	Valley View Road	West City Limits	4-lane undivided 2-lane undivided
CSAH 1 (Pioneer Trail)	TH 169	TH 212	4-lane divided
	TH 212	West City Limits	2-lane undivided
CSAH 4 (Eden Prairie Road)	CSAH 62	TH 212	2-lane divided/ 4-lane divided
CSAH 39 (Valley View Road)	TH 212	CSAH 60 (Baker Road)	4-lane divided
CSAH 60 (Baker/Mitchell Roads)	CSAH 62	TH 312	4-lane undivided/ 4-lane divided
CSAH 61 (Shady Oak Road)	TH 62	TH 212	2-lane undivided/ 4-lane undivided
CSAH 62 (Town Line Road)	I-494	TH 101	4-lane divided/ 4-lane undivided
Shady Oak Road	TH 212	Valley View Road	2-lane undivided
Valley View Road	Shady Oak Road	TH 169	4-lane undivided 4-lane divided
B Minor Arterials			
Anderson Lakes Pkwy	TH 169	Mitchell Road	4-lane divided/ 2-lane undivided
Dell Road	TH 5	CSAH 1	4-lane divided
Mitchell Road	TH 312	Anderson Lakes Parkway/ Scenic Heights Parkway	4-lane divided
Prairie Center Drive	Valley View Road	W 78 th St	4-lane divided
Valley View Road	CSAH 60	CSAH 4	4-lane divided/ 2-lane undivided

Source: SRF Consulting Group, Inc., 2007; City of Eden Prairie, 2007

APPENDIX 5.1

Eden Prairie TAZ	Single Family (Units)	Multi Family (Units)	Office (SF)	Commercial (SF)	Light Ind (SF)	Heavy Ind (SF)	Public (SF)
1	304	0	0	0	0	0	0
2	150	0	0	23,574	0	0	0
3	211	0	0	0	0	0	0
4	491	0	0	0	0	0	0
5	188	68	0	0	0	0	0
6	204	19	0	0	0	0	0
7	216	0	0	0	0	0	11,512
8	355	0	0	0	0	0	72,920
9	99	0	0	0	0	0	22,693
10	34	0	0	0	0	0	704,185
11	253	16	0	0	0	0	0
12	0	0	0	0	791,125	0	0
13	147	96	0	0	0	0	0
14	399	366	12,617	92,223	0	0	50,316
15	212	214	24,741	49,791	4,800	0	0
16	333	452	0	0	0	0	1,200
17	254	0	0	0	0	0	0
18	149	0	0	0	0	0	3,450
19	0	226	25,189	0	922,911	0	0
20	235	84	0	0	59,414	0	105,155
21	85	425	0	0	0	0	31,768
22	9	341	0	10,560	0	0	0
23	0	0	0	0	800,100	0	0
24	190	30	0	165,084	0	0	0
25	274	501	0	159,258	80,862	0	31,882
26	0	84	163,605	40,244	663,170	0	0
27	0	0	469,934	956,223	0	0	0
28	34	0	0	0	0	0	107,069
29	236	0	142,202	69,904	0	0	0
30	0	0	684,778	70,808	164,717	0	0
31	43	54	80,120	0	0	0	174,600
32	1	705	1,500,600	149,587	260,645	0	0
33	1	0	505,796	54,600	1,006,320	0	0
34	0	0	67,065	0	1,633,997	0	0
35	0	2,122	191,000	45,900	345,114	0	0
36	0	678	301,699	313,280	183,877	0	0
37	1	144	56,302	0	614,100	0	0
38	0	0	88,665	0	2,138,438	0	0
39	0	0	1,515,368	0	199,110	0	0
40	0	0	250,394	335,926	0	0	0
41	0	0	0	340,990	0	0	0
42	0	0	0	38,600	0	0	0
43	0	0	0	1,586,396	0	0	0
44	0	0	5,880	145,721	0	0	0

Eden Prairie TAZ	Single Family (Units)	Multi Family (Units)	Office (SF)	Commercial (SF)	Light Ind (SF)	Heavy Ind (SF)	Public
45	23	376	283,233	32,200	0	0	0
46	37	0	760,543	58,536	20,496	0	0
47	82	127	0	0	0	0	0
48	74	874	0	0	0	0	0
49	58	334	23,140	67,894	0	0	63,719
50	110	411	36,110	10,389	0	0	106,000
51	136	0	93,744	43,427	29,182	0	0
52	201	103	22,700	28,883	73,000	0	94,000
53	97	154	0	0	0	0	0
54	36	486	0	0	0	0	0
55	367	41	0	0	0	0	42,839
56	111	20	18,022	78,330	0	0	0
57	259	545	10,000	65,048	0	0	0
58	204	145	20,000	0	0	0	0
59	447	62	0	0	0	0	12,340
60	319	0	0	0	0	0	0
61	613	0	0	0	0	0	2,500
62	244	165	143,000	0	0	0	0
63	0	0	0	0	0	56,957	0
64	1	0	0	0	0	0	0
65	0	0	0	0	0	0	11,394
66	0	0	0	0	0	0	600,000
67	41	230	364,000	10,000	206,000	0	0
68	1	300	0	0	0	0	0
69	26	294	0	4,398	0	0	0
70	296	0	0	0	0	0	0
71	191	10	0	0	0	0	0
72	308	119	0	0	0	0	0
73	280	179	0	0	0	0	1,120
74	203	61	0	0	0	0	0
75	39	57	0	0	0	0	0
76	255	46	0	0	0	0	35,860
77	363	32	0	0	0	0	0
78	104	0	0	0	0	0	0
79	116	0	0	0	0	0	0
80	234	32	0	0	0	0	99,534
81	283	11	0	0	0	0	28,675
82	386	129	0	0	0	0	0
83	217	490	0	8,160	0	0	0
84	234	0	0	0	0	0	0
85	128	50	0	0	0	0	0
86	107	30	0	0	0	0	0
87	0	0	0	0	186,051	0	2,192
88	0	446	296,863	0	0	0	616,988
89	0	2,570	42,744	38,651	0	0	0

Eden Prairie TAZ	Single Family (Units)	Multi Family (Units)	Office (SF)	Commercial (SF)	Light Ind (SF)	Heavy Ind (SF)	Public
90	1	687	0	0	0	0	0
91	0	240	0	49,609	1,702,205	0	206,640
92	0	0	150,300	165,180	0	0	0
93		718	902	404,505	0	0	0
94	304	458	11,500	304,437	0	0	0
95	0	1,271	412,622	345,227	0	0	0
96	0	60	0	12,330	1,078,634	0	0
97	7	0	35,968	0	348,882	0	261,486
98	6	0	3,400	3,828	562,498	45,910	14,522
99	46	47	37,925	18,377	0	0	0
100	105	248	0	0	0	0	0
101	0	0	0	0	0	0	1,121
102	344	346	26,539	20,389	0	0	10,000
103	217	0	0	0	0	0	0
104	0	0	0	0	602,044	0	0
998	0	0	0	0	0	0	0
999	0	0	0	0	0	0	0
1,000	0	0	199,662	0	48,631	0	0
Totals	13,369	19,629	9,078,872	6,418,467	14,726,323	102,867	3,527,680
Chan (TAZ 12)					791,125		
Chan (TAZ 104)					602,044		
Edina (TAZ 34)			67,005		183,039		
Edina (TAZ 38)			11,252		500,411		
Blmgtm (TAZ 39)			130,295				
Blmgtm (TAZ 46)	37						
Non-EP Totals	37	0	208,552	0	2,076,619	0	0
Adjusted Totals	13,332	19,629	8,870,320	6,418,467	12,649,704	102,867	3,527,680
Pop / Emp Factor	3.12	1.81	3.10	1.75	2.20	1.00	1.20
Population	41,596	35,528					
Employment			27,498	11,232	27,829	103	4,233

Sources:

Metropolitan Council Web site, “Transportation Policy Plan,” 2004

http://www.metrocouncil.org/planning/transportation/TPP/2004/TPP04Chapter4_Final.pdf

City of Eden Prairie, “Annual Report,” 2005

Metropolitan Council Website, “Regional Statistics and Data,” 2007

<http://www.metrocouncil.org/metroarea/stats.htm>

US Census Bureau, American FactFinder, 2006

<http://factfinder.census.gov/home/saff/main.html>

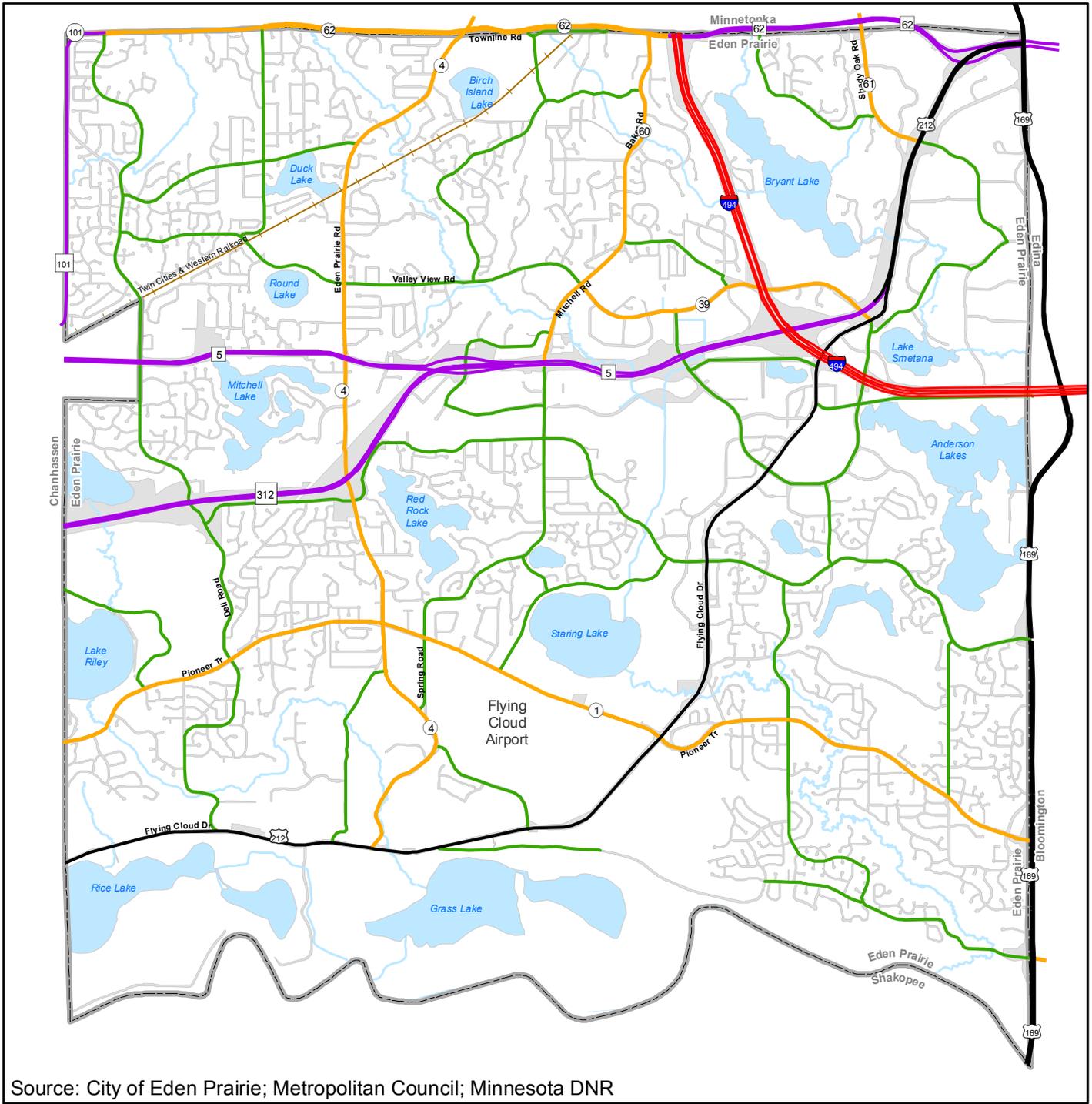
SRF Consulting Group, Inc., “City of Eden Prairie Travel Demand Forecasts,” 2007

City of Eden Prairie, “Parks and Open Space Plan,” 2000

City of Eden Prairie, Draft Charlson AUAR.

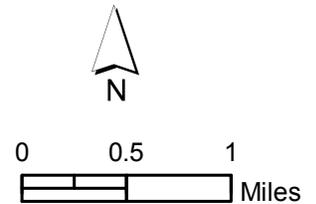
Federal Aviation Administration and Metropolitan Airports Commission, Final EIS for Expansion of Flying Cloud Airport (June 2004).

Final Agreement Concerning Flying Cloud Airport and MAC Ordinance No. 51 Between the City of Eden Prairie, Minnesota and the Metropolitan Airports Commission (December 2002).



Legend

- Interstate Highway
- US Trunk Highway
- Minnesota Trunk Highway
- County State Aid Highway
- Municipal State Aid Street

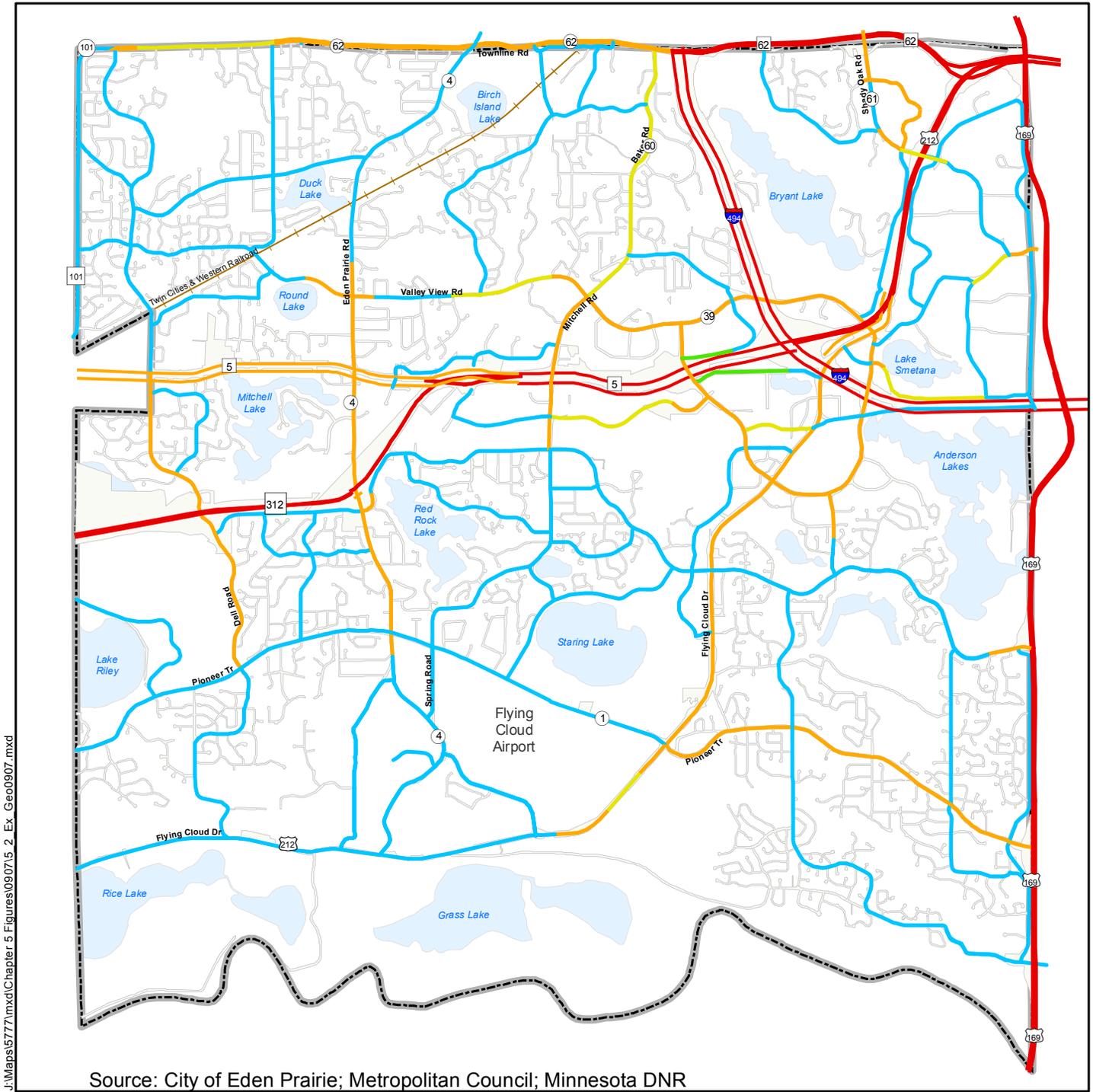


EXISTING ROADWAY SYSTEM

COMPREHENSIVE PLAN UPDATE 2007

Oct. 2009

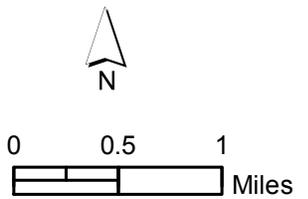
Figure 5.1



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Legend

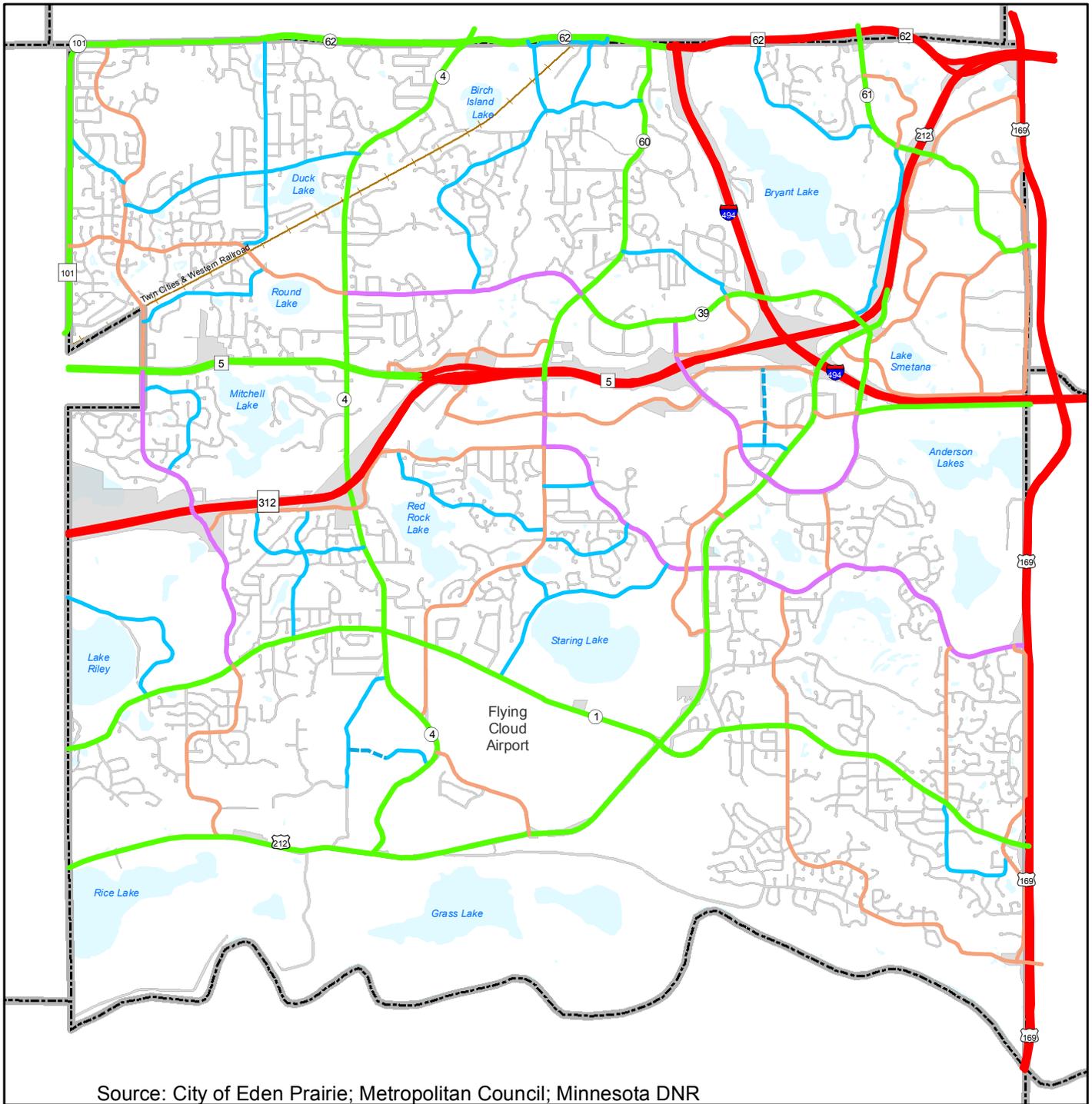
-  6-Lane Freeway
-  4-Lane Freeway
-  4-Lane Expressway
-  4-Lane Divided
-  4-Lane Undivided
-  3-Lane Undivided
-  2-Lane Roadway



EXISTING ROADWAY GEOMETRY

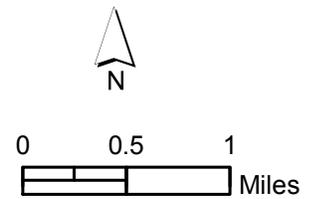
COMPREHENSIVE PLAN UPDATE 2007
 Oct. 2009

Figure 5.2



Legend

- Principal Arterial
- A Minor Arterial; A Minor Arterial
- B Minor Arterial
- Major Collector
- Minor Collector
- - - Future Minor Collector



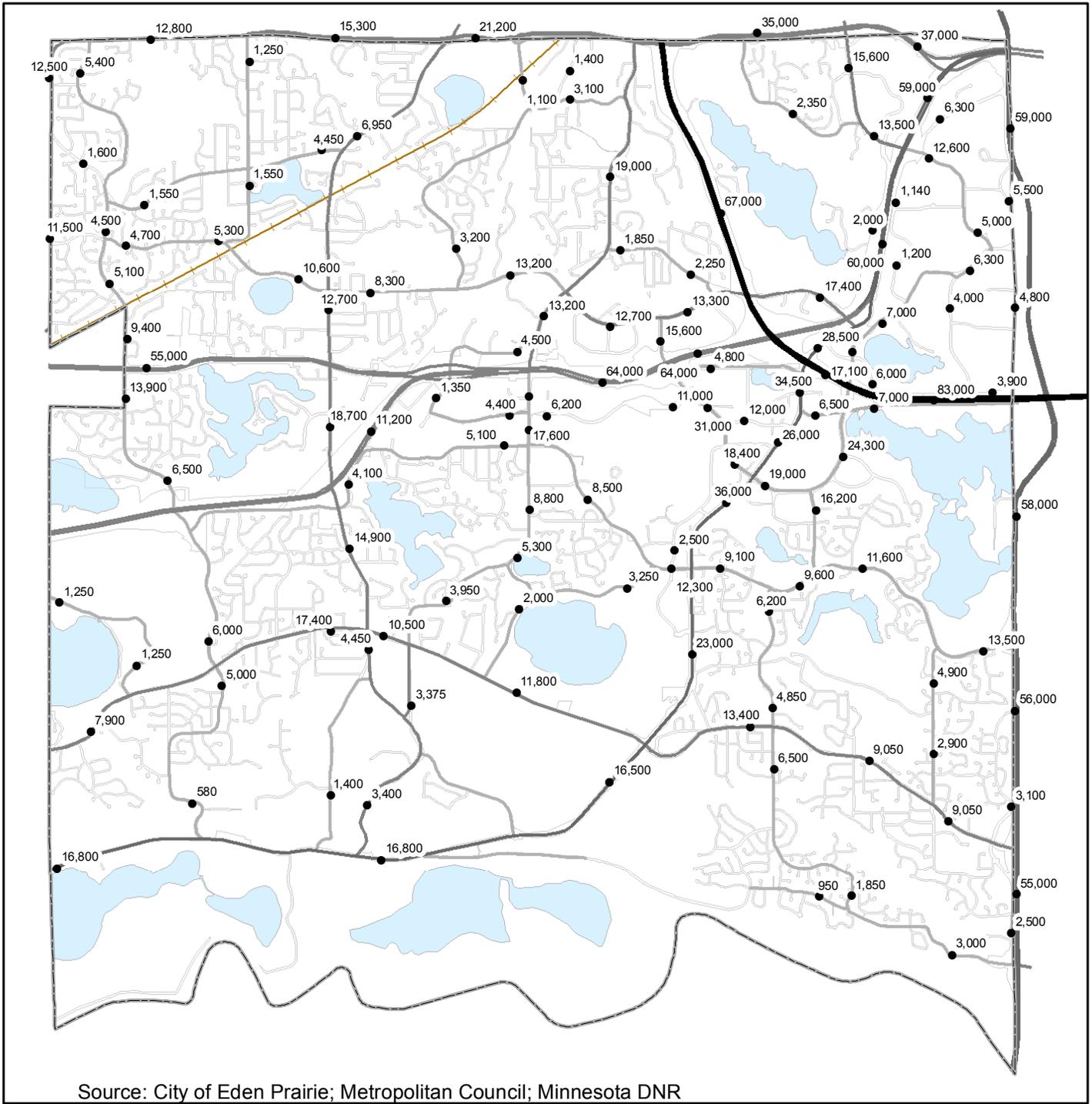
FUNCTIONAL CLASSIFICATION

COMPREHENSIVE PLAN UPDATE 2007

Oct. 2009

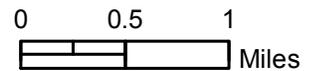
Figure 5.3

J:\Maps\5777.mxd\Chapter 5 Figures\0907\5_4_2005AADT0907.mxd



Legend

- Existing AADT (2005)



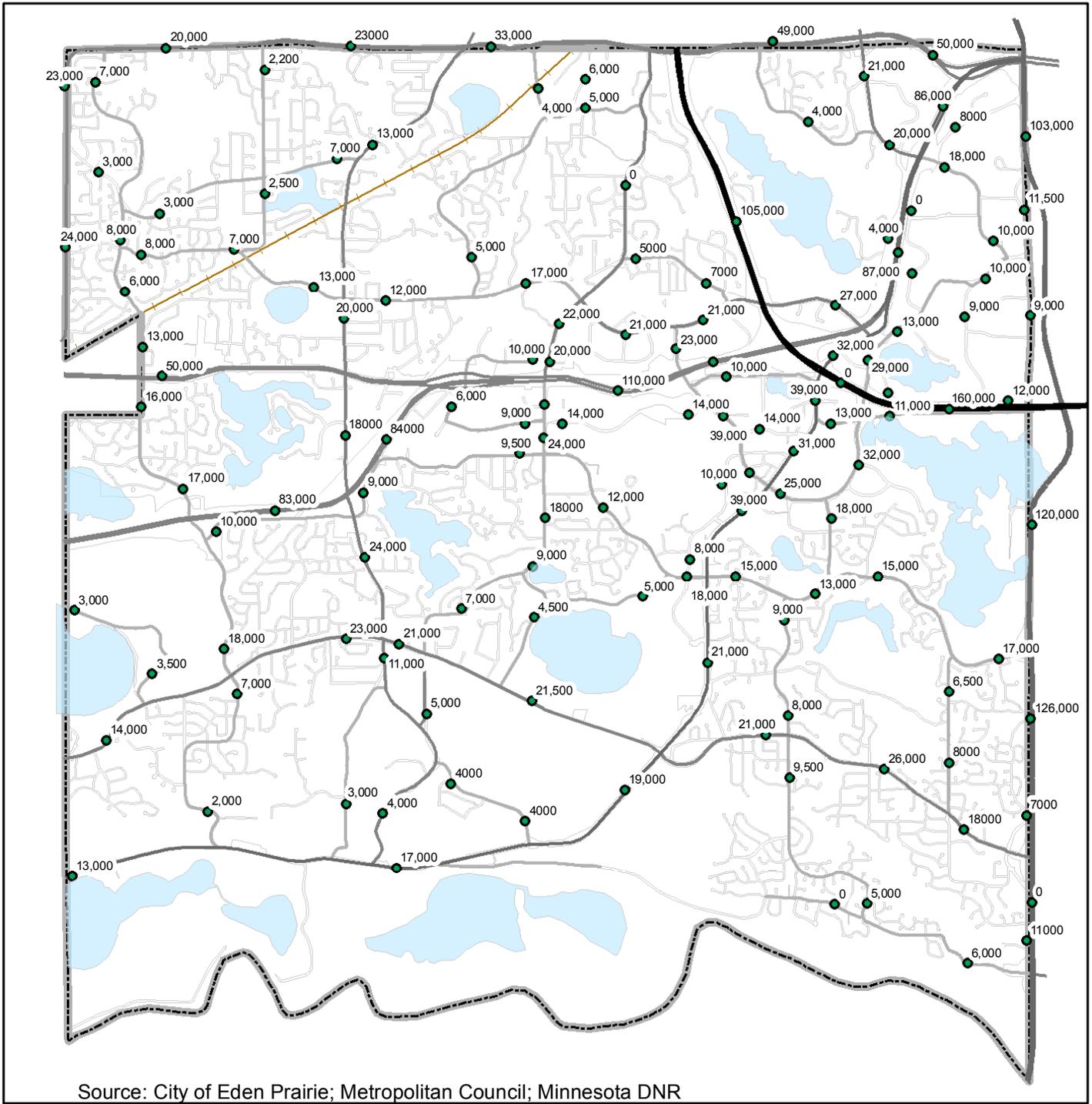
EXISTING TRAFFIC VOLUMES (2005 AADT)

COMPREHENSIVE PLAN UPDATE 2007

Oct. 2009

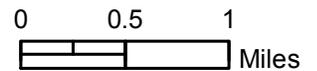
Figure 5.4

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Legend

- AADT 2030 (Projected)



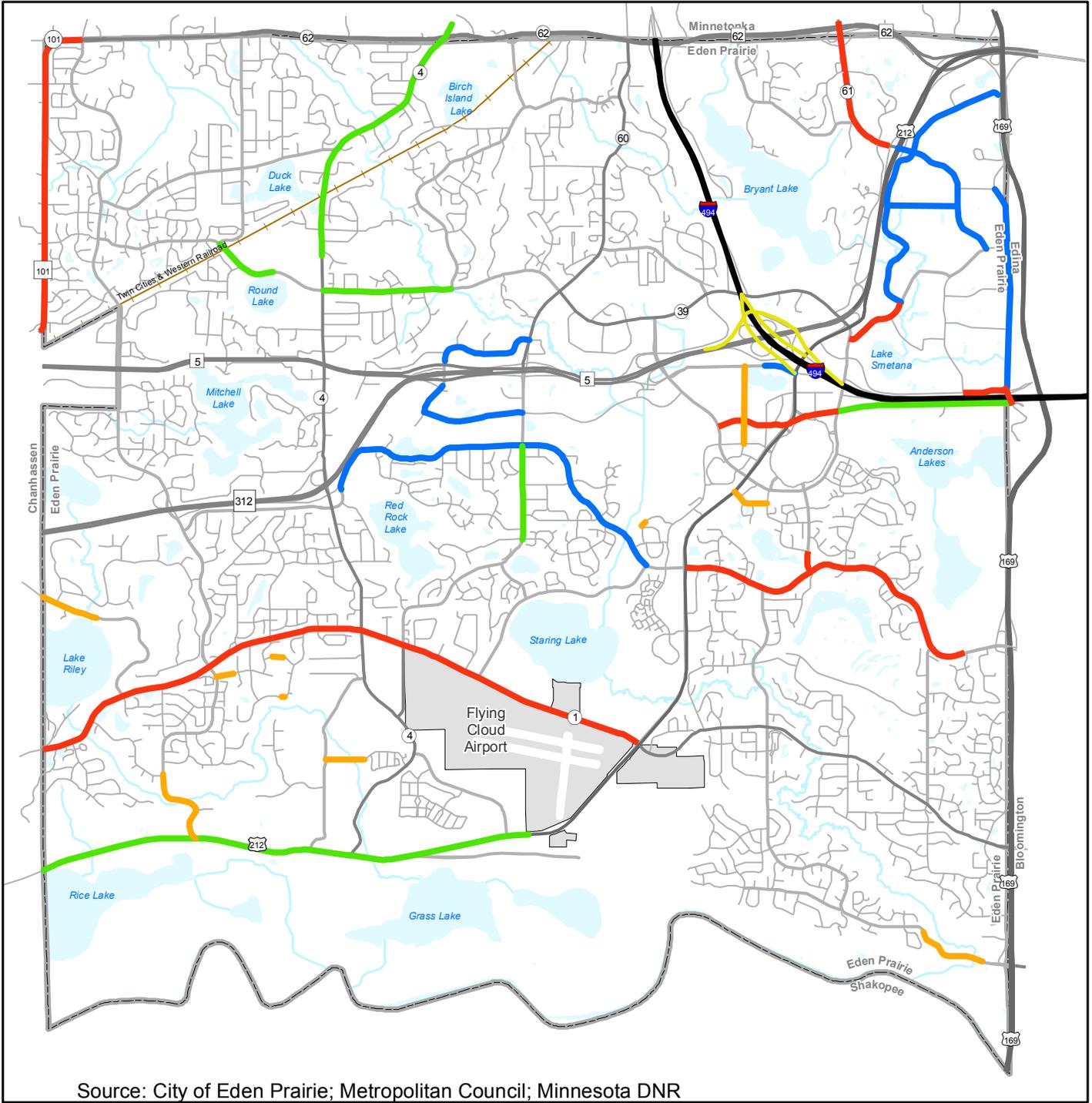
FORECAST TRAFFIC VOLUMES (2030 AADT)

COMPREHENSIVE PLAN UPDATE 2007

Oct. 2009

Figure 5.5

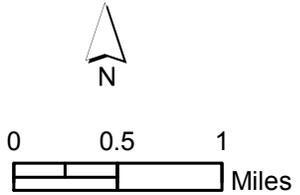
J:\Maps\5777.mxd\Chapter 5 Figures\090715_6_roadwayplan0907.mxd



Source: City of Eden Prairie; Metropolitan Council; Minnesota DNR

Legend

- 4-Lane Divided Road
- 4-Lane Road
- 3-Lane Road
- 2-Lane Road
- New Freeway Ramp

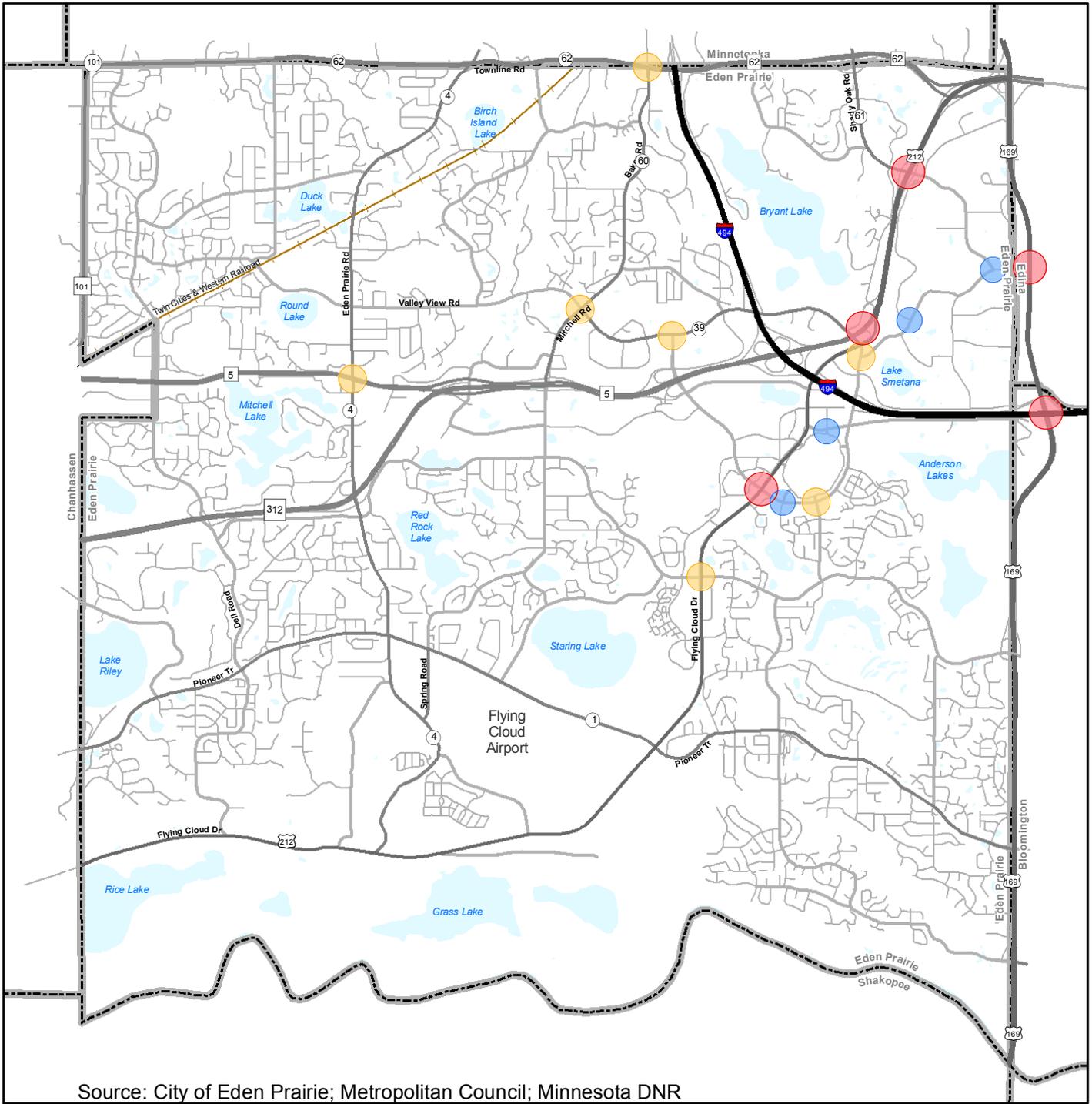


PLANNED ROADWAY IMPROVEMENTS BY 2030

COMPREHENSIVE PLAN UPDATE 2007
 Oct. 2009

Figure 5.6

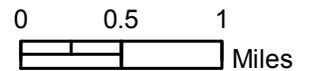
J:\Maps\5777\mxd\Chapter 5 Figures\0907\5_7_intersectionplan0907.mxd



Source: City of Eden Prairie; Metropolitan Council; Minnesota DNR

Legend

- Interchange Improvement
- Intersection Improvement
- New Signal

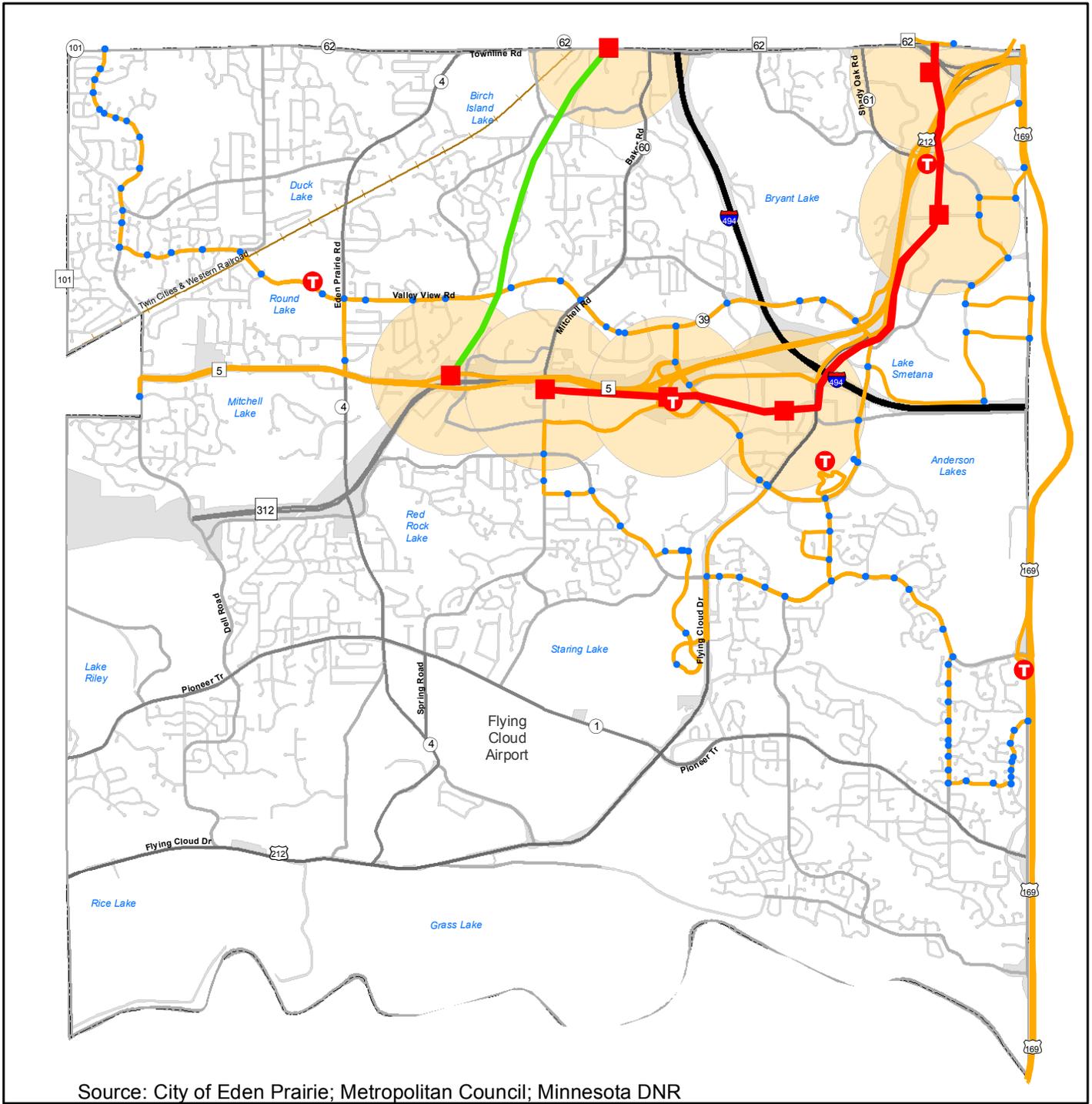


PLANNED INTERSECTION IMPROVEMENTS BY 2030

COMPREHENSIVE PLAN UPDATE 2007

Oct. 2009

Figure 5.7

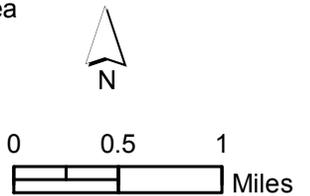


Source: City of Eden Prairie; Metropolitan Council; Minnesota DNR

Legend

Transitway Alternatives

- LRT 1A Route
- City Preferred Route (3A/3C)
- Bus Route
- Bus Stop
- Proposed Stations
- T Park and Ride
- Half Mile Station Area

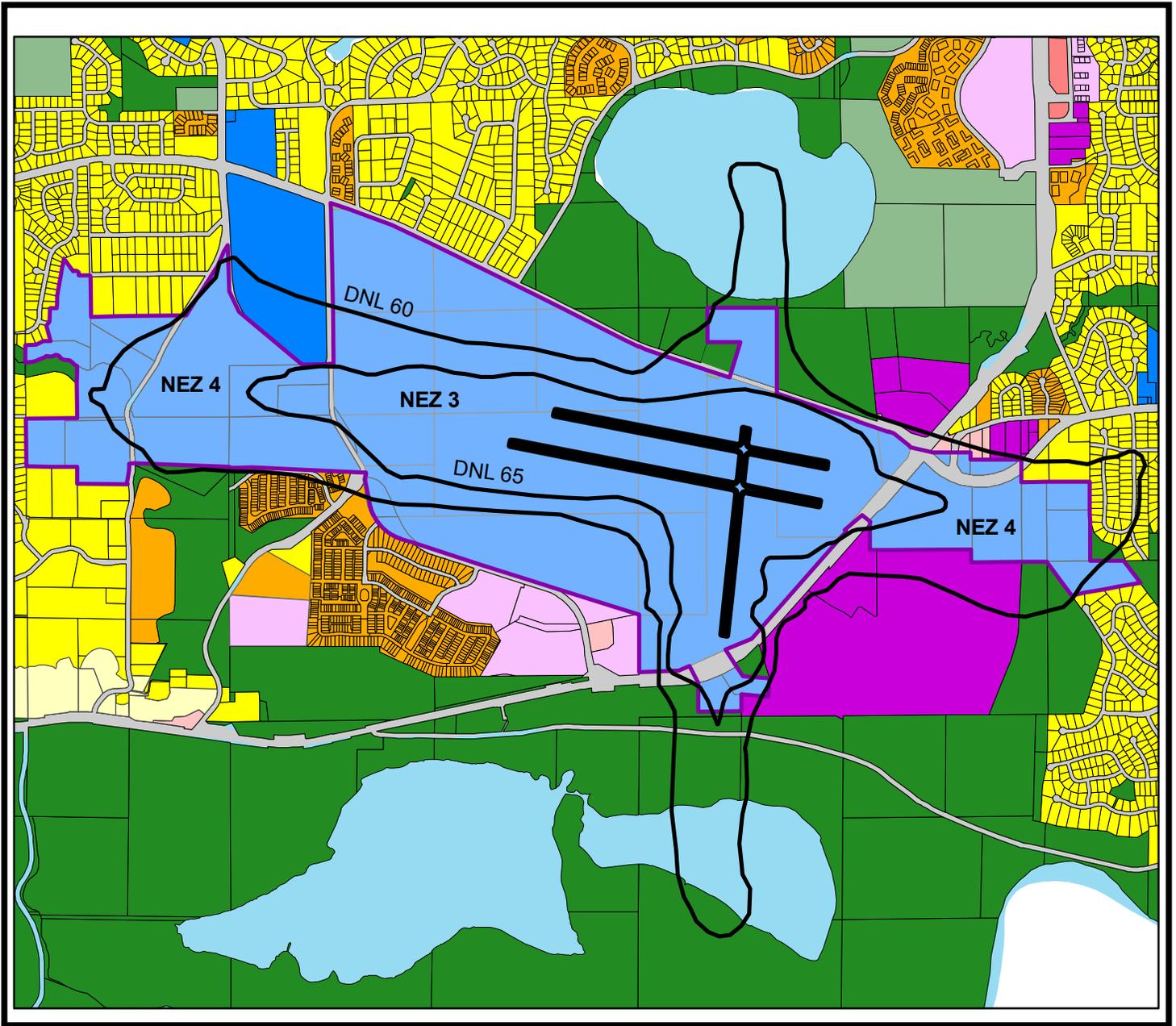


EXISTING AND PROPOSED TRANSIT SERVICE

COMPREHENSIVE PLAN UPDATE 2007

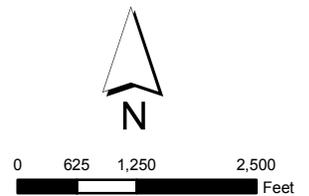
Oct. 2009

Figure 5.8



Land Use Categories

- | | | |
|--|-------------------------|------------------|
| Rural Residential .10 Units/Acre | Neighborhood Commercial | Golf Course |
| Low Density Residential 0-2.5 Units/Acre | Community Commercial | Church/ Cemetery |
| Medium Density residential 2.5-10 Units/Acre | Regional Commercial | Open Water |
| High Density Residential 10-40 Units/Acre | Town Center | Right-Of-Way |
| Office | Park/Open Space | Airport |
| Industrial | Public/Quasi-Public | Noise Zone (NEZ) |
| | | Airport Boundary |

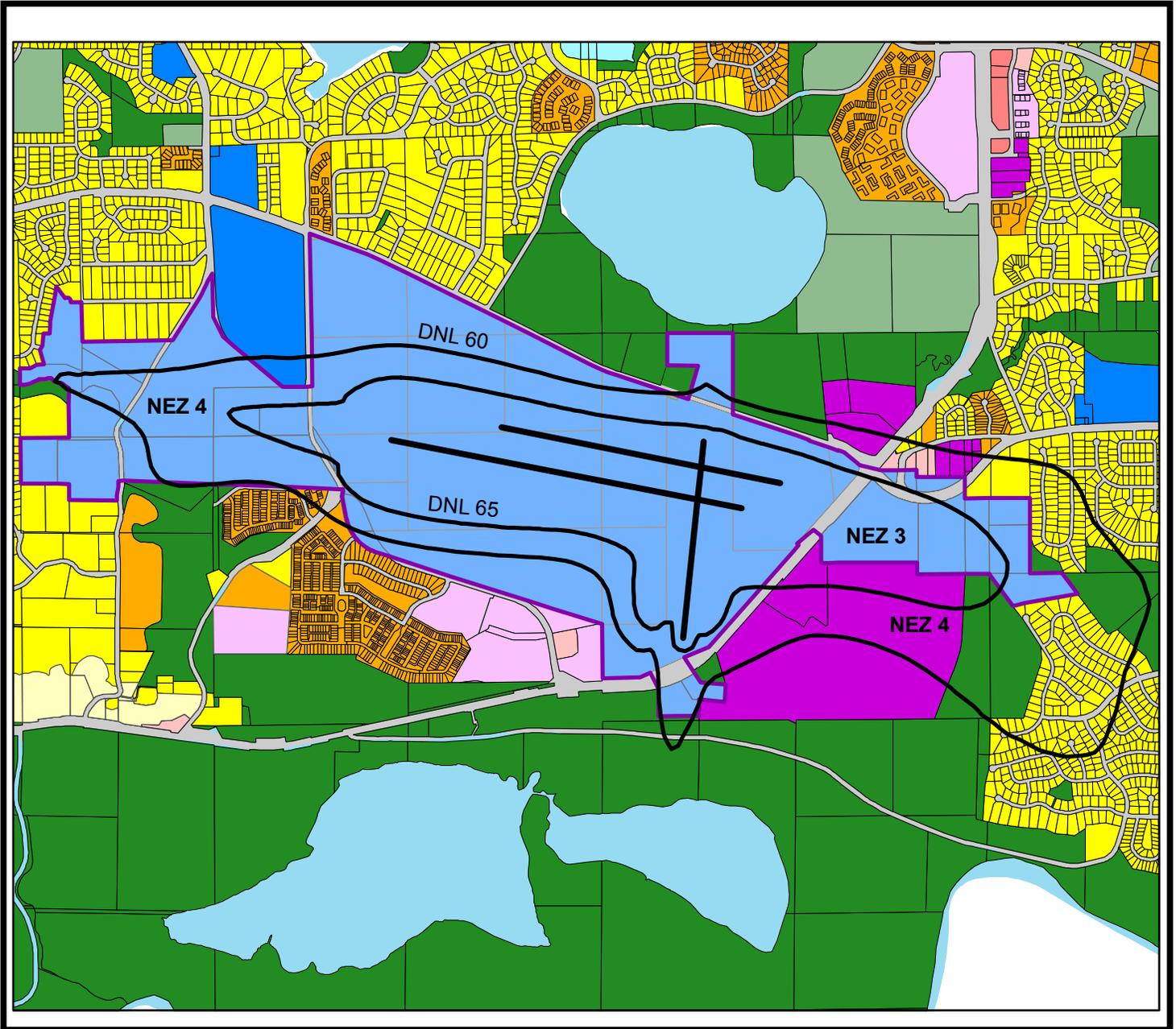


NOISE ZONES - EXISTING AIRPORT

COMPREHENSIVE PLAN UPDATE 2008

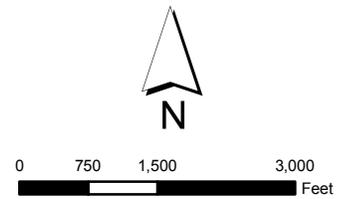
Oct. 2009

Figure 5.9



Land Use Categories

- | | | |
|--|-------------------------|------------------|
| Rural Residential .10 Units/Acre | Neighborhood Commercial | Golf Course |
| Low Density Residential 0-2.5 Units/Acre | Community Commercial | Church/ Cemetery |
| Medium Density residential 2.5-10 Units/Acre | Regional Commercial | Open Water |
| High Density Residential 10-40 Units/Acre | Town Center | Right-Of-Way |
| Office | Park/Open Space | Airport |
| Industrial | Public/Quasi-Public | Noise Zone (NEZ) |
| | | Airport Boundary |

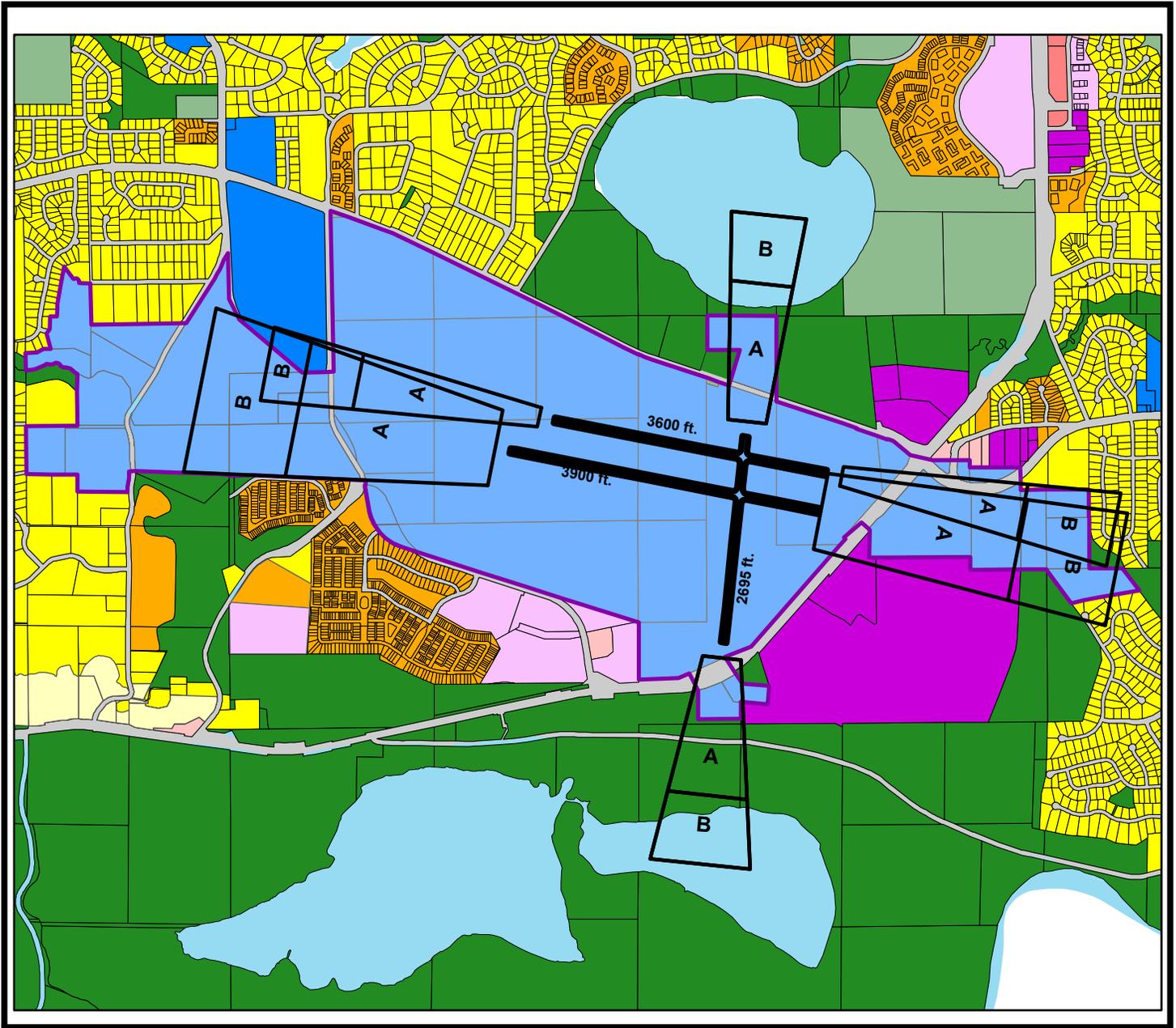


NOISE ZONES - EXPANDED AIRPORT

COMPREHENSIVE PLAN UPDATE 2008

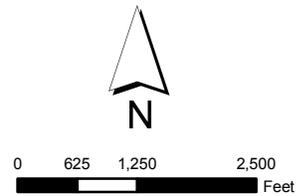
Oct. 2009

Figure 5.10



Land Use Categories

- | | | |
|--|-------------------------|------------------|
| Rural Residential .10 Units/Acre | Neighborhood Commercial | Golf Course |
| Low Density Residential 0-2.5 Units/Acre | Community Commercial | Church/ Cemetery |
| Medium Density residential 2.5-10 Units/Acre | Regional Commercial | Open Water |
| High Density Residential 10-40 Units/Acre | Town Center | Right-Of-Way |
| Office | Park/Open Space | Airport |
| Industrial | Public/Quasi-Public | Airport Boundary |
| | | Safety Zones |

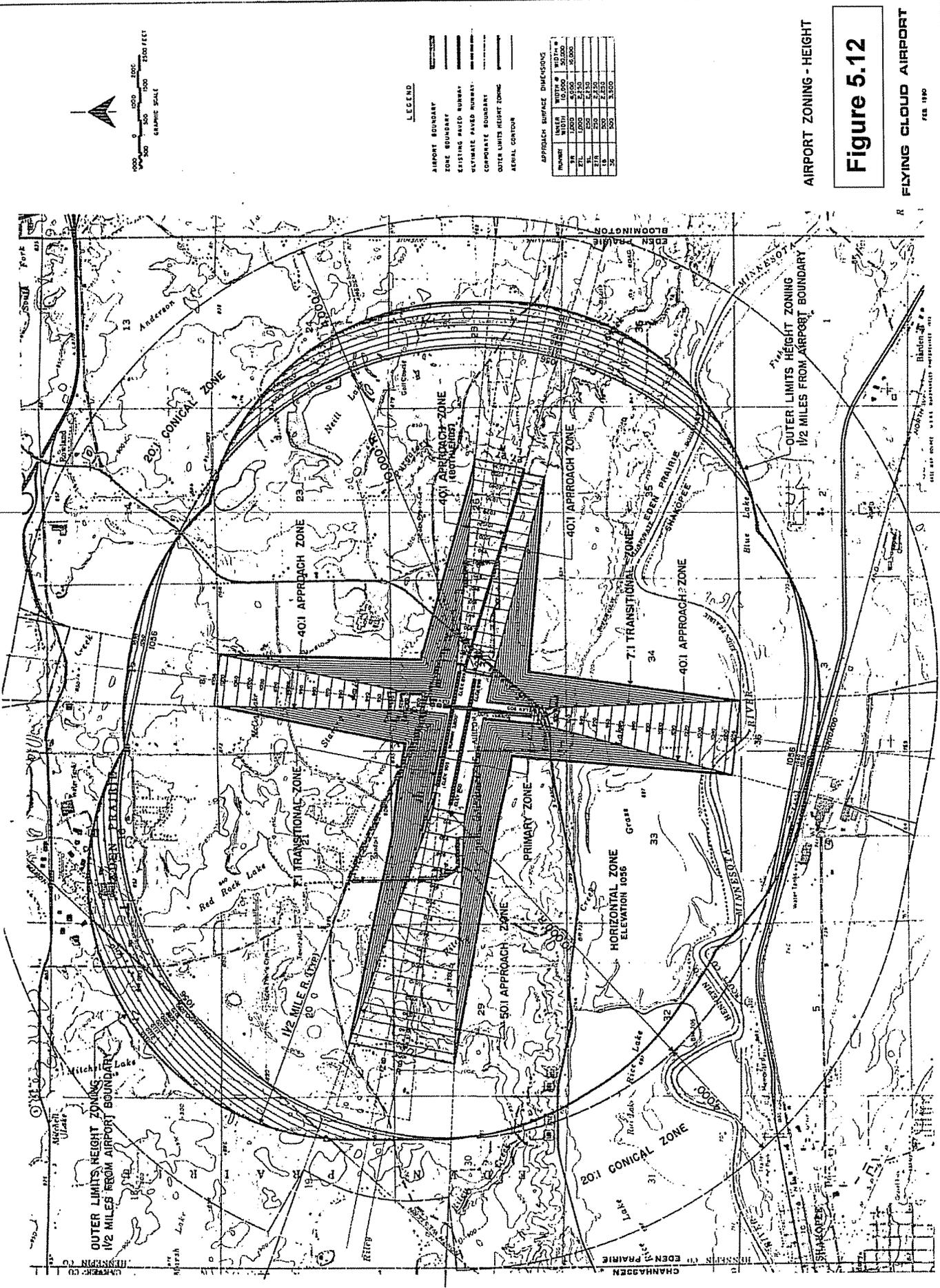


SAFETY ZONES - EXISTING AIRPORT

COMPREHENSIVE PLAN UPDATE 2008

Oct. 2009

Figure 5.11



0 500 1000 2000 3000 FEET
GRAPHIC SCALE

LEGEND

- AIRPORT BOUNDARY
- ZONE BOUNDARY
- EXISTING PAVED RUNWAY
- ULTIMATE PAVED RUNWAY
- COMPACTED BOUNDARY
- OUTER LIMITS HEIGHT ZONING
- AERIAL CONTOUR

APPROACH SURFACE DIMENSIONS

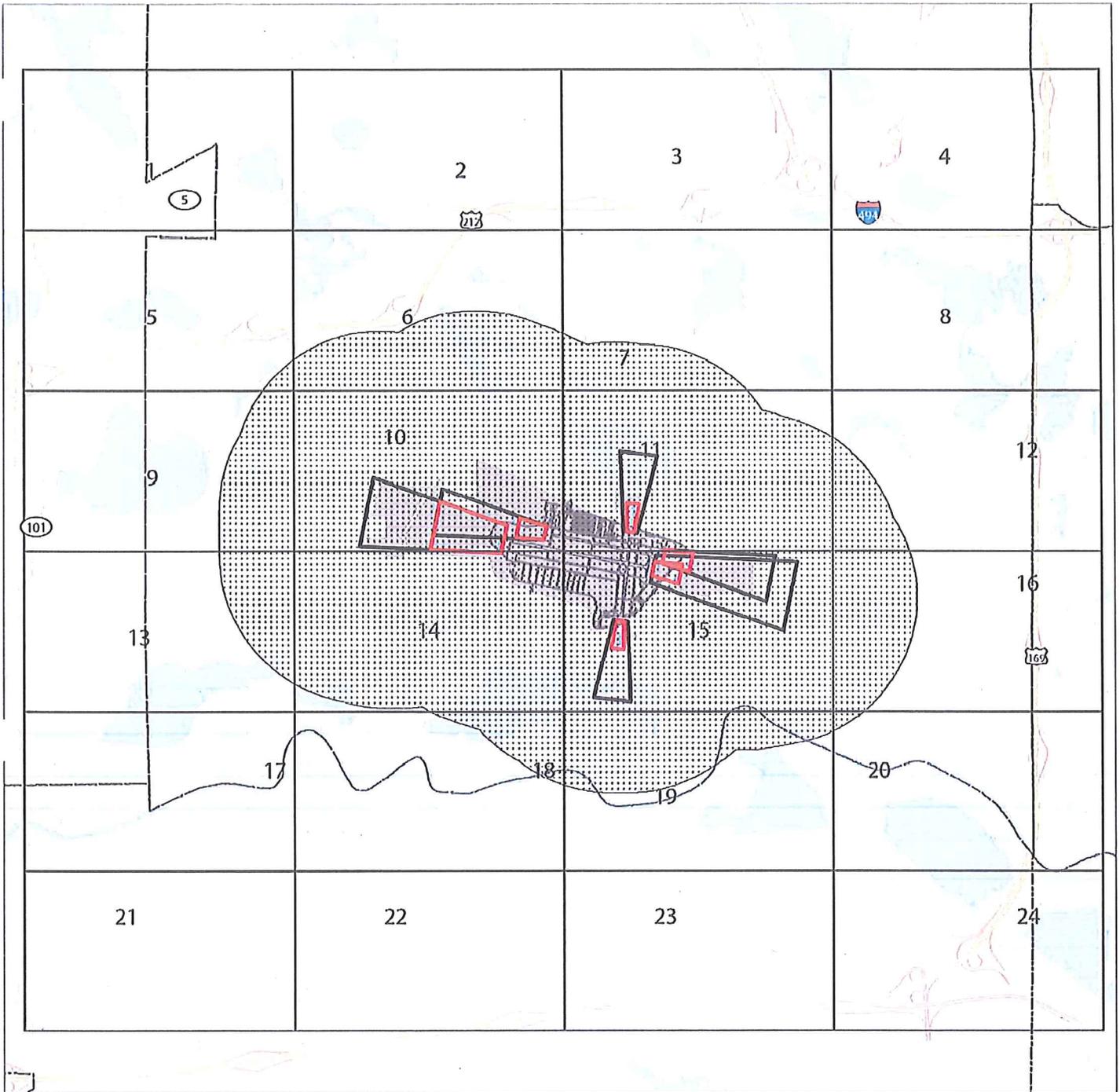
POWER	WIDTH	WIDTH	WIDTH
W/4	W/2	W/2	W/4
1000	1000	1000	1000
1500	1500	1500	1500
2000	2000	2000	2000
2500	2500	2500	2500
3000	3000	3000	3000
3500	3500	3500	3500

AIRPORT ZONING - HEIGHT

Figure 5.12

FLYING CLOUD AIRPORT

FEB. 1980



FCM Safety Zones Within Safety Zoning Limits

Index Sheet

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24

- Zone A (Federal RPZ)
- Zone B
- Zone C
- FCM Pavement
- MAC Property
- Municipal Boundaries

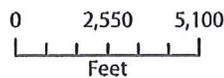
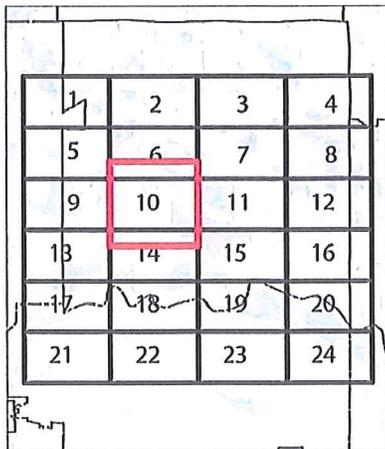
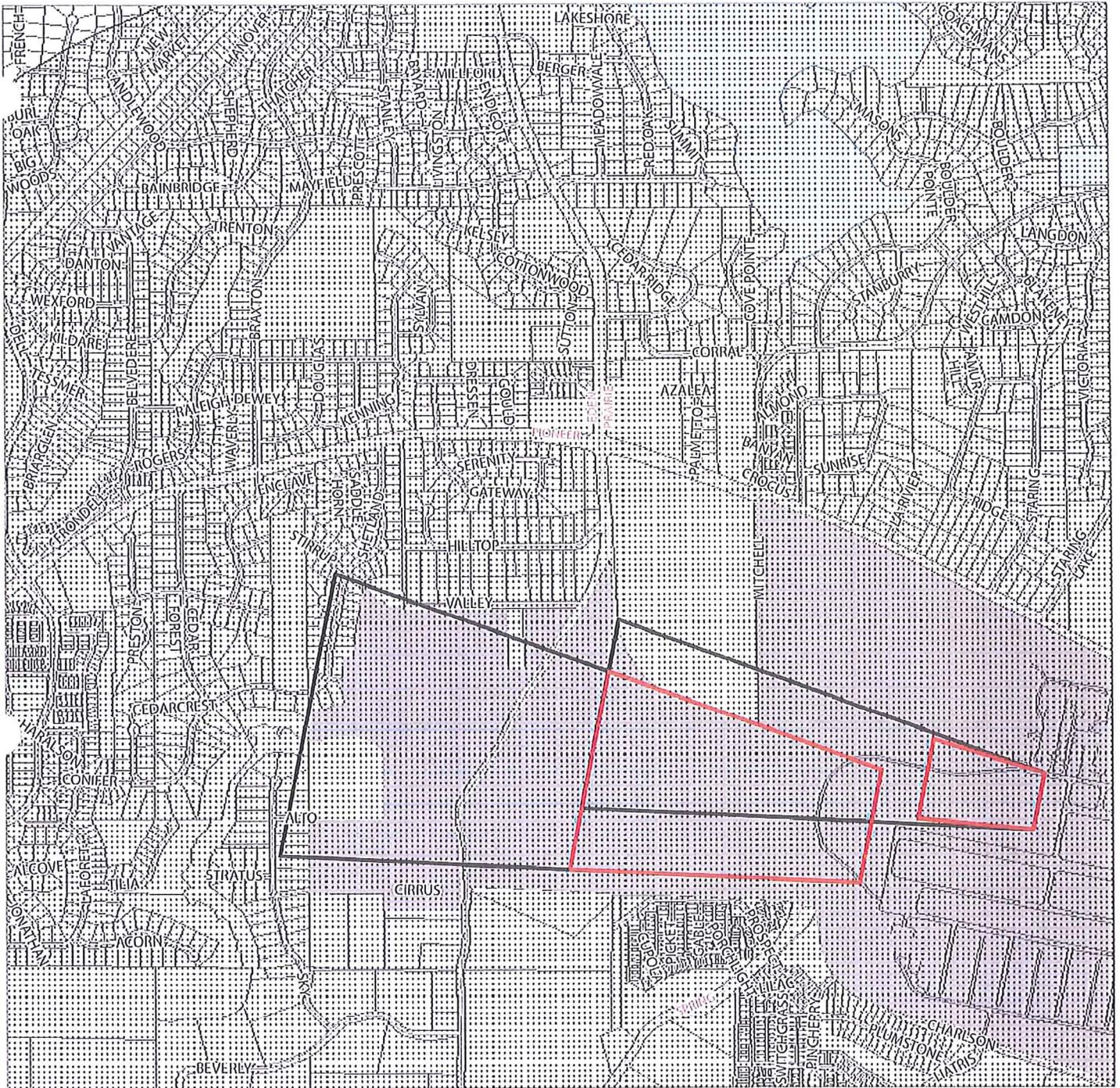


FIGURE 5.13



FCM Safety Zones Within Safety Zoning Limits

Plate SZ -10

- Zone A (Federal RPZ)
- Zone B
- Zone C
- FCM Pavement
- MAC Property
- Municipal Boundaries
- Parcel Boundaries

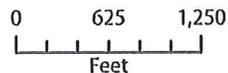
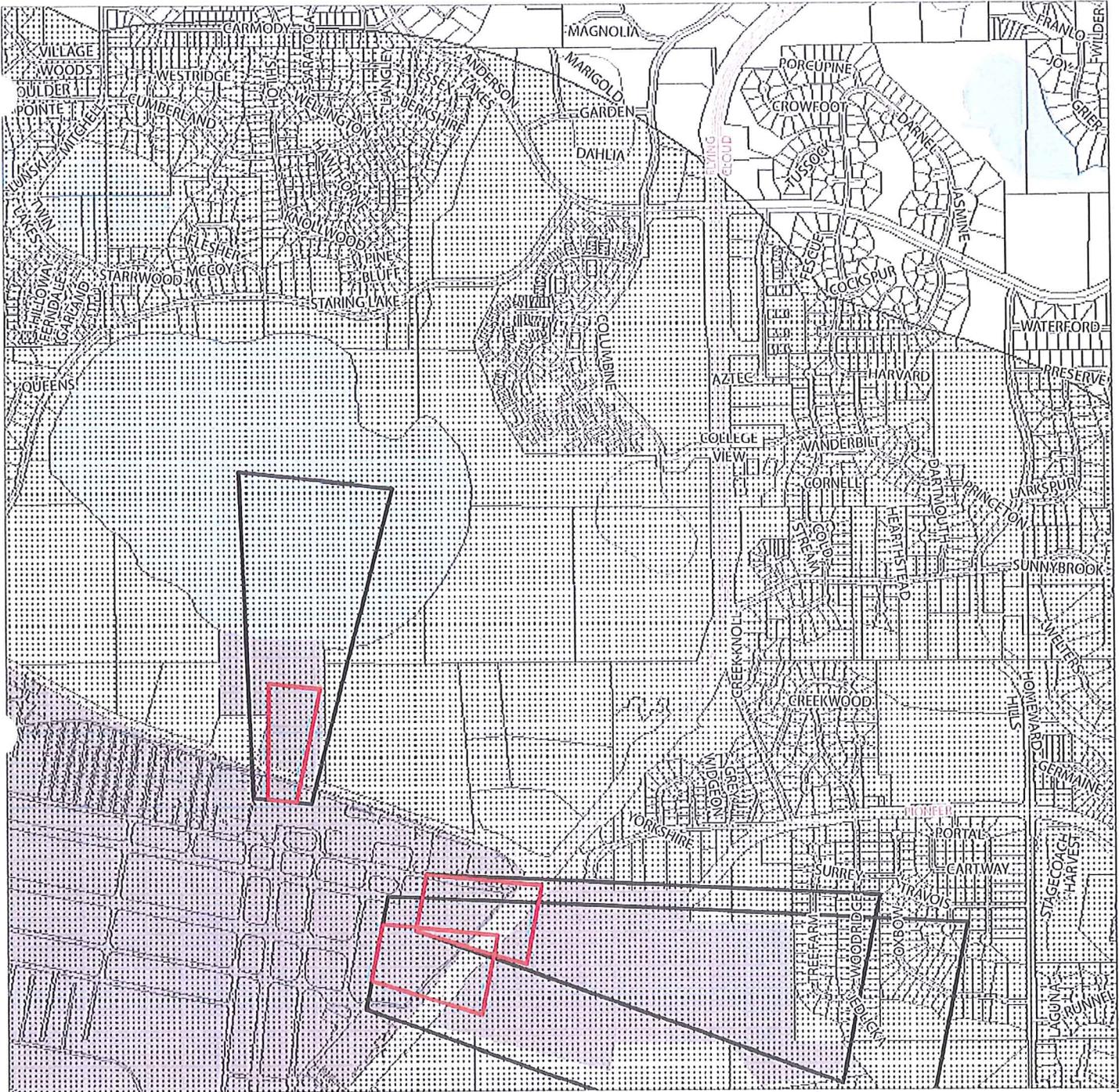
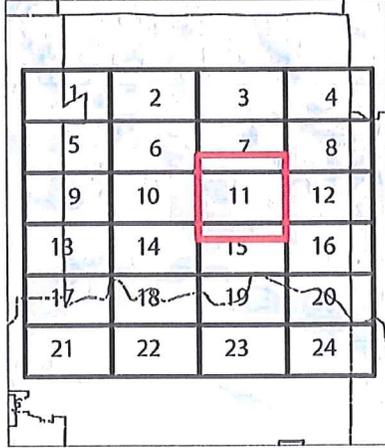


FIGURE 5.13 A



FCM Safety Zones Within Safety Zoning Limits

Plate SZ -11



- Zone A (Federal RPZ)
- Zone B
- Zone C
- FCM Pavement
- MAC Property
- Municipal Boundaries
- Parcel Boundaries

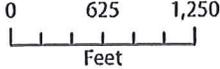
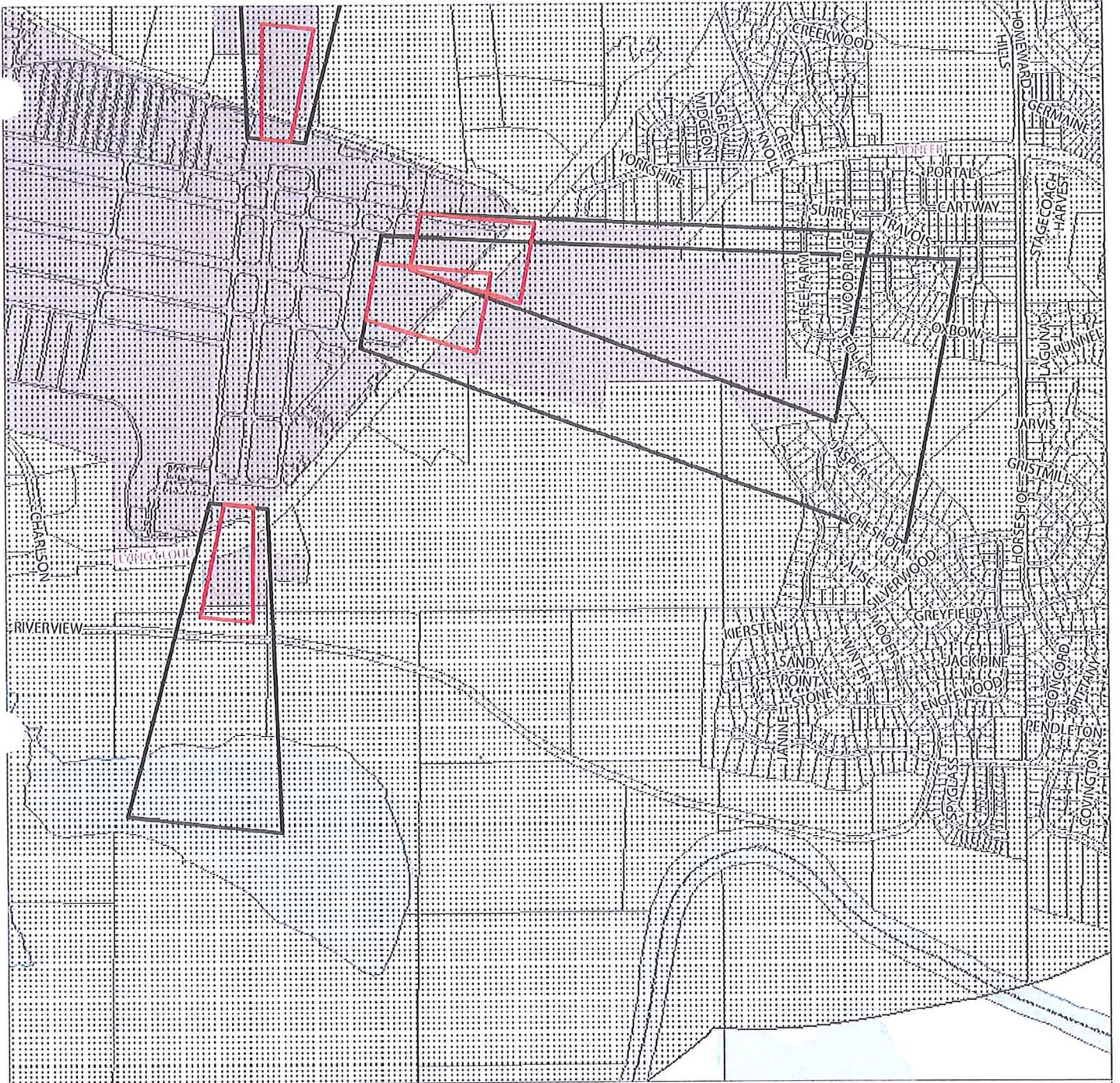
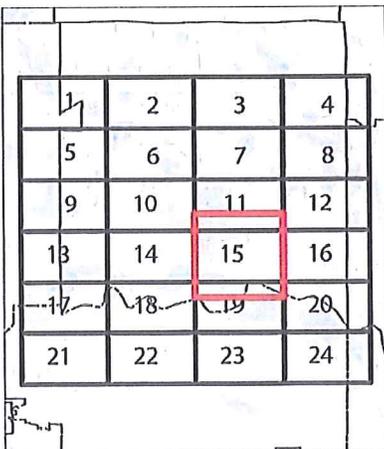


FIGURE 5.13 B



FCM Safety Zones Within Safety Zoning Limits

Plate SZ -15



- Zone A (Federal RPZ)
- Zone B
- Zone C
- FCM Pavement
- MAC Property
- Municipal Boundaries
- Parcel Boundaries

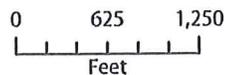
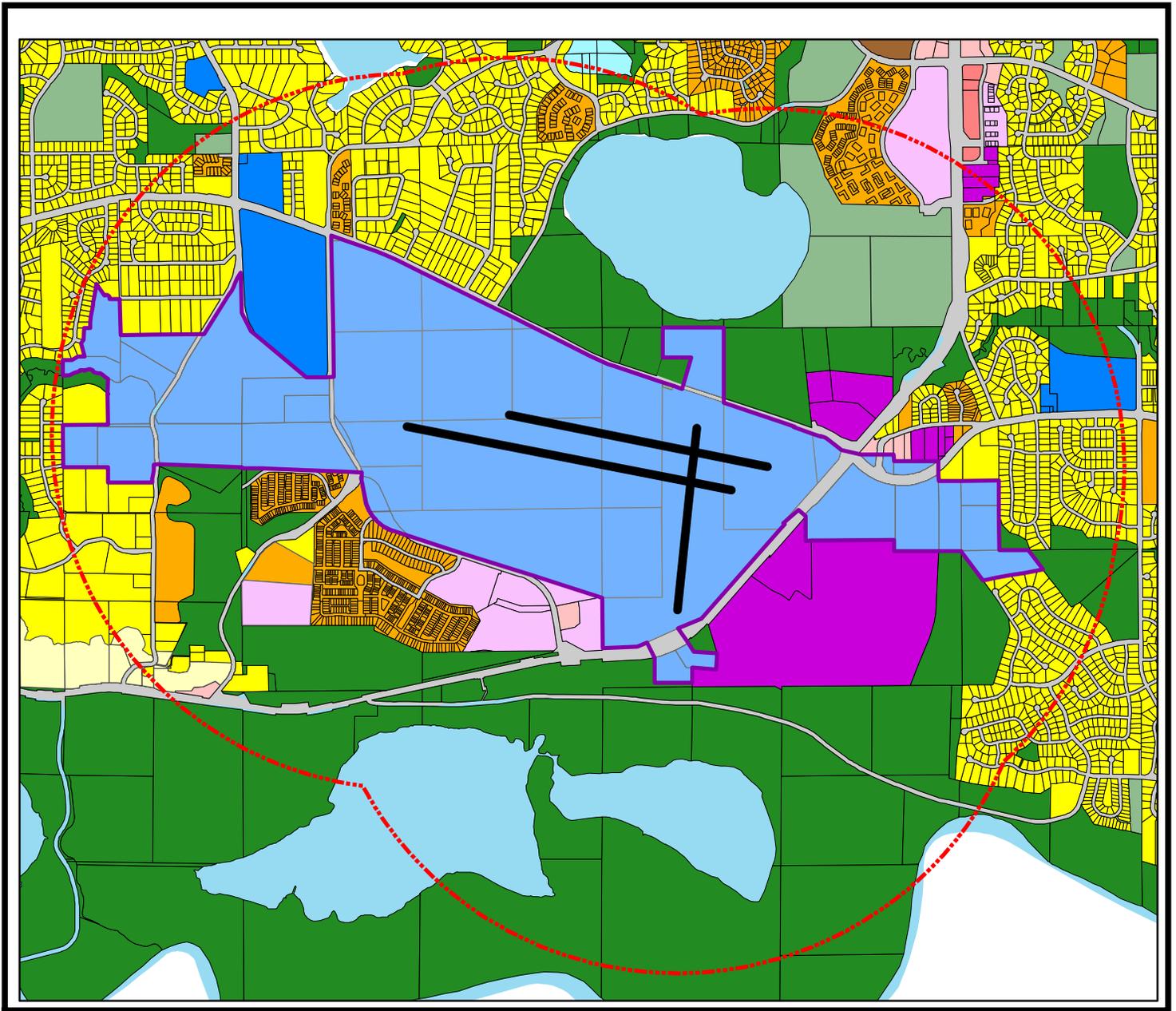
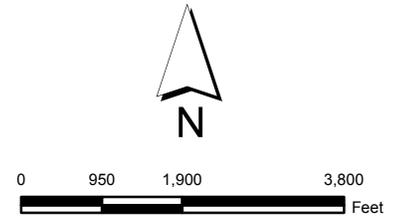


FIGURE 5.13 C



Land Use Categories

- | | | |
|---|---|--|
|  Rural Residential .10 Units/Acre |  Neighborhood Commercial |  Golf Course |
|  Low Density Residential 0-2.5 Units/Acre |  Community Commercial |  Church/ Cemetery |
|  Medium Density residential 2.5-10 Units/Acre |  Regional Commercial |  Open Water |
|  High Density Residential 10-40 Units/Acre |  Town Center |  Right-Of-Way |
|  Office |  Park/Open Space |  Airport |
|  Industrial |  Public/Quasi-Public |  Airport Boundary |
| | |  1 Mile Buffer |

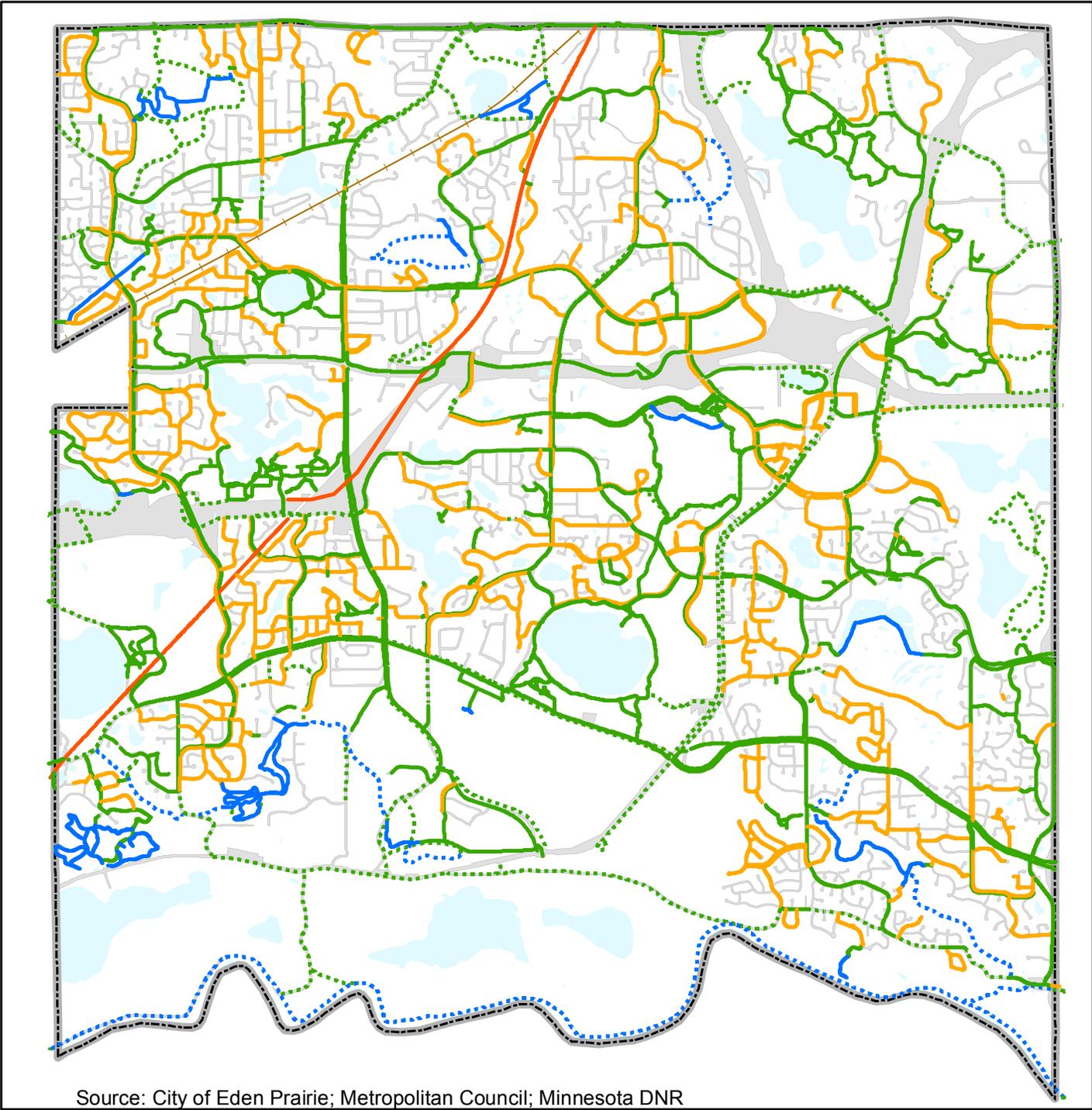


BUFFER ZONE - EXPANDED AIRPORT

COMPREHENSIVE PLAN UPDATE 2008

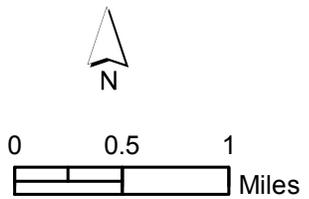
Oct. 2009

Figure 5.14



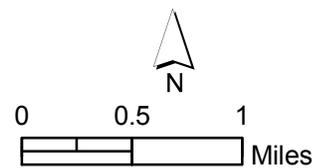
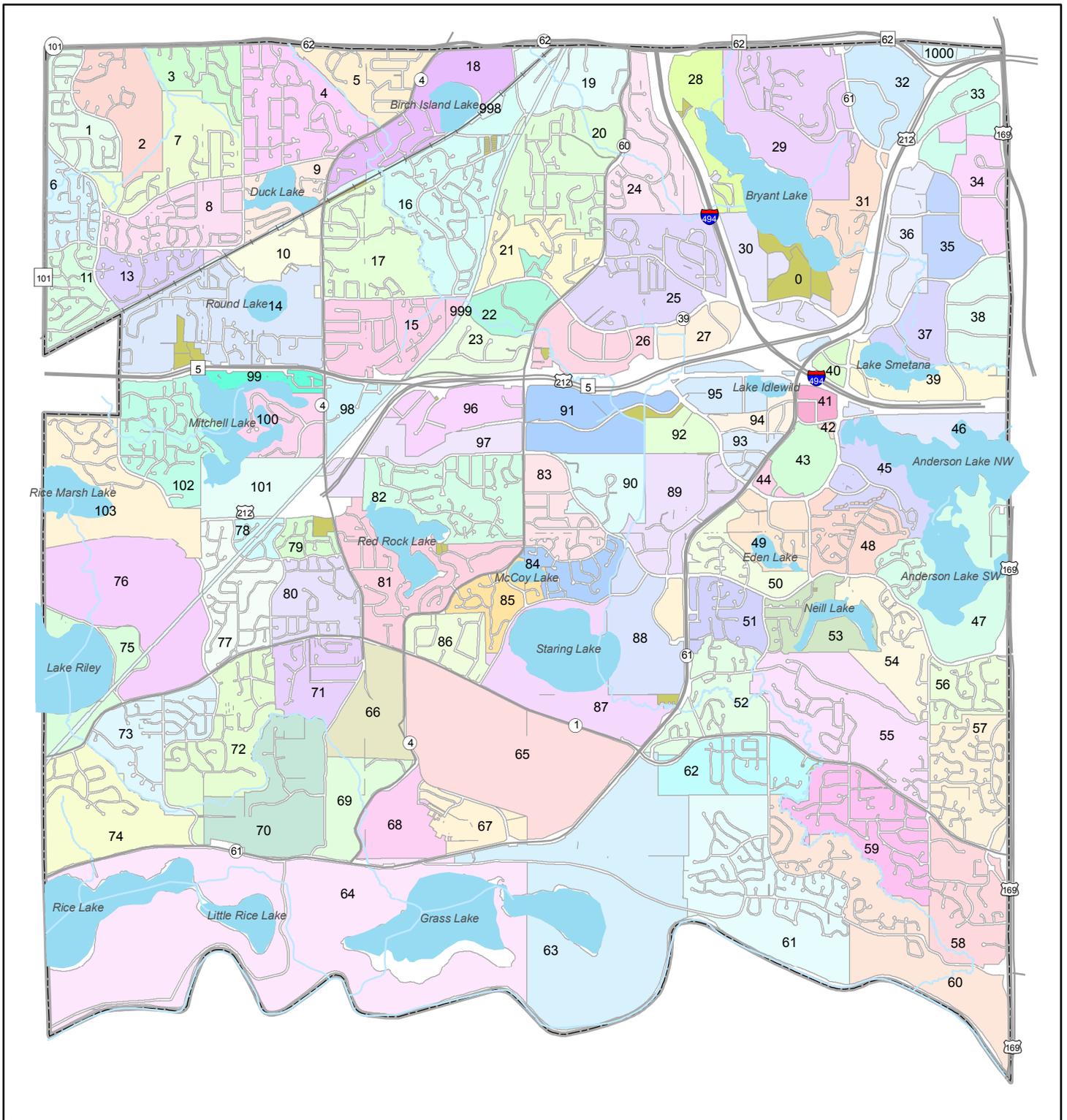
Legend

- Existing 10' trail
- Existing 8' trail
- Existing 5' sidewalk
- Soft surface trail
- - - Proposed 8' Trail
- - - Proposed Sidewalk
- - - Proposed Soft Surface Trail



BICYCLE AND PEDESTRIAN FACILITIES

Figure 5.15



TAZ MAP

COMPREHENSIVE PLAN UPDATE 2008

Nov. 2008

Figure 5.16