



County Highway 61 / Highway 41 Improvements

Carver County, Minnesota

June 2, 2016

Goals, Objectives and Performance Measures

Downtown Chaska Subarea

FINAL

PURPOSE

The purpose of this document is to outline the goals and objectives for the Downtown Chaska Subarea which will guide the development and evaluation of improvement alternatives. The goals and objectives are intended to align with state and local transportation plans as much as possible. They build off the existing conditions, issues, needs and concerns outlined in the Downtown Findings of Fact and define desired results or outcomes. Multiple objectives are identified supporting each goal. These objectives provide additional details on how the goal can be achieved. The performance measures are tied to the objectives and will be used during the alternatives evaluation process to assess and compare improvement alternatives. The goals, objectives and performance measures will be transferred into an evaluation matrix in the next phase of the project to facilitate the evaluation of alternatives.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL A: Preserve and enrich the ambience of historic Downtown Chaska

The ambience of a small town downtown is challenging in Chaska due to high volumes of vehicular traffic on TH 41 and CSAH 61. This goal and its objectives are aimed at supporting the City of Chaska’s Downtown vision to, “Revitalize downtown Chaska as the hub of community destinations and gathering places that reflect and celebrate the city’s historic character, traditional small town atmosphere and values.” The transportation objectives and performance measures of this goal are focused on the local roadway system in downtown Chaska. Goal D focuses on the regional transportation system (i.e., CSAH 61 and TH 41) in this area.

Objectives

Maintain or enhance access for local trips
Expand the permeability of local access in/out of downtown

Performance Measures

Side street delay accessing or crossing Highways 41 and 61 during peak periods and off-peak
Average travel speeds to enter and exit downtown nodes
Number of access points by access type (e.g., full access, ¾ access, right-in/right-out, etc.)
Number of new local roadway access connections in/out of downtown by movements allowed
Modifications to existing local roadway and private accesses



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Objectives

Maintain or enhance parking in close proximity to the front door of downtown businesses
Support future land use plans
Enhance community identity
Provide context sensitivity in improvement recommendations

Performance Measures

Number of on-street parking stalls
Parking assessment/comparison
Proximity of parking to front door of businesses
Compatibility with future land use plans
Requires modifications to future land use plan
Impact to common areas (i.e., Downtown Square)
Space for streetscape elements and landscaping opportunities
Space for signature gateways at downtown entrances
Distance between curb and buildings

GOAL B: Provide a comprehensive network for multimodal transportation that is compatible with the major transportation corridors

Major transportation corridors in downtown Chaska include TH 41 and CSAH 61. Both TH 41 and CSAH 61 are challenges to pedestrians, bicyclists and transit users in downtown Chaska. This goal and its objectives are aimed at enhancing the multimodal (pedestrian, bicycle and transit) network connections in downtown including crossings of the major transportation corridors.

Objectives

Provide a comprehensive and connected pedestrian and bicycle system meeting accessibility requirements
Align pedestrian accommodations with user needs
Accommodate reasonable space for pedestrians/bicyclists
Identify treatments for high demand crossings of the major transportation corridors
Provide convenient and comfortable pedestrian routes that are compatible with the vehicular needs of TH 41 and CSAH 61
Serve transit needs to meet demand

Performance Measures

North/south and east/west pedestrian and bicycle connections through the downtown
Function and location of pedestrian/bicycle accommodations and crossings
Available pedestrian/bicycle space
Buffer between pedestrian/bicycle space and vehicles (parked or moving)
Pedestrian travel times, delay, and Level of Service
ADA/PROWAG compliance
Function and location of transit routes and stops



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GOAL C: Safely accommodate all users along the major transportation corridors

This goal and its objectives strive to provide a safe transportation network for all users in downtown Chaska.

Objectives

Maintain crash and severity rates below statewide averages for comparable facilities
Accommodate safe pedestrian and bicycle travel along and across roadways.
Accommodate safe and efficient transit service
Provide reasonable and responsible access

Performance Measures

Forecasted crash and severity rates
Effectiveness of treatment options to accommodate pedestrians crossing TH 41 and CSAH 61.
Benefit of intersection design and roadway section to improve safety.
Vehicle to vehicle and vehicle to pedestrian conflict points.
Bike lane and or trail accommodations.
Ability to provide adequate bus stops or pull outs.
Proposed access spacing compared to county and state guidelines

GOAL D: Provide efficient and reliable vehicle mobility on major transportation corridors

CSAH 61 and TH 41 are arterial roadways providing an important function for the region. The objectives identified for this goal are aimed at ensuring continued efficient and reliable movement of vehicular traffic on these corridors, consistent with their arterial function.

Objectives

Maintain acceptable system reliability
Maintain acceptable vehicle delay and travel times for arterial highways
Serve the projected regional and local growth demands
Ability to accommodate the upper range of projected traffic volumes
Accommodate regional freight hauler needs
Maintain compatibility with a Future TH 41 River Crossing
Manage access to optimize mobility

Performance Measures

Volume to capacity ratio on CSAH 61 and TH 41 for the range of forecasted growth scenarios
Vehicle Delay/Level of Service on CSAH 61 and TH 41 for the range of forecasted growth scenarios
Average mainline speeds and travel times for the range of forecasted growth scenarios
Roadway design standards
Compatibility with future TH 41 River Crossing
Proposed access locations, spacing and treatments on CSAH 61 and TH 41



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GOAL E: Provide infrastructure improvements compatible with the natural and human environment

This goal and its objectives direct improvement alternatives to be sensitive to the context of the downtown environment considering natural, historic, cultural resources, and the built environment.

Objectives

Avoid impacts to historic properties/ Walnut Street Historic District
Provide recommendations sensitive to the historic setting
Avoid impacts to cultural resources
Minimize impacts to the built environment
Meet or exceed stormwater management requirements
Improve air quality
Minimize noise impacts

Performance Measures

Impacts to historic/cultural resources
Impacts to natural resources
Right-of-way impacts
Volume/area of stormwater runoff treatment
Compare forecasted vehicle emissions using the traffic simulation model
Effectiveness of stormwater management features to meet or exceed WMO standards
Compare noise impacts and potential mitigation measures.

GOAL F: Develop a financially responsible infrastructure implementation plan

This goal and its objectives strive to ensure improvements serve current and future needs while being cost effective and economically viable.

Objectives

Improve roadway, traffic signal, signage, sidewalk, trail and storm sewer conditions.
Enhance pedestrian, transit, parking, lighting, aesthetics and landscaping features as applicable.
Replace deficient bridges.
Replace deficient water and sanitary sewer utilities.
Utilize County Turnback Funds for CSAH 61 as much as possible.
Seek federal and state grants to leverage program funds and minimize local costs.
Develop project phases that meet schedule and funding constraints

Performance Measures

Lifecycle costs
Right-of-way cost
Comparison of County Turnback funds versus local funds needed for CSAH 61 improvements.
Percent of benefit compared to cost to achieve
Screen potential projects for federal regional solicitation grants and state grants (e.g., TED and Corridors of Commerce).
Funding eligibility and availability



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