

County Highway 61 / Highway 41 Improvements

Carver County, Minnesota

Goals and Objectives

- **GOAL A:** Preserve and enrich the ambience of historic Downtown Chaska
- **GOAL B:** Provide a comprehensive network for multimodal transportation that is compatible with the major transportation corridors
- **GOAL C:** Safely accommodate all users along the major transportation corridors
- **GOAL D:** Provide efficient and reliable vehicle mobility on major transportation corridors
- **GOAL E:** Provide infrastructure improvements compatible with the natural and human environment
- **GOAL F:** Develop a financially responsible infrastructure implementation plan





Chaska Downtown Master Plan (2012)

Downtown Vision

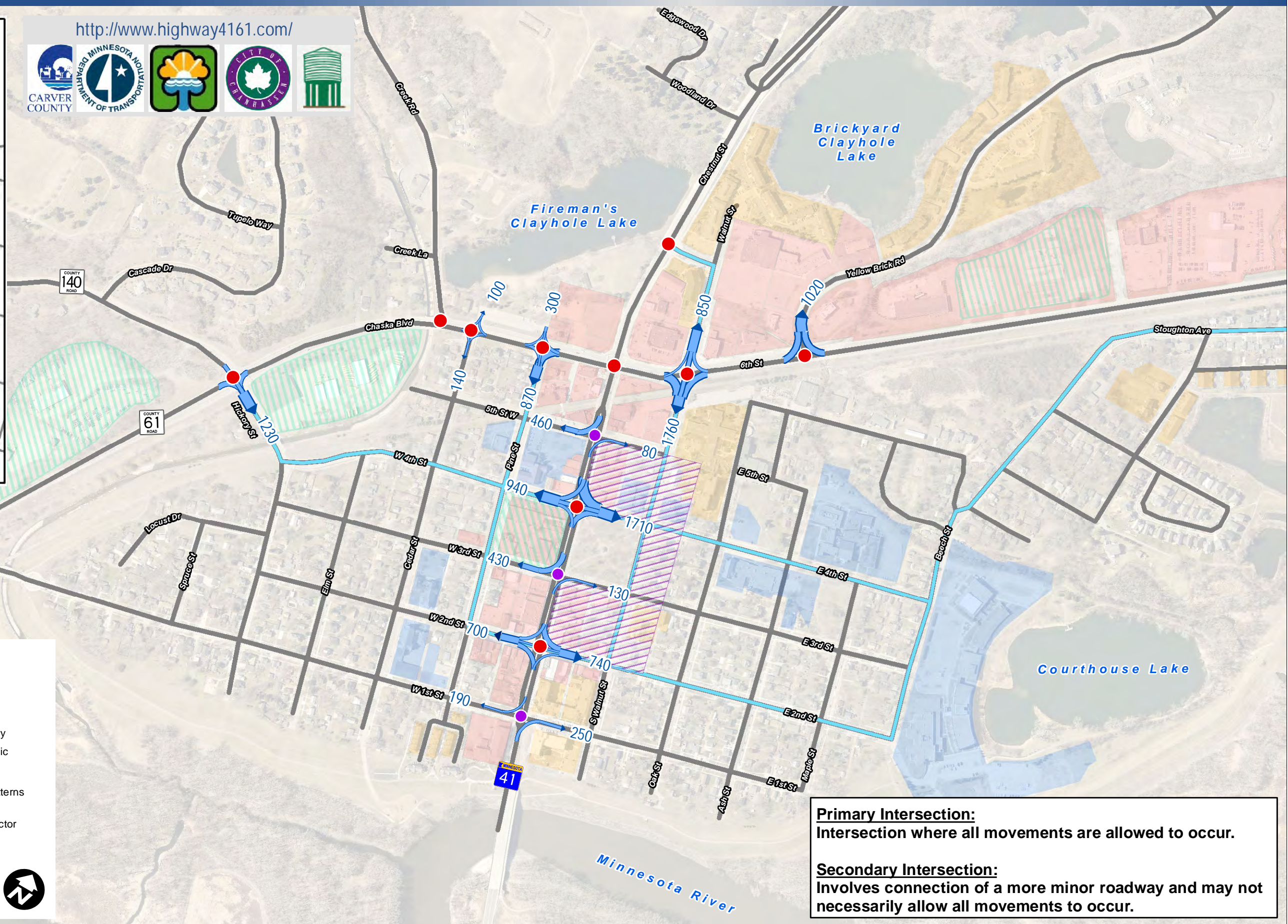
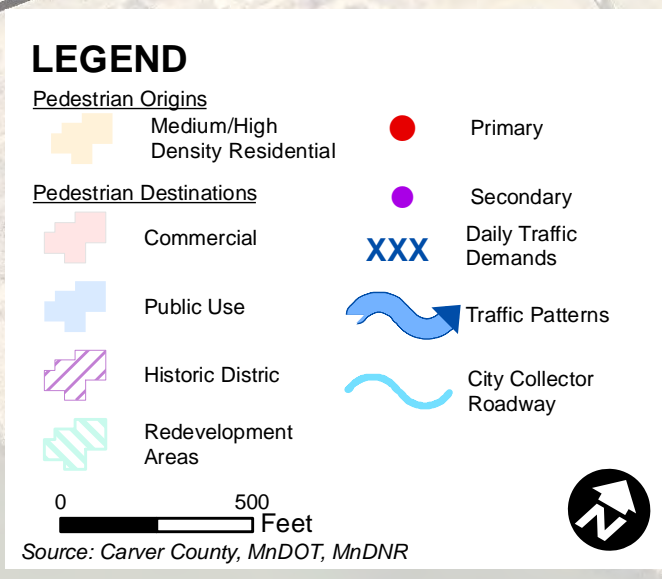
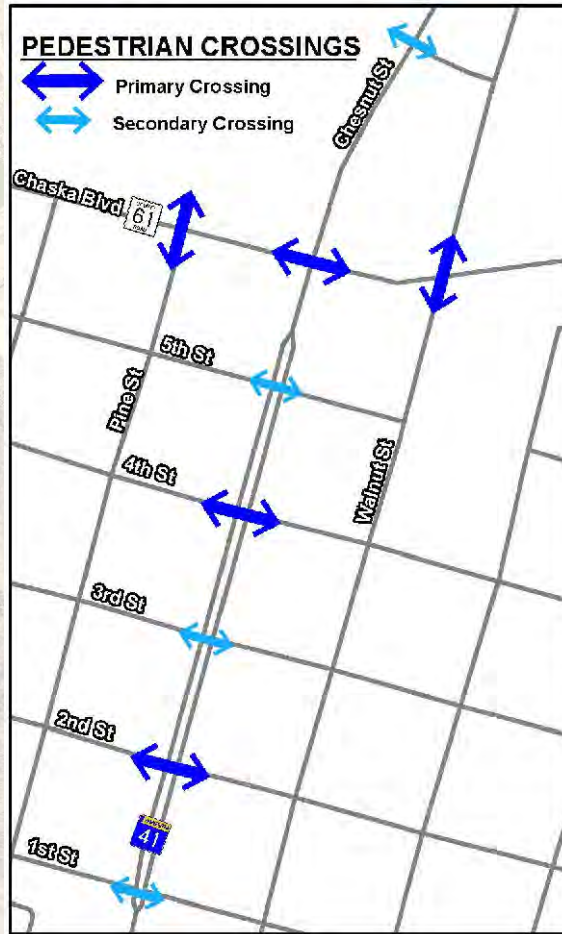
“Revitalize downtown Chaska as the hub of community destinations and gathering places that reflect and celebrate our historic character, traditional small town atmosphere and values.”



Downtown Guiding Principles

- Enhance the community's pride and historic sense of place in downtown
- Reinvigorate the variety and vitality of downtown's main street destinations
- Create signature community gathering places
- Preserve and strengthen downtown as the hub for community institutions
- Expand downtown's role as an employment center
- Enhance downtown's neighborhoods and housing options
- Create inviting downtown streets, sidewalks and trails
- Strengthen downtown partnerships to achieve common goals

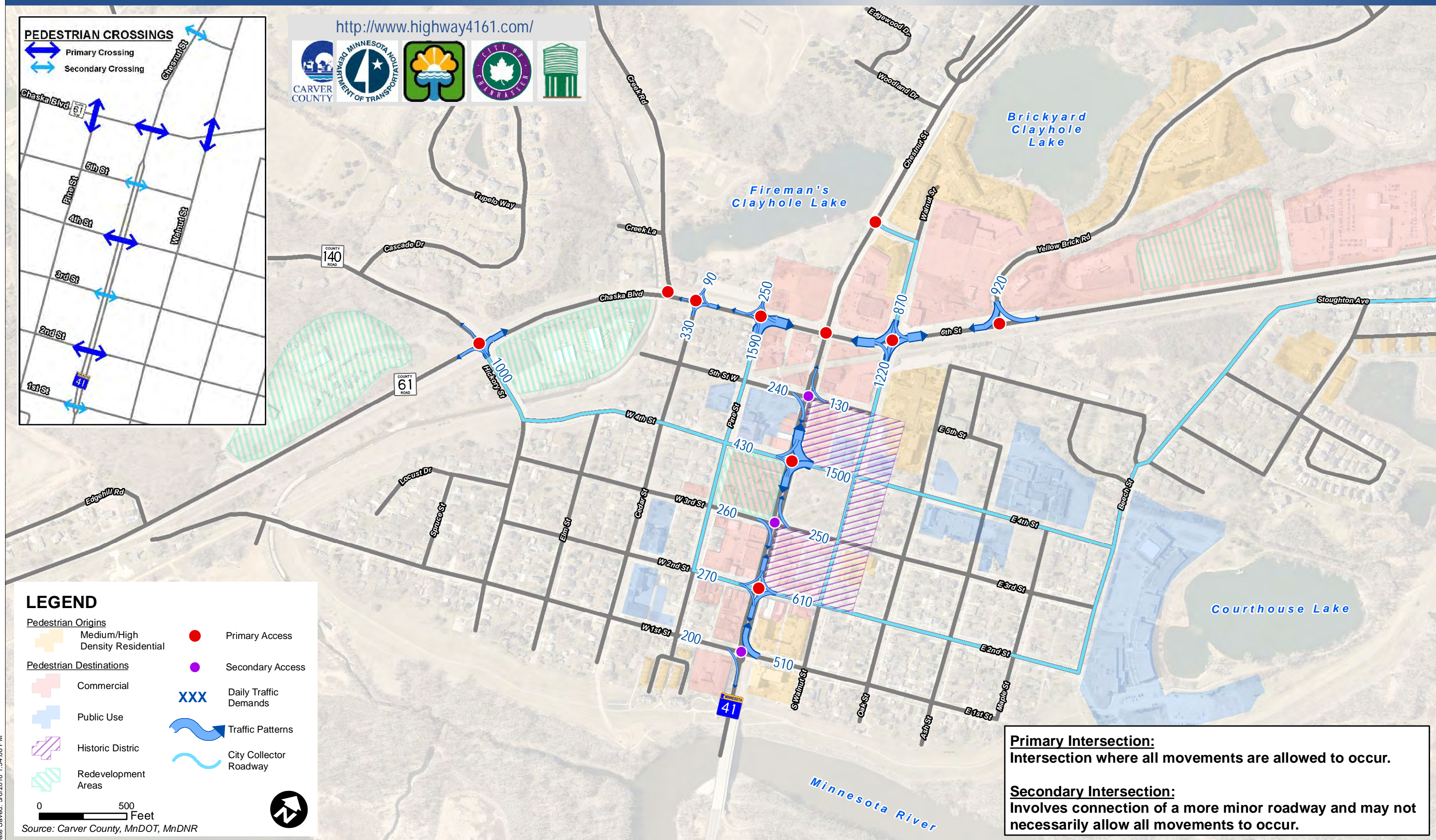
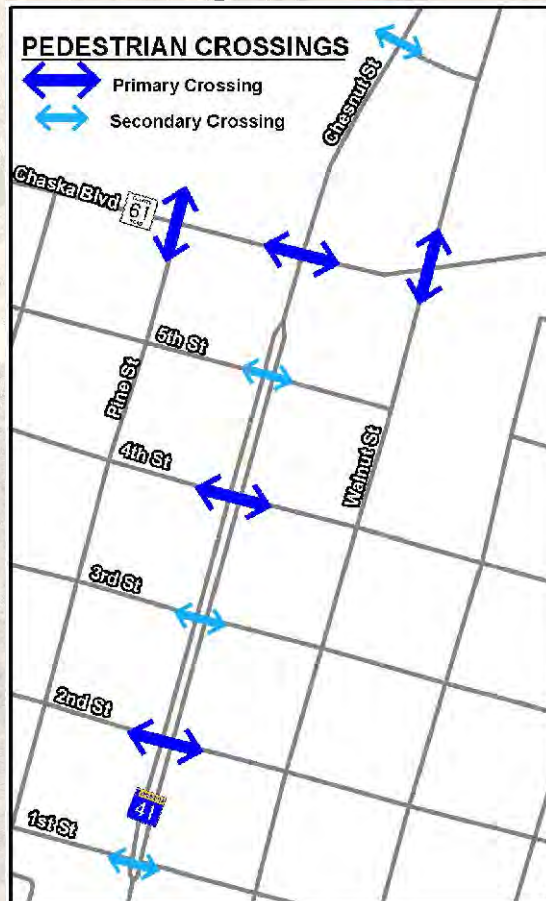
<http://www.highway4161.com/>



Primary Intersection:
Intersection where all movements are allowed to occur.

Secondary Intersection:
Involves connection of a more minor roadway and may not necessarily allow all movements to occur.

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LEGEND

- Pedestrian Origins**
- Medium/High Density Residential
 - Commercial
 - Public Use
 - Historic District
 - Redevelopment Areas
- Pedestrian Destinations**
- Primary Access
 - Secondary Access
 - Daily Traffic Demands
 - Traffic Patterns
 - City Collector Roadway

0 500 Feet

Source: Carver County, MnDOT, MnDNR

Primary Intersection:
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Legend

- Sidewalk - Existing
- Local Trail - Existing
- Local Trail - Proposed
- Paseo - Proposed
- Regional Trails - Existing
- Regional Trails - Proposed
- Trailheads
- Parks
- Enhanced Pedestrian Crossing
- Proposed Pedestrian Underpass
- Existing Traffic Signal

0 500 Feet

Source: Carver County, MnDOT, MnDNR