INTRODUCTION

The Town of May’s transportation system is comprised of minor arterials and major and minor collectors, owned and operated by the Minnesota Department of Transportation (MnDOT) and Washington County, as well as local, scenic and rustic roads maintained by the Town. There are no major metropolitan freeways or highways in the Town of May. As a rural community, the Town currently has no transit service and does not have plans for formal public transit. The Town of May will work with the Metropolitan Council to evaluate park-and-ride facilities, ridesharing opportunities, and other options.

The Town’s transportation plan provides substantial control in directing the type and amount of development within the community. May’s transportation network is based on maintaining the rural nature of the town. Roads are maintained at a rural level, including gravel, mowed ditches, and trimming of trees.

TRAFFIC ANALYSIS ZONES (TAZ)

The Town of May is located wholly within one Traffic Analysis Zone, which is 1152. Being as the Town is located within one TAZ zone, analysis on regional transportation needs for this area is limited. The following table displays the allocation of forecasted population, households, and employment for the Traffic Analysis Zone 1152.

<table>
<thead>
<tr>
<th>TAZ #</th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pop</td>
<td>HH</td>
<td>Emp</td>
<td>Pop</td>
</tr>
<tr>
<td>1152</td>
<td>2,928</td>
<td>1,007</td>
<td>37</td>
<td>3,200</td>
</tr>
<tr>
<td></td>
<td>4,000</td>
<td>1,600</td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>

Pop = Population forecasts; HH = Household forecasts; Emp = Employment forecasts
FUNCTIONAL ROADWAY CLASSIFICATIONS

The functional classification system, which determines the function each roadway performs for better planning and functionality purposes, consists of four classes of roadways within the seven-county Metropolitan Area: Principal arterials, which include Interstate freeways; minor arterials; major and minor collectors, and local streets.

The street and highway plan for the Town of May includes three functional classes of roads: minor arterials, collector streets, and local streets. The functional roadway classifications existing in the Town of May are described below.

Minor Arterials

“Minor arterials” are roadways that generally provide mobility for shorter distances than principal arterials, providing interconnection between other arterial roadways and between regional business concentrations. The emphasis of minor arterials is on mobility, as opposed to access in the urban area. Minor arterials service medium-to-short trips and often supplement principal arterials.

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Relievers</th>
<th>Augmenters</th>
<th>Expanders</th>
<th>Connectors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use</td>
<td>Provide direct relief for traffic on metropolitan highway principal arterials</td>
<td>Augment the principal arterials within the beltway</td>
<td>Provide connection between developing areas outside the beltway, connect principal arterials</td>
<td>Provide connection between rural town centers in the urban reserve and rural area</td>
</tr>
</tbody>
</table>

The following are roadways within the jurisdiction of the Town of May that are classified as “minor arterials”: State Trunk Highway 95, County State Aid Highway (CSAH) 3, CSAH 7, CSAH 15, CR 59, and CSAH 4 west of CSAH 3.
This map is for planning purposes only.
**Collector Streets**

“Collectors” are roadways that are designed to serve shorter trips, typically of one to four miles. These streets provide connections between neighborhoods and from neighborhoods to minor business concentrations. Their function is to collect and distribute automobile traffic from neighborhood areas onto the arterial roadway system. Collectors are designed to provide land access as much as mobility.

The following are roadways within the Town of May with a “collector” classification: CSAH 55, CSAH 4 east of CSAH 3, CSAH 11, and CR 51.

**Local Streets**

“Local streets” move low volumes of local traffic at low speeds over short distances, and connect blocks and individual parcels. Their primary emphasis is on land access, as opposed to moving traffic from one location to another. In most cases, local streets will connect to other local streets and collectors. In some cases, they will connect to minor arterials.

Where possible, subdivisions are to be designed with a goal of providing an outlet to accommodate subsequent residential development. This would provide the Town with an evolving network of local and collector streets for both residential and emergency vehicle access. This policy will also discourage long cul-de-sac streets and permit more effective road maintenance.

**Scenic and Rustic Roadways**

Washington County recognizes several roadways within the Town of May as County Scenic Roadways. These roadways have views of scenic or historic value, and Washington County will work to maintain these roadways as such. These include: CR 55, CSAH 7, CSAH 4, CR 51, and CSAH 3. State TH 95 is also classified as a Scenic Road by the State.

In addition, the Town has identified several Township roads as either being Township Scenic or Rustic Roads. **Township Rustic Roads** are gravel roads with historical significance, generally with the image of a “country lane.” These roads have no shoulder, little, if any, ditching, overhanging trees, and have essentially remained unchanged and unimproved for years, except for a basic “rural” level of maintenance for supporting low traffic volumes and lower speeds. These roads include Orwell Rd. from CSAH 4 to CSAH 7, 177th Street North from CSAH 4 to CSAH 3, and Old Guslander Trail from CSAH 4 to the May/Marine on St. Croix boundary. Township Rustic Roads cannot be widened, straightened, or paved.

**Township Scenic Roads** are gravel roads that are generally able to handle somewhat higher traffic volumes and speeds than Township Rustic Roads. These roads also illustrate the beautiful countryside of May Township, and are maintained at a “rural” level. Included as Township
Scenic Roads is the gravel portion of May Avenue; 150th Street; Oldfield Road from CR 55 to Ostlund Trail; 120th Street from May Avenue to CR 55; and Ozark Trail off CSAH 11 serving Big Carnelian Lake. For clarity, the Transportation Map shows only Township Scenic Roads, not County Scenic Roads. Township Scenic Roads may be modestly widened and straightened, but cannot be paved.

**TRAFFIC VOLUMES**

The transportation characteristics map indicates the latest counts of traffic volumes and forecasts for selected roads and highways in the Town of May. Detailed forecasting methodology is not used for rural roads with little or moderate trip growth. These figures were obtained from MnDOT and also the Metropolitan Council.

**ACCESS MANAGEMENT**

The Town recognizes the importance of utilizing access management guidelines. The location and type of access for developments and local streets can significantly improve or reduce the capacity and safety of roads and highways. According to MnDOT, access management is the planning, design, and implementation of land use and transportation strategies in an effort to maintain a safe flow of traffic while accommodating the access needs of adjacent development.

MnDOT applies access management guidelines when reviewing plats, subdivisions, environmental documents, development plans, and when conducting access permit reviews. In rural areas where agriculture, forestry, or very low density residential uses predominate, the local network of supporting roads is usually quite limited. In these areas, public street intersections should be spaced at 1/4, 1/2, or 1 mile increments, depending on the highway’s primary category assignment. Direct access to homes and farms should be provided by local roads when possible. When that is not possible, limited direct property access may be permitted.

Washington County has implemented access management guidelines in order to determine the location and type of access for development and local streets, and to improve the capacity and safety of roads.

The Town of May works with Washington County to regulate the number of access points to County roads. In order to promote a safe and efficient transportation system, spacing and access standards will be developed for local streets and driveways that intersect with arterial and collector streets. The Town of May will utilize the County’s spacing guidelines where applicable, and implement Township standards where appropriate. The following are Town standards that have been implemented to address some of the access concerns:
Major Subdivisions (Access)

It is a policy of the Town that major subdivisions, subdivisions creating four or more lots, require construction of a local access road within the development to serve all lots. This policy promotes a single point of ingress/egress as opposed to an access point for each lot. An exception is granted for lots of more than 20 acres in Lot Averaging developments, with such lots being eligible for their own direct access to an existing public road.

The Town recognizes that this approach will mean more local roads in the future maintained by the Town and accepts this trade-off for improved aesthetics, land use and safety.

Minor Subdivisions (Access)

For minor subdivisions where two or more undeveloped lots are being created, the design must provide for a common or shared access driveway for two of the proposed lots, thereby reducing the number of direct access onto existing roads. For minor subdivisions where a single undeveloped lot is divided from a parcel with an existing homestead, a separate access to a public road may be created for the new undeveloped lot.

BICYCLES, PEDESTRIAN, AND EQUESTRIAN TRAILS

The Town of May recognizes the importance of walking and bicycling as modes of transportation and recreation in the Twin Cities Metropolitan region. Being a remote community with an agricultural and rural residential identity, the purpose for and means of providing such trails is different than in a “metro” setting. In the rural setting, the pathways are generally not used or designed as a means of transportation from one location to another, as the distances are too great, rather they are designed for recreational purposes.

Local residents utilize the shoulders of the local roads for walking and running. The rural atmosphere, rolling terrain, and generally low traffic volumes attract bikers to the area. Horses are often seen traversing the road shoulders and ditches along the local roadways.

Trails are discussed in more detail in the Parks and Trails section of the Comprehensive Plan.
TRANSPORTATION

TRANSIT

The Town of May is outside of the Metropolitan Transit Taxing District and outside of the Potential Transit Expansion Areas. As such, there is no regular route transit service or facilities existing or planned in the Township.

The Twin Cities metropolitan region has four distinct transit market areas. Population and employment density and transit dependency are the principal factors distinguishing these areas from each other. Service will be designed and scaled to meet a range of needs based on these identified transit markets.

The Town of May is in Market Area IV. Market Area IV contains the lowest concentrations of housing and jobs compared with the other market areas. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing. Rural dial-a-ride service is provided by Human Services Inc.

It shall be the policy of the Town of May to work with the Metropolitan Council on appropriate rural transit opportunities.

AVIATION

The Town of May is located within the region’s general airspace, which needs to be protected from potential obstructions to air navigation. No new airports are planned near the Town of May, it is beyond the 20 mile radius of Minneapolis/St. Paul International, and it is not within the airport influence area. The Town is also beyond the airport influence area for minor airport aircraft. The Town will encourage compliance with Federal Aviation Administration and Metropolitan Council requirements concerning visual and/or electronic interference with airport communications, air traffic operations, and other aviation land use compatibility guidelines.

There are three minor airports and one special purpose airport within a 10-mile radius: Forest Lake (minor); Lake Elmo Municipal (minor); Benson Airport (minor); Rice Lake Seaplane base (special purpose). The Town addresses potential regional airspace obstructions such as communication towers by maintaining a comprehensive plan and implementing its ordinances consistent with the Metropolitan Council’s Aviation Policies. General requirements for towers and other potential airspace obstructions shall comply with all building requirements and any other state, federal, or local regulations. The Town will notify MnDOT if any structures in excess of 200 feet are proposed.

MnDOT designates Big Marine Lake, Big Carnelian Lake, and the St. Croix River as permitted seaplane use areas under Minnesota Rules 8800.
No helicopter landing facilities currently exist or are planned in the Town. If a heliport facility is proposed in the Town, the Town board will use the Metropolitan Council’s model heliport ordinance to assist in responding to the heliport proposal and to provide a basis for appropriate land use controls.

TRANSPORTATION GOALS

- Maintain a safe and efficient road transportation system.
- Coordinate development so as to be compatible with the adjoining transportation infrastructure and capacity.
- Address safety and aesthetic concerns with new developments accessing State, County and Town roads.
- Protect and preserve the Township’s rustic and scenic roads.

ROAD AND HIGHWAY POLICIES

Coordinate with Other Agencies

- Implement the Metropolitan Council’s Transportation Policy Plan.
- Work with the County and MnDOT to assure that a safe and efficient roadway system is developed and maintained, consistent with the functional classification system identified in this plan.
- Coordinate with Washington County during the review process for new subdivisions to ensure conformance with the County’s access and spacing guidelines. The Town will minimize direct driveway access to arterial and collector roads when possible by requiring residential streets within the developments, or shared access driveways when appropriate.

Protection of Natural Resources

- Work to minimize the loss of vital natural resources when the need for an expanded road system arises.

Plan for the Future

- Transportation capacity limitations shall be taken into account when planning for future land use.
- Transportation services and facilities will serve existing development needs and help shape future patterns and intensity of development.
- Transportation investments will be coordinated with land use objectives.
• Adopt a 5-year capital improvement plan, identifying roads to be upgraded, and a priority for each.

• Require, as appropriate, that new subdivisions accommodate future street extensions. Such outlets will provide linkage between existing collector and minor arterial streets serving the new subdivisions, as well as providing an alternate point of access for subdivisions for emergency access.

Accommodate Rural Land Uses

• Work to develop good roads to serve agriculture, rural residential housing, and other typical activities in the rural area.

• Rural roads shall not be over-designed or built to give undue encouragement for high speeds or commuting to the urban service areas.

• Access shall be consistent with the planned rural land uses.

• Access shall not encourage premature urban development.

• Maintain Township Rustic Roads at rural service levels (gravel), with no upgrading, such as widening and straightening.

• Maintain Township Scenic roads at a rural service level (gravel), allowing for widening and straightening as may be needed for safety.

• Support other scenic road systems, including the scenic road designation of State Highway 95 along the St. Croix River. Any new development adjacent to scenic or rustic roads should be designed to preserve views and scenic qualities through careful location of buildings, appropriate setbacks, and landscaping for screening, where appropriate.

Maintenance/Construction Standards

• Maintain all other Town gravel roads at rural service levels (gravel), except where traffic or resource protection indicates a need for upgrading to a bituminous surface or higher classification.

• Build new streets to a 7-ton standard, with new streets in major subdivisions being bituminous.

• Continue the established classification of streets and highways, and work to bring local street systems into conformance with current standards, where applicable.

Access

• Limit access to arterial roads intended to serve as movement corridors and not as access corridors to adjacent parcels of land through the use of frontage roads and/or construction of collector and local roads as needed.