



Application

13876 - 2020 Safe Routes to School Infrastructure

14362 - TH 41 Safe Routes to School Pedestrian Underpass Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 05/15/2020 12:48 PM

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## Primary Contact

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Phone Ext.

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**What Grant Programs are you most interested in?** Planning Assistance Grants

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## Organization Information

**Name:** CHASKA, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City  
**Organization Website:**  
**Address:** 1 CITY HALL PLAZA  
PO BOX 81  
  
\* CHASKA Minnesota 55318-1962  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 612-448-2851  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020931A2

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## Project Information

**Project Name** MN 41 Safe Routes to School Pedestrian Underpass Project  
**Primary County where the Project is Located** Carver  
**Cities or Townships where the Project is Located:** Chaska  
**Jurisdictional Agency (If Different than the Applicant):** MnDOT

The MN 41 Safe Routes to School Pedestrian Underpass Project would construct a grade-separated crossing (pedestrian underpass) of the northern leg of Trunk Highway 41 at its intersection with Highway 10 (Engler Boulevard) in the City of Chaska. The Chaska Middle School East, Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center are all located adjacent to the highway in the northeast quadrant of the intersection and would be directly accessed by the underpass improvement. This intersection has exhibited pedestrian crashes in the past, raising concerns given its proximity to the school/community center property.

Highway 41 is a principal arterial roadway intersecting a minor arterial roadway (Highway 10) in this location. It provides a significant barrier to individuals accessing the school property via walking or biking as they would need to cross five lanes of traffic (six proposed with intersection expansion improvements) at a busy intersection carrying a range of 19,800 to 21,100 vehicles per day. Traffic is anticipated to increase significantly by 2040 which will only exacerbate issues.

Parents of students attending the schools have expressed that these negative characteristics of the intersection are major factors in their decision not to allow children to walk/bike to the schools from neighborhoods west of Hwy 41. Many participants in the public process expressed similar concerns for why they don't use the intersection themselves. Many suggested they would use a pedestrian underpass if provided.

Chaska Community Center is also a destination that residents are likely to access via walking/biking and this improved trail connection will encourage more patrons of the center to use the facility to walk and/or bike for health. The proposed underpass at Hwy 41 would accompany grade-separated facilities on Highway 10 in the same location providing connections to properties to the south,

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

providing safer access to the school properties from surrounding residential neighborhoods. Improvements are part of the improvement implementation strategy resulting from the larger Highway 10 Corridor Study process, which has identified significant safety and mobility improvements along the corridor from Hwy 43 in Laketown Township, east to Hwy 61 in Chaska.

*(Limit 2,800 characters; approximately 400 words)*

#### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)**

MN 41 Safe Routes to School Pedestrian Underpass Project

**Project Length (Miles)**

0.2

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?**

No

**If yes, please identify the source(s)**

**Federal Amount**

\$933,360.00

**Match Amount**

\$233,340.00

*Minimum of 20% of project total*

**Project Total**

\$1,166,700.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage**

20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds**

Local

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

**Preferred Program Year**

**Select one:**

2024

*Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

**Additional Program Years:**

*Select all years that are feasible if funding in an earlier year becomes available.*

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## Project Information



<b>County, City, or Lead Agency</b>	Chaska
<b>Zip Code where Majority of Work is Being Performed</b>	55318
<b>(Approximate) Begin Construction Date</b>	06/02/2025
<b>(Approximate) End Construction Date</b>	10/31/2025
<b>Name of Trail/Ped Facility:</b>	N/A
<i>(i.e., CEDAR LAKE TRAIL)</i>	
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
<b>From:</b>	Hwy 10/White Oak Drive Intersection
<b>(Intersection or Address)</b>	
<b>To:</b>	Hwy 10, 150? East of Hwy 41
<b>(Intersection or Address)</b>	
<i>DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR</i>	
<b>Or At:</b>	N/A
<b>Miles of trail (nearest 0.1 miles):</b>	0.2
<b>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</b>	0.2
<b>Is this a new trail?</b>	No
<b>Primary Types of Work</b>	GRADE, AGG BASE, BIT SURF, SIDEWALK, BIKE PATH, PED RAMPS, PED UNDERPASS, URBAN DRAINAGE, LANDSCAPING, RETAINING WALLS
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
<b>BRIDGE/CULVERT PROJECTS (IF APPLICABLE)</b>	
<b>Old Bridge/Culvert No.:</b>	N/A
<b>New Bridge/Culvert No.:</b>	N/A
<b>Structure is Over/Under (Bridge or culvert name):</b>	N/A

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

**Check the box to indicate that the project meets this requirement. Yes**

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal: Safety and Security (p.60)

Objective: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport (p.60)

Strategies: B1) Regional transportation partners will incorporate safety and security considerations for all modes and users?(p.2.20); B3) Regional transportation partners should monitor and routinely analyze safety and security data by mode and severity...(p.2.21); B4) Regional transportation partners will support the state?s vision of moving toward zero traffic fatalities and serious injuries? (p.2.22); and B6) Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling...

Goal: Access to Destinations (p.62)

Objectives: B) Increase travel time reliability and predictability for travel on highway and transit systems; E) Improve the availability and quality of multimodal travel options for people of all ages and abilities...(p. 46)

Strategies: C2) Local units of government should provide a system of interconnected arterial roads, street, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles (p.2.25); C7) Regional transportation partners will manage and optimize the performance of the Principal Arterial system...(p.2.31); C9) The Metropolitan Council will support investments in A-minor arterials that build, manage, or improve the system?s ability to supplement the capacity of the Principal Arterial system...(p.2.32); C10) Regional transportation partners will manage access to Principal and A-minor arterials to preserve and enhance their safety and capacity...(p.2.32); C15) Regional transportation partners should focus

**Briefly list the goals, objectives, strategies, and associated pages:**

investments on completing Priority Regional Transportation Corridors and on improving the larger Regional Bicycle Transportation Network (p.2.36), and C16) Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across and around physical barriers and/or improve continuity between jurisdictions (p.2.36).

Goal: Healthy Environment (p.66)

Objectives: A) Reduce transportation-related air emissions; C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; D) Provide a transportation system that promotes community cohesion and connectivity for people of all abilities...(p.66)

Strategies: E2) The Metropolitan Council and MnDOT will consider reductions in transportation-related emissions of air pollutants and greenhouse gases when prioritizing transportation investments (p.2.43); E6) Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation...(p.2.46)

*(Limit 2,800 characters; approximately 400 words)*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

a. Carver County 2040 Comprehensive Plan (2018):  
i. Reconstruction projects for segments of CSAH 10 from TH 212 to TH 41 and TH 41 to CSAH 61 are identified as "Priority B" projects and are programmed in the County Improvement Plan with construction targeted for between 2024 and 2028.

ii. Intersection improvements for the CSAH 10 at TH 41 intersection are identified as a "Priority B" project with construction targeted for between 2024 and 2028.

iii. County forecast models show the project area as congested if not improvements are made.

iv. CSAH 10 is identified as a Tier 2 TRBN alignment from CSAH 61 to TH 212 and from TH 212 to Waconia.

b. Highway 61 (Chaska Boulevard)/Highway 41 (Chestnut Street) Improvements Project (2018)

i. Intersection of CSAH 10 and TH 41 is approaching capacity with a LOS D during PM peak traffic. Left turning movements experience unacceptable delays. 8 ped/bike crashes pose concerns due to adjacent schools and the community center.

ii. Traffic volumes on both Highway 41 (Chestnut Street) and Highway 10 (Engler Boulevard) are projected to increase at this location. Intersection improvements include the following:

1. Two through lanes on TH 41 and CSAH 10 in all directions and dual northbound left turn lanes on TH 41.

2. Center medians on all approaches to channelize turning movements and provide refuge for pedestrians.

List the applicable documents and pages:

3. Two options were developed for pedestrian and bicycle crossings. The City of Chaska desired to enhance at-grade crossings through signal improvements in the short-term but to ultimately pursue the grade separated crossings of both Highway 41 (Chestnut Street) and Highway 10 (Engler Boulevard) in the future.

c. City of Chaska 2040 Draft Comprehensive Plan (2018-2019)

i. The Highway 10 (Engler Boulevard) corridor is identified as a Tier 2 Alignment on the RBTN. Creek Road is identified as a Tier 2 Corridor.

ii. Chaska places priority on planning local on- and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments. Local trails in Chaska provide important connections to the Minnesota River Bluffs LRT Regional Trail and the Southwest Regional Trail.

d. City of Chaska Safe Routes to School Plan

i. This plan looked at the intersections of Highway 10 (Engler Boulevard) with Highway 41 (Chestnut Street), Crest Drive, and Park Ridge Drive/Skyview Drive and provides recommendations to enhance pedestrian safety around school properties including:

1. Highway 41 (Chestnut Street) (Chestnut Street: Node 1):

a. Reduce Speed limit

b. Introduce protected left-turn green arrow (pedestrians have extended crossing times during green arrow)

c. Speed bump/raised intersection

e.A pedestrian underpass/tunnel was recommended at the school entrance on Highway 41, north of the Highway 41/Highway 10 intersection.

*(Limit 2,800 characters; approximately 400 words)*

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

**Check the box to indicate that the project meets this requirement.** Yes

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement.** Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement.** Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$250,000 to \$1,000,000

**Check the box to indicate that the project meets this requirement.** Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement.** Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.** Yes

**Date plan completed:** 04/20/2020

**Link to plan:** <https://chaskamn.com/629/ADA-Transition-Plan>

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

**Check the box to indicate that the project meets this requirement. Yes**

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

**Check the box to indicate that the project meets this requirement.**

[Upload Agreement PDF](#)

**Check the box to indicate that the project is not in active railroad right-of-way. Yes**

### Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

**Check the box to indicate that the project meets this requirement. Yes**

Upload PDF of Agreement in Other Attachments.

### Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

**Check the box to indicate that the project meets this requirement. Yes**

5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS Yes within one year of project completion.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$40,400.00
Removals (approx. 5% of total cost)	\$24,300.00
Roadway (grading, borrow, etc.)	\$42,900.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$20,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$16,200.00
Striping	\$8,100.00
Signing	\$8,100.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$40,400.00
Bridge	\$350,400.00
Retaining Walls	\$389,400.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$940,200.00</b>

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### Specific Bicycle and Pedestrian Elements



**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

Path/Trail Construction	\$23,900.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$25,000.00
Streetscaping	\$16,200.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$161,400.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$226,500.00</b>

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**Specific Transit and TDM Elements**

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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**Transit Operating Costs**

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

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## Totals

Total Cost	\$1,166,700.00
Construction Cost Total	\$1,166,700.00
Transit Operating Cost Total	\$0.00

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## Measure A: Relationship Between Safe Routes to School Program Elements

-Engineering - The City is committed to securing funds to implement pedestrian, bicycle, and overall accessibility improvements in the form of a pedestrian underpass of TH 41. This will remove all potential conflicts between pedestrians and vehicles which maximizes safety for all users, especially children walking/biking to Chaska schools. This trail will be engineered to provide full accessibility for all users and will also provide a prime crossing for a new County linking trail on the north side of Hwy 10. Users will have the option to avoid sharing facilities with vehicles.

-Education - The Chaska Middle Schools and La Academia communicate with families through various methods, including a district website, individual school webpages, and digital newsletters. These and other media will be employed to communicate effectively about safe routes initiatives. Principals from each school onsite stated a desire to institute pedestrian and bike safety training and health and wellness initiatives, asking for resources to assist with implementation.

-Enforcement - The area schools do not have crossing guards at the major intersection due to traffic volumes and speeds. A pedestrian underpass alleviates safety concerns by grade separating pedestrians, students, and bicyclists, while increasing access to area schools and community center.

-Encouragement - Chaska Middle School West conducts an annual walk-a-thon fundraiser and has bicycles for use in wellness classes. Area schools are committed to working on future events to encourage students to use planned improvements. The installation of a pedestrian underpass at TH 41 will encourage parents to allow children to walk/bike to the schools and also others who currently opt not to cross the busy Hwy. Parent

Response:

surveys identify the amount of traffic along the route, safety of intersections and crossings, speed of traffic along the route, and sidewalks or pathways as some of the top reasons for not allowing their children to walk/bike to school. The overwhelming majority of these respondents suggest they would allow their children to walk/bike if these attributes were improved and the pedestrian underpass provides the ultimate solution to these issues.

-Evaluation - Parent surveys (attached) were collected prior to project implementation and schools were gaged for how many students are walking/biking daily. Chaska schools will continue to gauge students walking/biking after project implementation to monitor the success of the project, implement changes to improve communication and engagement, and will submit results to the National Center for SRTS database.

*(Limit 2,800 characters; approximately 400 words)*

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project is specifically named in an adopted Safe Routes to School plan\* Yes

*\* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.*

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

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## Measure A: Average share of student population that bikes or walks

Average Percent of Student Population 4.5%

Documentation Attachment 1589560886722\_Chaska Schools Data  
UPDATE\_StudentTravel.pdf

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## Measure B: Student Population

Student population within one mile of the school

310.0

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## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

The project area includes and serves low-income, persons with disabilities, youth, and elderly populations. These populations were engaged through the Hwy 10 Corridor Study, a robust planning process with a focus on community engagement. Various meetings were held during the Study and many surrounding residents were invited to attend (see attached Equity Populations map for notification area). Feedback was used to determine the need for improvements.

1. The Hwy 41/Hwy 10 intersection is considered a hazardous area to cross by ISD 112. The White Oak/Royal Oak (west of the intersection) contains 96 students of which 21 attend the Chaska Middle schools and La Academia. 75 children in the neighborhood attend other schools but some may have potential to attend the middle schools in the future. We've had targeted meetings with this neighborhood and parents have suggested they may allow children to walk/bike to school if the Hwy10/41 intersection was improved.

**Response:**

2. A cluster of low-income Hispanic population is located at the Brandondale Manufactured Home neighborhood a ¼ mile east of the project area with 430 existing households with the capacity to expand to 493 households. Translated notifications were distributed and open house materials/surveys were translated to accommodate.

3. An information booth was set up at a meeting of the Lodge Group, a senior citizen group at the Chaska Community Center to solicit feedback on how they might use facilities. Some thought they might if constructed.

4. The project directly serves the properties containing the Chaska Middle School East, Chaska Middle School West, La Academia, Eastern Carver County Athletic Plaza, and the Chaska Community

Center, with numerous programs for youth, persons with disabilities, and the elderly. La Academia is a two-way, dual language immersion school that combines Spanish and English-speaking students. Parents surveys (English/Spanish translations) were distributed to parents of students attending onsite schools. 247 parents responded, with the majority indicating that the amount of traffic along the route is a major factor preventing students from walking and biking to school and that improved pedestrian facilities, specifically a pedestrian underpass, would change the environment to allow children to walk or bike to school.

In person open houses were held on Aug. 21, 2019 and Dec. 19, 2019 with a virtual open house held in March-April 2020. An interactive online survey and comment map was available with each round of engagement. Residents were notified of open houses/neighborhood meetings via direct postcard mailing. The mailing list for each open house included over 4,000 addresses.

The proposed improvements were presented to these groups and there is wide support for the project.

*(Limit 2,800 characters; approximately 400 words)*

**2. Sub-measure:** *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

*a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.*

The ISD 112 has deemed the Hwy 41/Hwy 10 intersection as a hazard area that is too hazardous to cross due to high traffic levels. For residential properties west of the intersection, bussing is provided to students despite being located within 1 mile of the school site. Typical bussing ranges are a half-mile or more for elementary students and a mile or more for middle school students. The proposed underpass at the Hwy 41/Hwy 10 intersection provides young students living within this range with a safe option for walking/biking to school that is removed from the vehicle right-of-way altogether.

There are benefits for persons with disabilities and/or the elderly as well. A common issue for individuals confined to wheelchairs and with other disabilities is reaction time. When pedestrian signals trigger for the pedestrian to walk, those with disabilities often have slow reaction times and don't quite make it across the intersection before traffic begins to move again. The Hwy 41/Hwy 10 intersection is currently five lanes and is proposed to expand to six in the near-term as the intersection is expanded to alleviate other traffic deficiencies.

**Response:**

The site containing the Chaska Middle Schools is adjacent to the Chaska Community Center that many people access daily for fitness, childcare, sports activities, and comradery among other things. Groups like the Lodge Seniors Group access this facility, but some mentioned they don't walk/bike due to the heavy traffic surrounding the Hwy 41/Hwy 10 intersection.

Carver County is also proposing a linking trail traveling east/west along the north side of Hwy 10 that would provide more of a regional connection for recreational trail users. The underpass of Hwy 41 would allow free flow biking and running through the intersection, removing the need for bikers/runners to stop at the traffic light and potentially wait for traffic. The underpass would



also be great for families hoping to bike together to and from the Community Center or school events. More users overall might opt to use this underpass for its recreational value on top of its safe routes to school qualities.

This trail would directly connect to a proposed north/south underpass of Hwy 10 on the eastern leg of the intersection. The proposed north/south underpass provides similar access for neighborhoods south of the Hwy as the Hwy 41 underpass does for those west. The two underpasses will work in tandem to maximize intersection safety and enhance area recreation, two elements that will be highly beneficial for supporting public health.

*(Limit 2,800 characters; approximately 400 words)*

*b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.*

*Other*

Currently, vehicle congestion at this intersection is a barrier and safety issue for students wanting to bike or walk to school or activities and for pedestrians trying to access the community center. One of the main goals of this project is to address this safety issue. The primary mitigation for pedestrian safety at the busy Hwy 41/Hwy 10 intersection is a pedestrian underpass under Hwy 41 connecting the west side of the corridor to the east side and the community destinations of the Chaska school campus and the Chaska Community Center.

Few to no negative impacts are anticipated from implementing this underpass other than potential temporary access closure related to construction which will be minimized to the extent possible. The reality is that people fear the current intersection as it is and the vast majority avoid walking/biking across it. The City will work closely with adjacent property owners and effected stakeholders to ensure necessary access measures are taken during construction staging. A City website page and Facebook page will be employed to communicate information to those interested or who are affected by construction, providing notice for different stages of the process and what to expect.

**Response:**

*(Limit 2,800 characters; approximately 400 words)*

**Select one:**

**3.Sub-measure: Bonus Points** *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

*a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color*

*b.20 points to projects within an Area of Concentrated Poverty*

*c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent*

*d.10 points for all other areas*

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):**

**Project located in Area of Concentrated Poverty:**

**Projects census tracts are above the regional average for population in poverty or population of color:**

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: Yes

(up to 40% of maximum score )

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589561143285\_TH41\_SRTS\_Socioeconomic.pdf

---

## Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Chaska	0.2	1.0	95.0	95.0

---

### Total Project Length

Total Project Length 0.2

Project length entered on the Project Information - General form.

---

### Housing Performance Score

Total Project Length (Miles) or Population 0.2

Total Housing Score 95.0

---

### Affordable Housing Scoring

---

## Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are over 92 units of affordable housing served within the ½ mile of the project including a multi-family rental housing location (92 units), a scattered site rental property, and approved Habitat for Humanity housing (8 units) at the southeast corner of the CSAH 10/TH 41 intersection. 430 owner-occupied properties are located in the Brandondale Manufactured Home neighborhood is just outside a half-mile to the east.

Key findings show that 82 of the 92 units in the Carver Ridge Townhomes are affordable at 60% of AMI. The 430 existing households located in the Brandondale neighborhood are generally affordable to those at less than 30% of AMI.

The proposed project will connect affordable housing to the multimodal network with a pedestrian underpass at the Hwy 41/Hwy 10 and a connection north to the SouthWest Transit East Creek Transit Station less than half a mile north. 167 affordable housing units are located within a mile of the schools in the following locations:

**Response:**

-MHOP Brickstone: public housing; 30 units at 30% AMI; affordability guaranteed by HUD Public Housing Program

-Creeks Run Townhomes: new construction; 36 units at 30-50% AMI; 2-4 BR units; affordability guaranteed until 2047 by MHFA LMIR and LIHTC 9%

-Village Townhomes: preservation; 28 units at 30% AMI; 2-3 BR units; affordability guaranteed by HUD Section 8 Program

-Crosstown Commons: preservation; 34 units at 60% AMI; 1-2 BR units; affordability guaranteed until 2034 by LIHTC 4%

-East Creek Carriage Homes: preservation; 39

units at 30% AMI; affordability guaranteed until 2025 by MHFA LHIA and LIHTC 9%  
Chaska's 2040 Comprehensive Plan housing goals include providing affordable housing options for all residents, advocating for fair housing, and providing options for a diverse population with varied housing needs. The City intends to improve subsidy programs that provide affordable housing, advocate for denser development for lower costs per unit, assist low-income households with home loan and grants applications, establish a land trust agreement for long-term affordability and revitalization.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1589562254559\_EquityPopulations.pdf

---

## **Measure A: Gaps, Barriers, and Continuity/Connections**

The attached RBTN Orientation map and other sources indicate the project is located at the intersection of two RBTN Tier 2 Alignments and provides a connection to both. The east/west alignment along Hwy 10 spans from the MN River Bluffs Trail east of Hwy 41, to the City of Waconia in the west, providing a regional connection. This trail is also a future Carver County linking trail that will extend through Waconia, north to Watertown and connect to various other local and regional trails along the way. This system segments have a direct connection to the property containing Chaska Middle School West, which is adjacent to the Chaska Middle School East, La Academia Elementary School, and close to the Chaska Community Center.

However, the Hwy 41/Hwy 10 intersection provides a barrier to the success of this trail as a regional recreational trail and as a safe route to the schools as many have expressed through input that they don't feel safe crossing this busy intersection. The latest traffic volume data shows a range of 19,800 to 21,100 vehicles passing through this intersection along Hwy 41 daily, which is anticipated to grow to a range of 21,000 to 22,100 by 2040. Pedestrians currently must cross six lanes of traffic on the north leg which is proposed to expand to six lanes as added capacity is necessary for the intersection to handle the vehicle demands of today and into the future. The posted speed limit is 40 mph on Hwy 41 through the intersection.

**Response:**

Public input from the Hwy 10 Corridor Study and the 2016 SRTS Plan identify this intersection as a barrier to pedestrians/bicyclists using the trail. This is further evidenced as pedestrian counts taken during the Corridor Study show only four pedestrians crossing the north leg during a 13-hour count. Also the transportation department for ISD 112 has deemed this location to be a hazardous area too dangerous for children to walk or bike

through to get to school (see attached email from John Thomas of ISD 112).

The pedestrian underpass would allow pedestrians and bicyclists, including children accessing schools, to circumvent this busy intersection by removing the need to cross the proposed six lanes of heavy traffic. Other pedestrian crossing treatments are not anticipated to provide the needed level of pedestrian safety that an underpass would afford users, nor would at-grade treatments build confidence in parents to allow children to walk or bike to school.

*(Limit 2,800 characters; approximately 400 words)*

**Upload Map**

1589562316327\_TH41\_SRTS\_RBTN.pdf

*Please upload attachment in PDF form.*

---

**Measure B: Deficiencies corrected or safety or security addressed**

The Hwy 10 Corridor Study shows the Hwy 41/Hwy 10 intersection exhibited 53 crashes from 2013-2017 exhibiting the highest crash rate (0.98) along the corridor. There were six pedestrian crashes documented over 10-years from 2008-2017, the majority resulting from vehicles committing a right turn on red violation. 2009-2018 data from MnDOT shows no new pedestrian crashes (see attached). With a proposed six lanes of traffic, there are many potential vehicle to pedestrian conflict points, all of which will be removed with the underpass. Participants in public engagement for the Hwy 10 Corridor study repeatedly stated the Hwy 41/Hwy 10 intersection is unsafe for pedestrian traffic. A recent survey posted for that study asked participants how they interact with the properties containing the schools and community center, and if they, or household members, walk/bike to the properties. At least 44 out of 57 (77%) participants visit the community center, have children that attend the schools, and/or work there among other things. 24 out of 44 (55%) respondents suggested they walk/bike to the property. 4 of the 20 that don't walk/bike to the properties suggested the Hwy 41/Hwy 10 intersection poses a barrier. Participants were then asked if they felt the underpass addition was important and if they would use it if implemented. 49 out of 57 (86%) respondents stated they felt the underpass was an important improvement and 37 out of 57 (65%) stated they would use it as a safe crossing if implemented.

**Response:**

Parent Surveys received 247 responses, of which 49 respondents live within a mile from the schools and 105 lived within two miles. Ten children currently walk and two bike. 76 out of 247 children have asked parents if they can walk/bike to school in the past year. 69% of parents stated the amount of traffic along the route was a major factor preventing them from allowing children to walk/bike



to school. 133 out of 195 (68%) suggested they would allow children to walk/bike if this issue was improved. For 69% of respondents, safety of intersections and crossings was a major deterrence with 153 out of 194 (79%) stating they would allow children to walk/bike if improved. 60% of respondents suggested the speed of traffic along the route was a major deterrence with 125 out of 190 (66%) stating they would allow children to walk/bike if improved. Many commented that an underpass at the Hwy 41/Hwy 10 intersection would be great for safety. The underpass will ultimately remove pedestrian/vehicle conflicts along with other safety issues deterring parents from allowing children to walk/bike to school.

*(Limit 2,800 characters; approximately 400 words)*

---

## **Measure A: Public Engagement Process**

**Response**

This project was developed as part of a full corridor study planning approach, Hwy 10 Corridor Study, with project partners including MnDOT and the City of Chaska. The public engagement and outreach efforts included focus groups, online surveys and interactive comment tool, public open houses, specific outreach to target population groups, neighborhood meetings, and property owner meetings. Public meetings began in November 2018 with the most recent being an online open house in April-May 2020. Stakeholder outreach and neighborhood outreach included specific meetings with Chaska Police, Fire, Public Works, and Emergency Services, Chaska Vet, ISD 112, Laketown Township, The Lodge Senior Center, Brandondale manufactured home neighborhood, Valley Evangelical Free Church, Shepherd of the Hill Church, Crest Dr. neighborhood, and the White Oak neighborhood. In person open houses were held on August 21, 2019 (50+ participants) and December 19, 2019 (50+ participants) with a virtual open house held in March-April 2020 (60+ participants). In addition, approximately 70 online comments were submitted via the online interactive comment map.

Residents were notified of public open houses and general public or neighborhood meetings via direct postcard mailing. The mailing list for each open house included over 4,000 addresses. Meeting information was also shared on social media including Facebook and Twitter and sent out via a project e-bulletin email with a project specific subscriber list of 234.

Partner agencies met at least monthly throughout the planning process with the most recent meeting on May 6, 2020 and regularly presented study information to elected officials at public meetings. The most recent presentation to the Chaska City Council was on May 6, 2020.

247 parents of students attending the schools responded to the parent surveys, distributed on

May 1, 2020. As discussed in previous sections, parents support the underpass and many would allow children to bike/walk if implemented.

(Limit 2,800 characters; approximately 400 words)

**Survey Attachment**

1589562479682\_ChaskaSRTSParentSurveySummary\_English\_Revised.pdf

Please upload attachment in PDF form.

---

## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

---

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

**Attach Layout**

1589562877316\_SRTS\_proposed\_concept\_drawing.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

**Attach Layout**

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

### 2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

### **3)Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

Yes

25%

**Right-of-way, permanent or temporary easements required, parcels not all identified**

0%

**Anticipated date or date of acquisition**

01/01/2025

### **4)Railroad Involvement (15 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)**

Yes

100%

#### **Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun**

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

### **5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

<b>Meeting with general public:</b>	05/06/2020
<b>Meeting with partner agencies:</b>	05/06/2020
<b>Targeted online/mail outreach:</b>	05/01/2020
<b>Number of respondents:</b>	310
<b>Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.</b>	Yes
<i>100%</i>	
<b>Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.</b>	
<i>75%</i>	
<b>At least one meeting specific to this project with the general public has been used to help identify the project need.</b>	
<i>50%</i>	
<b>At least one meeting specific to this project with key partner agencies has been used to help identify the project need.</b>	
<i>50%</i>	
<b>No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.</b>	
<i>25%</i>	
<b>No outreach has led to the selection of this project.</b>	
<i>0%</i>	

A grade separated pedestrian/bicycle crossing for the Hwy 41/Hwy 10 intersection was first identified through the CSAH 61/TH 41 Improvements Project completed in 2018. There was ample public engagement during that process. However, the concept has been further refined through the Hwy 10 Corridor Study process, which began in 2018 and will end summer of 2020. To date, there have been three open houses for the general public to engage in the process. Early meetings focused on data gathering on issues with existing conditions. The grade-separated pedestrian crossing concept was introduced during the second open house event as the process moved into concept development and evaluation. Actual underpass alignments were introduced to the public through the third open house (held virtually due to COVID-19) and specific questions targeted feedback on how participants support the project.

Response (Limit 2,800 characters; approximately 400 words):

Various stakeholder meetings were held early in the study process, and continue to be held, to engage specific groups such as residents of the White Oak/Royal Oak neighborhood, ISD 112 Transportation Management, and Koch School Bus Services. These groups have verified the need for the pedestrian underpass at this intersection throughout the process. Parents of White Oak neighborhood students have expressed that they don't allow children to cross the intersection for safety reasons; ISD 112 Transportation Management consider the intersection a hazard area and provide bussing to children in the White Oak neighborhood when they wouldn't otherwise. Seniors from the Lodge Group at the Chaska Community Center were engaged to solicit their input on the proposed underpass as well. The underpass project will impact adjacent properties and will require land acquisition. Project Partners have worked very closely with ISD 112, the Valley Evangelical Free Church, and The Chaska Vet Hospital to ensure consensus on the

underpass concept and associated trails that will occupy their properties. The team continues to meet with these stakeholders, who support the project.

Other engagement includes a project website that has been active through the duration of the process; a public engagement web map application that allows participants to interact with project staff and other participants (activated twice during the study process); announcements provided through the Carver County and City of Chaska Facebook pages to notify the public of upcoming meetings. Post card notifications were mailed to a very large area surrounding the project and were translated to Spanish for known locations of Hispanic populations.

Parent Surveys were also distributed to all parents from schools on May 1, 2020.

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### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,166,700.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,166,700.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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### Other Attachments





Existing Photo from Valley Evangelical Lutheran Church

1.7 MB





Photo from Chaska West School

1.6 MB

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
0_TH 41 Underpass_One Page Description_Final.docx	One-Page Summary	1.5 MB
Carver Co LOS TH 41 SRTS 2020-05-13.pdf	Letter of Support from Carver County	120 KB
Existing_Photo_3_Aerial.pdf	Existing Aerial	173 KB
Letter of Support - Engler Improvements 5-5-2020.pdf	Letter of Support from School District 112	351 KB
MNTH 41 CSAH 10 MnDOT Compiled Crashes 2009 - ..FINAL.pdf	10-Year Pedestrian and Bicycle Crash History	41 KB
SRTS_proposed_concept_drawing.pdf	Concept Layout of Proposed Improvements	2.9 MB
SRTS_Study_Pages.pdf	Relevant Pages from SRTS Plan	4.1 MB
TH 41 Chaska letter ped facilities.pdf	MnDOT Letter of Support	476 KB

**2020 - MN 41 Safe Routes to School Pedestrian Underpass Project: Student Travel Information\***

	Middle School East	Middle School West	La Academia Elementary	Total
Total student population	700	917	462	2079
Number of students that live within .5 mile	6	49	9	64
Number of students that live within 1 mile	0	184	61	310
Number of students in school that receive bussing	693	844	423	1960
Number of students within .5 mile that receive bussing	5	36	9	50
Number of students within 1 mile that receive bussing	NA	NA	NA	281
Number of students that live in the White Oak/Royal Oak neighborhoods that receive bussing	NA	NA	NA	21
Number of students who generally walk/bike (estimated range from school)	80-100	10-20	3	93-123
Number of students who generally walk/bike (number used to calculate %)	80	10	3	93

\*Due to restrictions with COVID-19, Schools were unable to administer traditional student travel tallies in classrooms. However, school principals provided estimates for their respective school on how many children were observed walking/biking to school on a regular basis. The lower range of these estimates were used to provide a conservative percentage of the student body that potentially walks/bikes to school.

**ISD 112 Data Contributors**

Institution	Name	Title	Phone
ISD 112 Transportation Department	John Thomas	Transportation Manager	952-556-6161
La Academia Elementry School	Gretchen Kleinsasser	Principal	952-556-6310
Chaska West Middle School	Sheryl Hough	Principal	952-556-7410
Chaska East Middle School	Beth Holm	Principal	952-556-7610

**From:** Thomas, John <ThomasJohn@District112.org>  
**Sent:** Friday, May 8, 2020 10:01 AM  
**To:** Justin Vossen  
**Cc:** Matt Lassonde  
**Subject:** RE: SRTS funding questions

Good morning –

I believe it's safe to assume that there are students that walk to school from time to time, even if a ride is available. We don't track that in anyway, so there's no statistical data to support an opinion, however.

Our bussing counts are based on a student's home address, or an alternative address if they have reported it to us. We have a Board policy that instructs us to provide bussing for any student living 1 mile or more from a Middle School, and .5 mile or more from an elementary school. There is a caveat that allows us to recognize hazardous areas and provide bussing within those distances for students who live in a hazardous area. The intersection of Hwy 41 and Engler is deemed hazardous to cross due to high traffic levels. Thus, we provide transportation to students in the White Oak and Cardinal neighborhoods.

Hope this helps.

John

---

**From:** Justin Vossen <Justin.Vossen@bolton-menk.com>  
**Sent:** Friday, May 8, 2020 8:36 AM  
**To:** Thomas, John <ThomasJohn@District112.org>  
**Cc:** Matt Lassonde <Matthew.Lassonde@bolton-menk.com>  
**Subject:** RE: SRTS funding questions

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

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I need to ask a couple follow-up questions. Is it safe to assume that, though children are on the bussing list for the schools or may get a ride from parents, many will choose to walk instead from time to time? Do the counts for those bussed within a mile include those that are simply registered for bussing and not actual ridership counts? Thanks

---

**From:** Thomas, John <[ThomasJohn@District112.org](mailto:ThomasJohn@District112.org)>  
**Sent:** Tuesday, May 5, 2020 1:08 PM  
**To:** Justin Vossen <[Justin.Vossen@bolton-menk.com](mailto:Justin.Vossen@bolton-menk.com)>  
**Subject:** FW: SRTS funding questions

Justin –

Below is the answers to your questions. For question 5, we do not have any specific partnerships with local authorities directly related to walkers around our campus. There are not any crossing guards or traffic guards.

John

---

**From:** Hagerstrom, Robert <[HagerstromR@District112.org](mailto:HagerstromR@District112.org)>  
**Sent:** Tuesday, May 5, 2020 1:01 PM  
**To:** Thomas, John <[ThomasJohn@District112.org](mailto:ThomasJohn@District112.org)>  
**Subject:** RE: SRTS funding questions

---

**From:** Thomas, John <[ThomasJohn@District112.org](mailto:ThomasJohn@District112.org)>  
**Sent:** Tuesday, May 5, 2020 12:06 PM  
**To:** Hagerstrom, Robert <[HagerstromR@District112.org](mailto:HagerstromR@District112.org)>  
**Subject:** FW: SRTS funding questions  
**Importance:** High

Please get me these answers by the end of today

---

**From:** Justin Vossen <[Justin.Vossen@bolton-menk.com](mailto:Justin.Vossen@bolton-menk.com)>  
**Sent:** Tuesday, May 5, 2020 11:46 AM  
**To:** Thomas, John <[ThomasJohn@District112.org](mailto:ThomasJohn@District112.org)>  
**Cc:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Subject:** SRTS funding questions

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

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We're nearing the completion of our Safe Routes to School funding application for a pedestrian underpass at the Chaska schools and I've got a few remaining questions for you.

1. I need to know the total number of students that live within 1 mile of Chaska East, West, and La Academia  
ALL) 310  
East) 65  
West) 184  
LAA) 61
2. The total number of students that live within 1 mile that ride the bus to those schools  
281 Students
3. The total student population of the three Chaska schools  
2079 Is the total student population in the three schools
4. The total number of students within the White Oak and Royal Oak neighborhoods  
21 Students live in the White Oak / Royal Neighbor hoods that attend the three schools  
75 Students live in the same neighborhood but attend various other schools

5. Any initiatives you and the district undertake to address the **Enforcement** element (defined below) of the Safe Routes to School 5E's (Engineering, Education, Enforcement, Encouragement, Evaluation).
  - **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of the schools (this includes enforcement of speeds, yielding to pedestrians, and proper walking and bicycling behaviors) and initiating community enforcements such as a crossing guard program.

Does the district work with law enforcement on speed limits/zones, pedestrian safety/yielding to pedestrians, crossing guards, etc.?

Thanks again!

**Justin Vossen**

Planning Intern

**Bolton & Menk, Inc.**

1960 Premier Drive

Mankato, MN 56001-5900

Phone: (507) 625-4171 ext. 3586

Mobile: (507) 382-2157

[Bolton-Menk.com](http://Bolton-Menk.com)

**From:** Koutsoukos, Elaine <elaine.koutsoukos@metc.state.mn.us>  
**Sent:** Monday, April 27, 2020 11:56 AM  
**To:** Matt Lassonde  
**Subject:** RE: Regional Solicitation Safe Routes to School

Matt,

That would be good data to provide. If the school can provide you with number of total number of students and the number of students who are bused, the pedestrian counts will give you good percentage of walkers, especially if this intersection is right by the school.

I recommend attaching this email string as a pdf to the application in the Other Attachments at the end of the application.

Elaine

## Elaine Koutsoukos

TAB Coordinator | Transportation Advisory Board  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)  
P. 651.602.1717 | F. 651.602.1739  
390 North Robert Street, St. Paul, MN 55101  
[metro council.org](http://metro council.org)

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**From:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Sent:** Monday, April 27, 2020 10:58 AM  
**To:** Koutsoukos, Elaine <[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)>  
**Subject:** RE: Regional Solicitation Safe Routes to School

Thanks Elaine. The only data available is from the recent corridor study which provides pedestrian counts at the intersection. We can extract data from school arrival/departure peak hours. Do you have any advice as to how we should present this or if other data may be better?

Thanks,

Matt

---

**From:** Koutsoukos, Elaine <[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)>  
**Sent:** Friday, April 24, 2020 3:01 PM  
**To:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Subject:** RE: Regional Solicitation Safe Routes to School

Hi Matt,

Right now, my best advice is to collect whatever data you can. I expect that any agency submitting an application will have the same issue collecting the parent and student tally data. If no applicants are able to provide the tallies, the scorer will be advised to score the measure with the data that is

provided. If there are any applications with tallies, the other applications will be prorated based on their response.

Elaine

## Elaine Koutsoukos

TAB Coordinator | Transportation Advisory Board  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)  
P. 651.602.1717 | F. 651.602.1739  
390 North Robert Street, St. Paul, MN 55101  
[metro council.org](http://metro council.org)

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**From:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Sent:** Thursday, April 23, 2020 8:48 AM  
**To:** Koutsoukos, Elaine <[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)>  
**Subject:** RE: Regional Solicitation Safe Routes to School

Hi Elaine,

I wanted to follow up on a voicemail I left you and this email string.

We've reached out to the schools. School busing data and population within a half-mile seems to be available. However, student travel tallies and parent surveys don't seem to exist. The application specifically asks for this data and I'm concerned not having it will be a detriment to the application scoring. We are attempting to have schools administer the parent surveys now as they are really connected to families online. Student tallies are, of course, impossible to gather now.

Would you advise we submit the application despite not having that data? The project is for a pedestrian underpass of Highways 10 and 41 for safe connections to the schools through an intersection that has experienced 6 ped/bike crashes in the last ten years and is adjacent to the schools property.

Feel free to call.

Thanks,

Matt Lassonde  
507-380-4877

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**From:** Koutsoukos, Elaine <[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)>  
**Sent:** Wednesday, April 15, 2020 3:45 PM  
**To:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Subject:** RE: Regional Solicitation Safe Routes to School

Hi Matt,



We are recommending that schools use data from last year. School would have data on the number of students who live within a ½ mile of the school and the number of students that they are busing. If they have tally sheets from the previous year, those can be used.

Elaine

## Elaine Koutsoukos

TAB Coordinator | Transportation Advisory Board  
[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)  
P. 651.602.1717 | F. 651.602.1739  
390 North Robert Street, St. Paul, MN 55101  
[metro council.org](http://metro council.org)

---

**From:** Matt Lassonde <[Matthew.Lassonde@bolton-menk.com](mailto:Matthew.Lassonde@bolton-menk.com)>  
**Sent:** Wednesday, April 15, 2020 10:11 AM  
**To:** Koutsoukos, Elaine <[elaine.koutsoukos@metc.state.mn.us](mailto:elaine.koutsoukos@metc.state.mn.us)>  
**Subject:** Regional Solicitation Safe Routes to School

Hi Elaine,

I am assisting communities with SRTS focused Regional Solicitation applications. I have a couple questions on student travel tallies and parent survey distribution in this time of COVID-19. Obviously, student travel tallies have become impossible to collect during this time. Also, I could see schools distributing parent surveys through distance learning practices but I can also see barriers to getting schools to be able to accommodate that with all the other things they are transitioning through during COVID-19. I'm wondering if you have had any feedback on how others may be dealing with tallies and/or parent surveys?

Thanks!

Matt

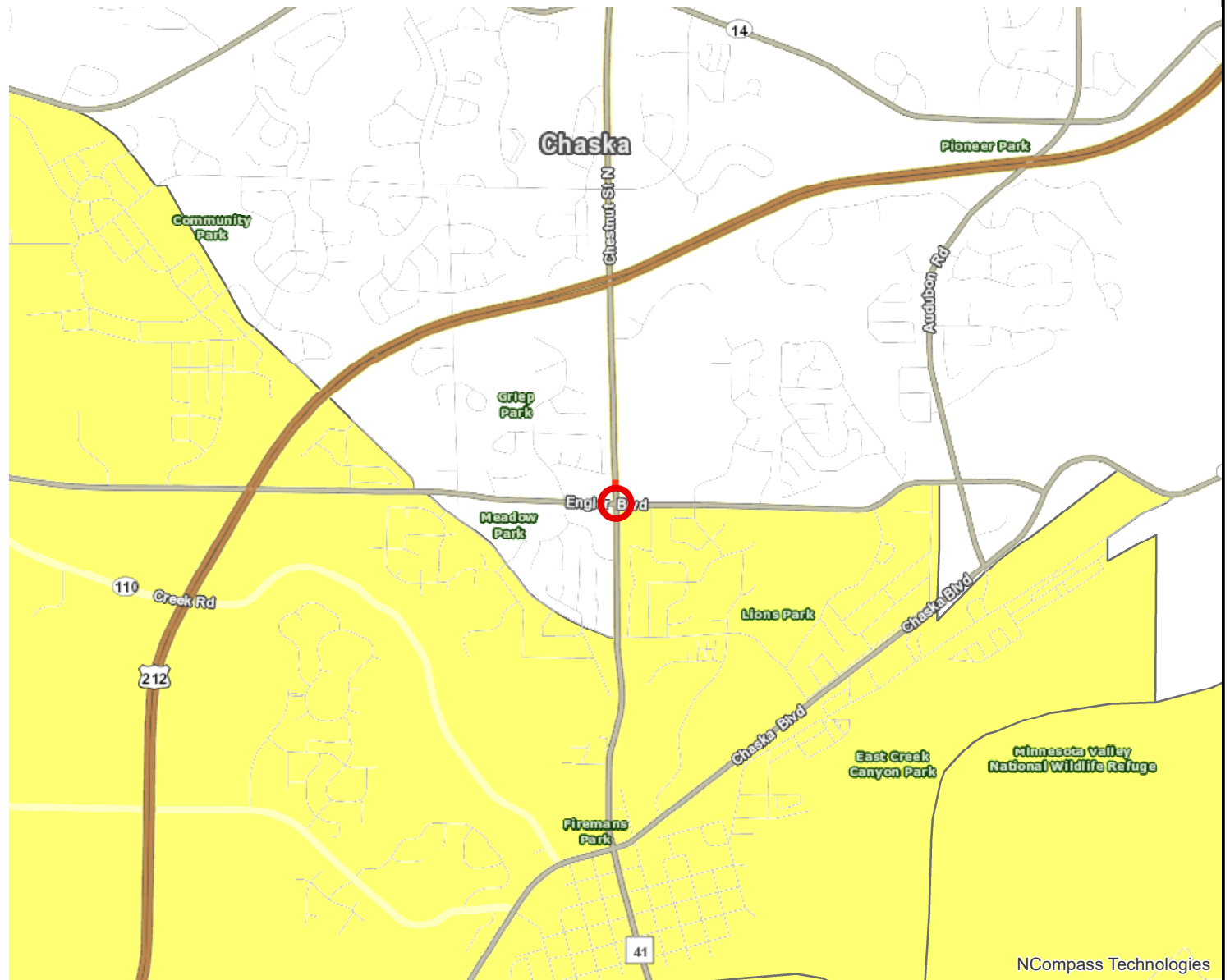
**Matt Lassonde**  
Transportation Planner  
**Bolton & Menk, Inc.**  
1960 Premier Drive  
Mankato, MN 56001  
P: (507) 625.4171 ext. 3136  
M: (507) 380.4877  
[www.bolton-menk.com](http://www.bolton-menk.com)

# Socio-Economic Conditions

## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

Tracts within half-mile:  
90800 90900 91000



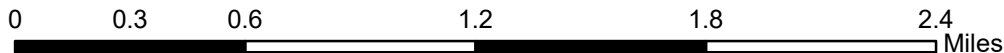
Points

Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 5/15/2020  
LandscapeRSA2



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



NCompass Technologies





# TH 41 Safe Routes to School Pedestrian Underpass Project

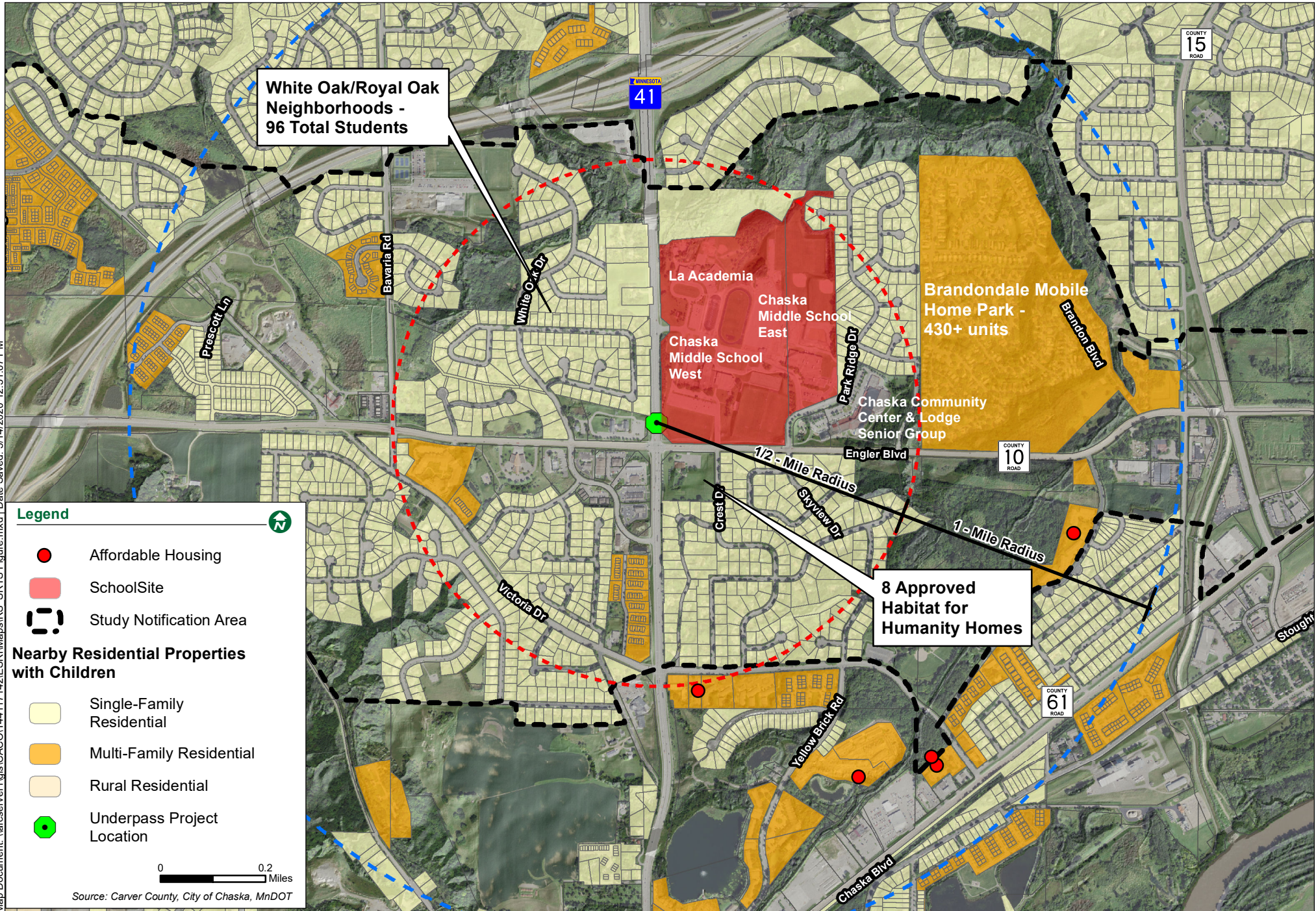
City of Chaska

Equity Populations

May 2020



Real People. Real Solutions.

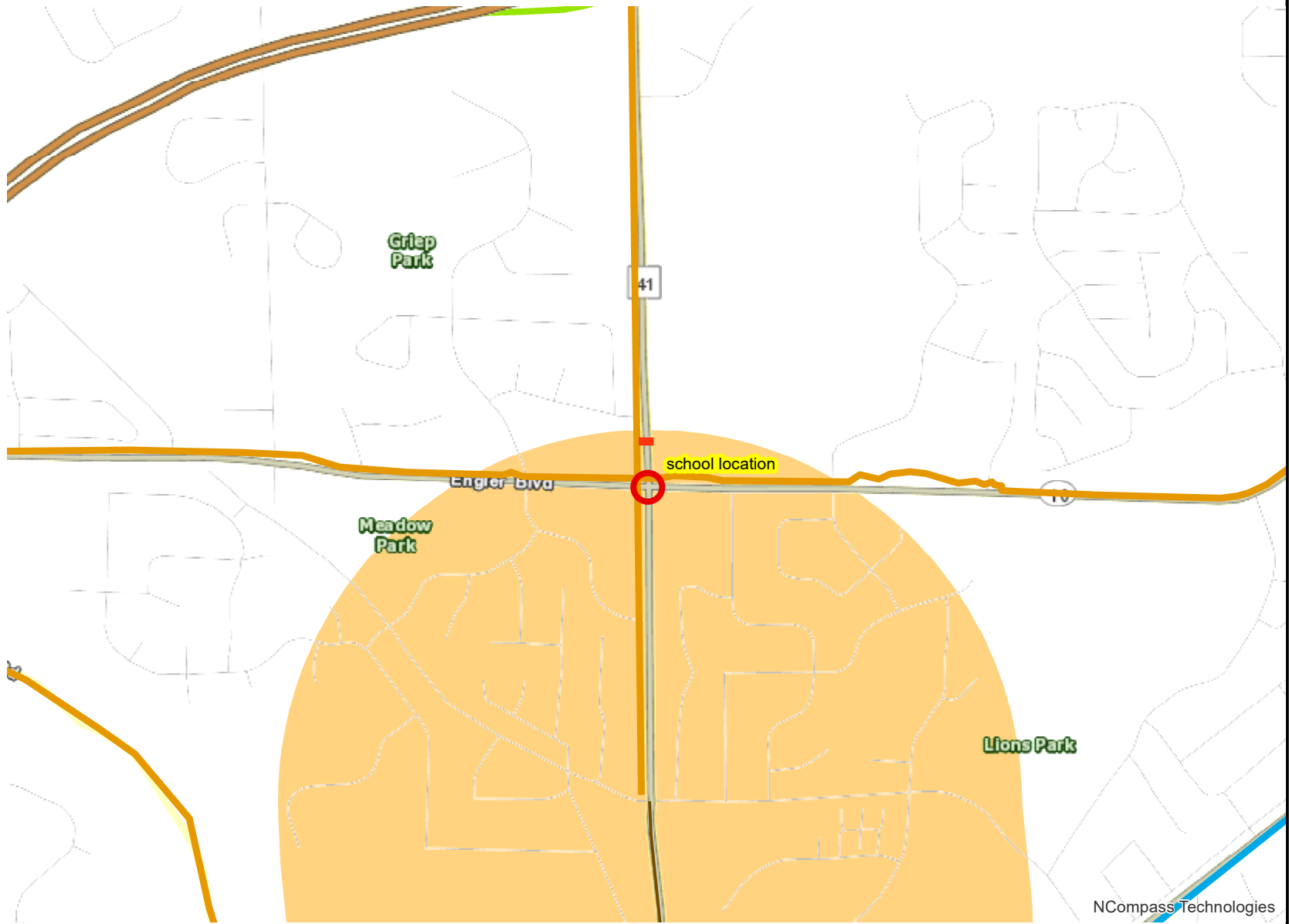




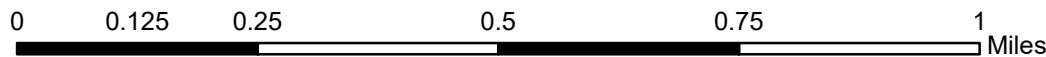
# Project to RBTN Orientation

## Results

Project IN TIER 2  
Bicycle Transport Corridor.



- Project Points
- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Minor Arterials
- RBTN Tier 1
- Principal Arterials
- RBTN Tier 2



Created: 5/15/2020  
LandscapeRSA6



For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>

NCompass Technologies



This document summarizes the results from a SurveyMonkey web survey replicated from the SRTS Parent Survey obtained through the MnSRTS Evaluation tools at

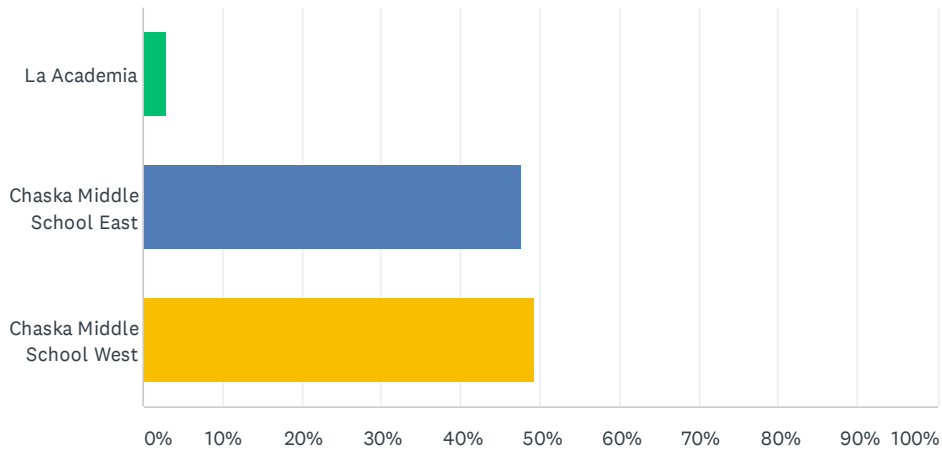
[http://saferoutesdata.org/downloads/Parent\\_Survey\\_English.pdf](http://saferoutesdata.org/downloads/Parent_Survey_English.pdf)

Due to quarantine requirements during COVID-19, mailing paper copies of the survey to parents and collecting completed surveys was not possible. In response to this, it was necessary to convert the paper survey into a web survey through SurveyMonkey.

To serve the maximum number of respondents, a Spanish version of this survey was also distributed. We received three responses through the Spanish survey which were added to the results of this English translation for ease of reporting.

### Q1 Please select which school your child attends

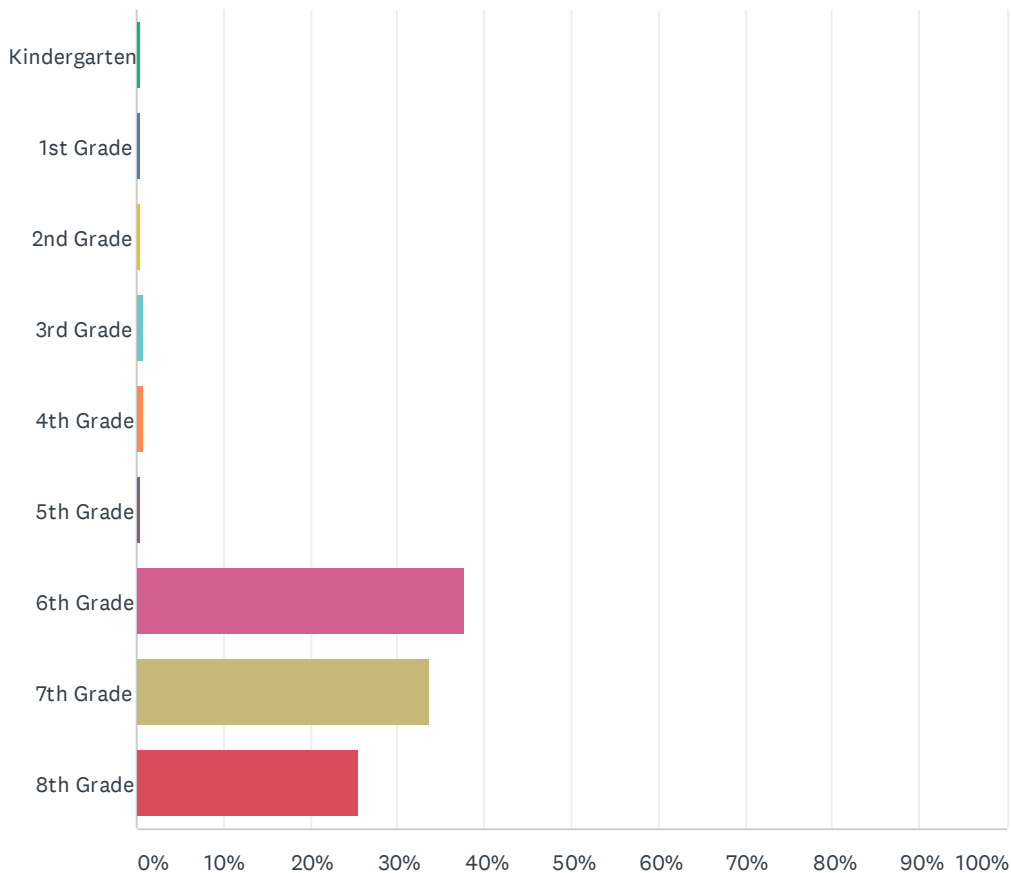
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES
La Academia	2.83% 7
Chaska Middle School East	47.77% 118
Chaska Middle School West	49.39% 122
TOTAL	247

## Q2 What grade is your child in?

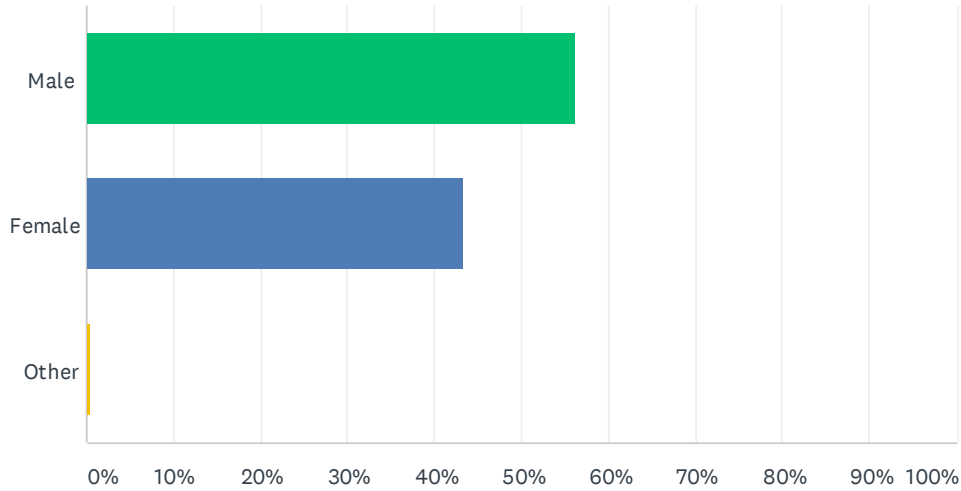
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES	
Kindergarten	0.40%	1
1st Grade	0.40%	1
2nd Grade	0.40%	1
3rd Grade	0.81%	2
4th Grade	0.81%	2
5th Grade	0.40%	1
6th Grade	37.65%	93
7th Grade	33.60%	83
8th Grade	25.51%	63
<b>TOTAL</b>		<b>247</b>

### Q3 Is your child male or female?

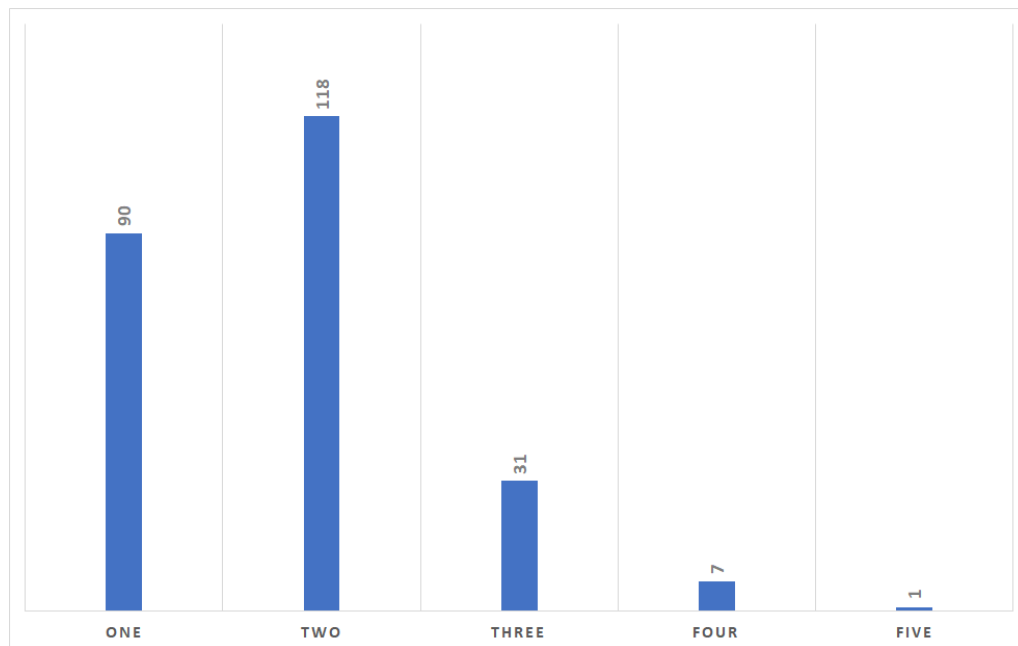
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES	
Male	56.28%	139
Female	43.32%	107
Other	0.40%	1
TOTAL		247

### Q4 How many children do you have in Kindergarten through 8th grade?

Answered: 247 Skipped: 0



### Q5 What is the street intersection nearest your home? (Provide the names of two intersecting streets)

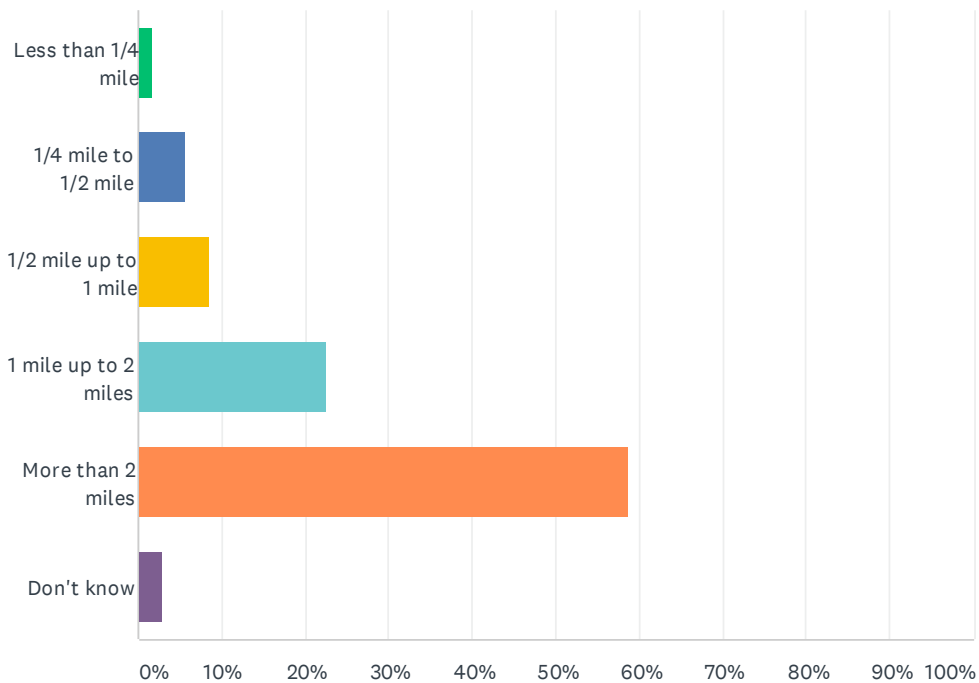
Answered: 238 Skipped: 9

ANSWER CHOICES	RESPONSES	
Provide the name of first intersecting street	99.58%	237
Provide the name of second intersecting street	99.16%	236

A detailed listing of community intersection responses are available upon request

### Q6 How far does your child live from school?

Answered: 247 Skipped: 0

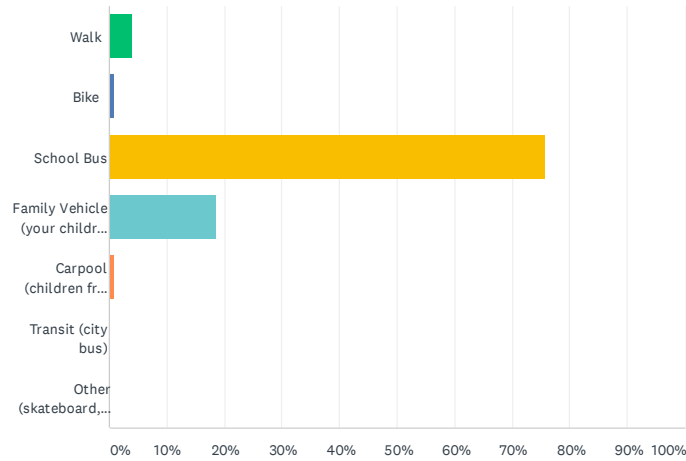


ANSWER CHOICES	RESPONSES	
Less than 1/4 mile	1.62%	4
1/4 mile to 1/2 mile	5.67%	14
1/2 mile up to 1 mile	8.50%	21
1 mile up to 2 miles	22.67%	56
More than 2 miles	58.70%	145
Don't know	2.83%	7
<b>TOTAL</b>		<b>247</b>



Q7 On most days, how does your child arrive at school?

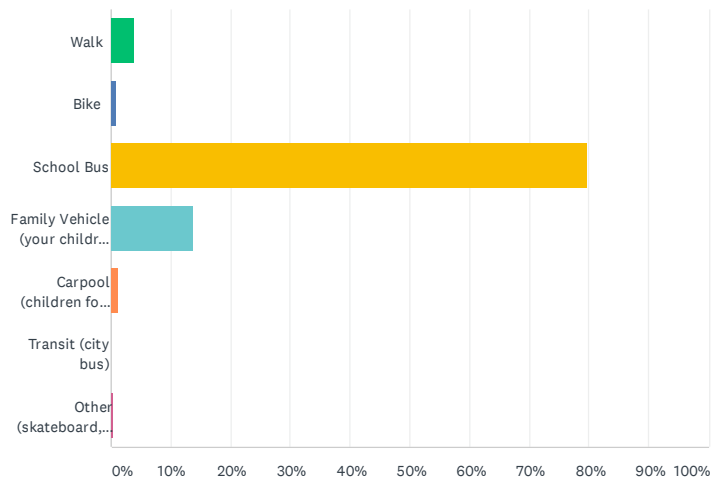
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	4.05%	10
Bike	0.81%	2
School Bus	75.71%	187
Family Vehicle (your children in your vehicle)	18.62%	46
Carpool (children from other families)	0.81%	2
Transit (city bus)	0.00%	0
Other (skateboard, scooter, inline skates)	0.00%	0
<b>TOTAL</b>		<b>247</b>

Q8 On most days, how does your child leave from school?

Answered: 247 Skipped: 0

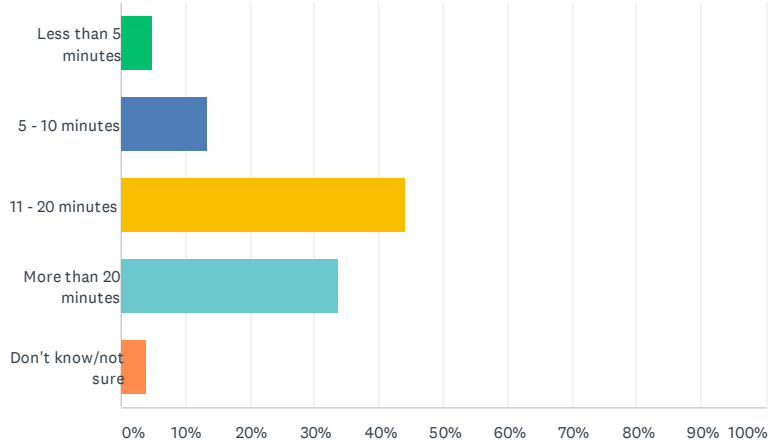


ANSWER CHOICES	RESPONSES	
Walk	4.05%	10
Bike	0.81%	2
School Bus	79.76%	197
Family Vehicle (your children in your vehicle)	13.77%	34
Carpool (children from other families)	1.21%	3
Transit (city bus)	0.00%	0
Other (skateboard, scooter, inline skates)	0.40%	1
<b>TOTAL</b>		<b>247</b>

Chaska Schools Safe Routes to School Parent Survey

Q9 How long does it normally take your child to get from home to school?

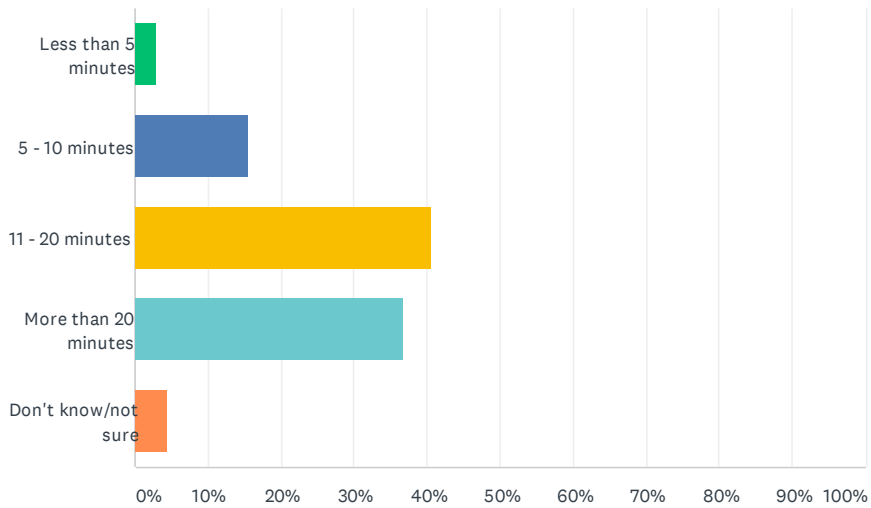
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 5 minutes	4.86% 12
5 - 10 minutes	13.36% 33
11 - 20 minutes	44.13% 109
More than 20 minutes	33.60% 83
Don't know/not sure	4.05% 10
<b>TOTAL</b>	<b>247</b>

Q10 How long does it normally take your child to get from school to home?

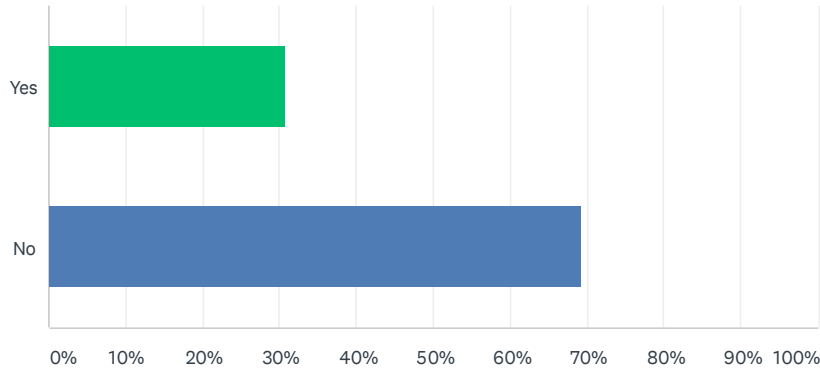
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 5 minutes	2.83% 7
5 - 10 minutes	15.38% 38
11 - 20 minutes	40.49% 100
More than 20 minutes	36.84% 91
Don't know/not sure	4.45% 11
<b>TOTAL</b>	<b>247</b>

### Q11 Has your child asked you for permission to walk or bike to/from school in the last year?

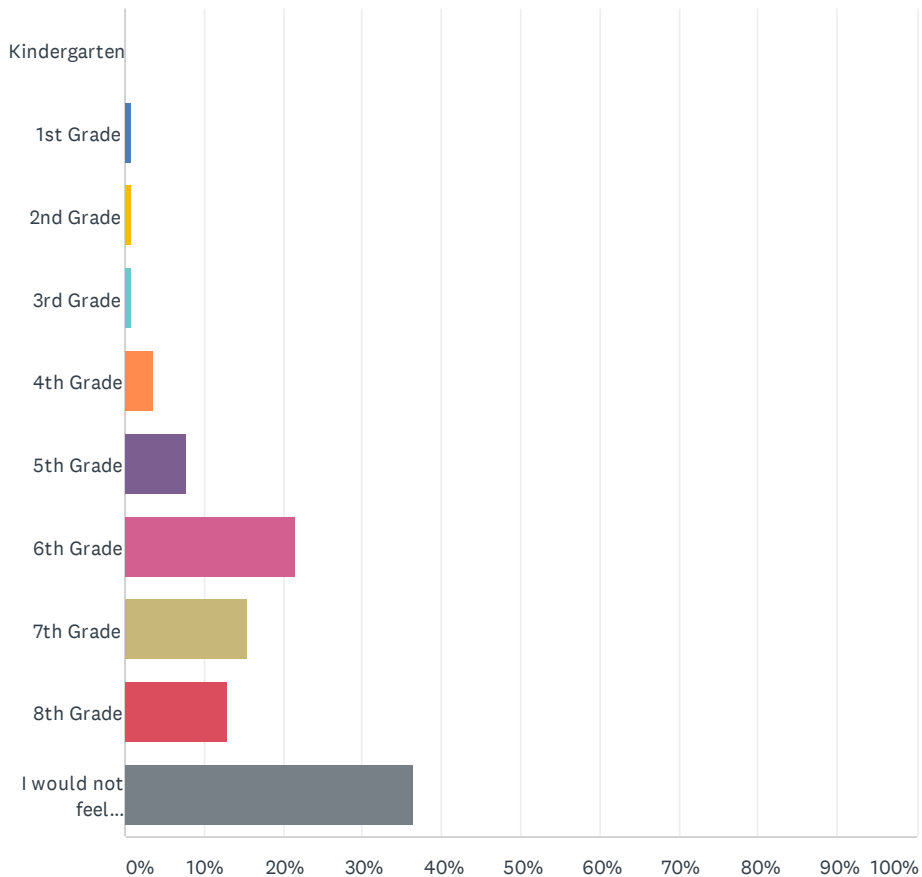
Answered: 247 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	30.77%	76
No	69.23%	171
TOTAL		247

### Q12 At what grade would you allow your child to walk or bike to/from school without an adult?

Answered: 247 Skipped: 0

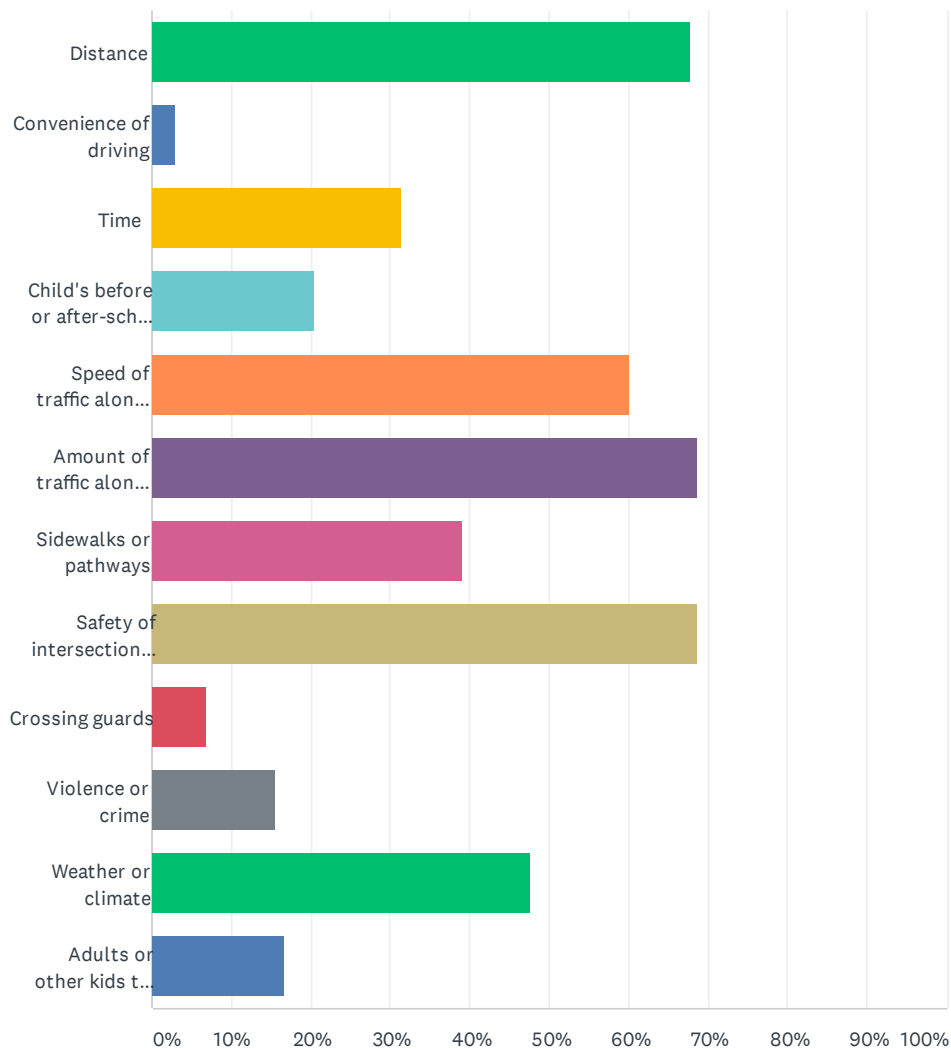


## Chaska Schools Safe Routes to School Parent Survey

ANSWER CHOICES	RESPONSES	
Kindergarten	0.00%	0
1st Grade	0.81%	2
2nd Grade	0.81%	2
3rd Grade	0.81%	2
4th Grade	3.64%	9
5th Grade	7.69%	19
6th Grade	21.46%	53
7th Grade	15.38%	38
8th Grade	12.96%	32
I would not feel comfortable at any grade	36.44%	90
<b>TOTAL</b>		<b>247</b>

### Q13 What of the following issues affected your decision to allow, or not to allow, your child to walk or bike to/from school? (Select ALL that apply)

Answered: 245    Skipped: 2

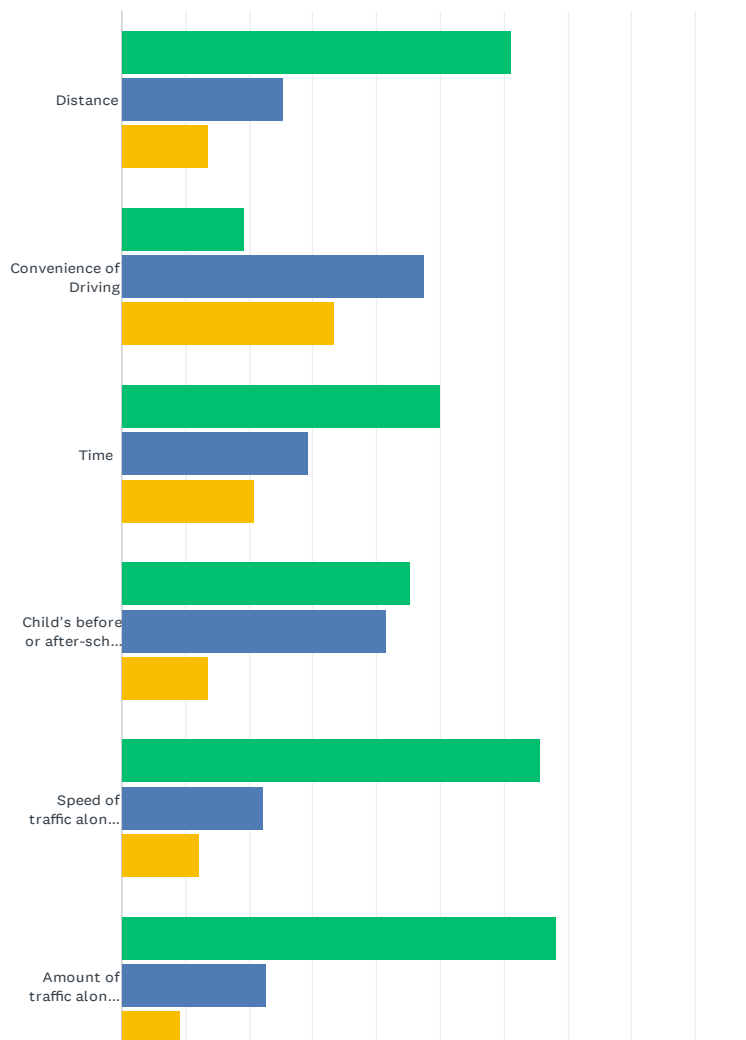


# Chaska Schools Safe Routes to School Parent Survey

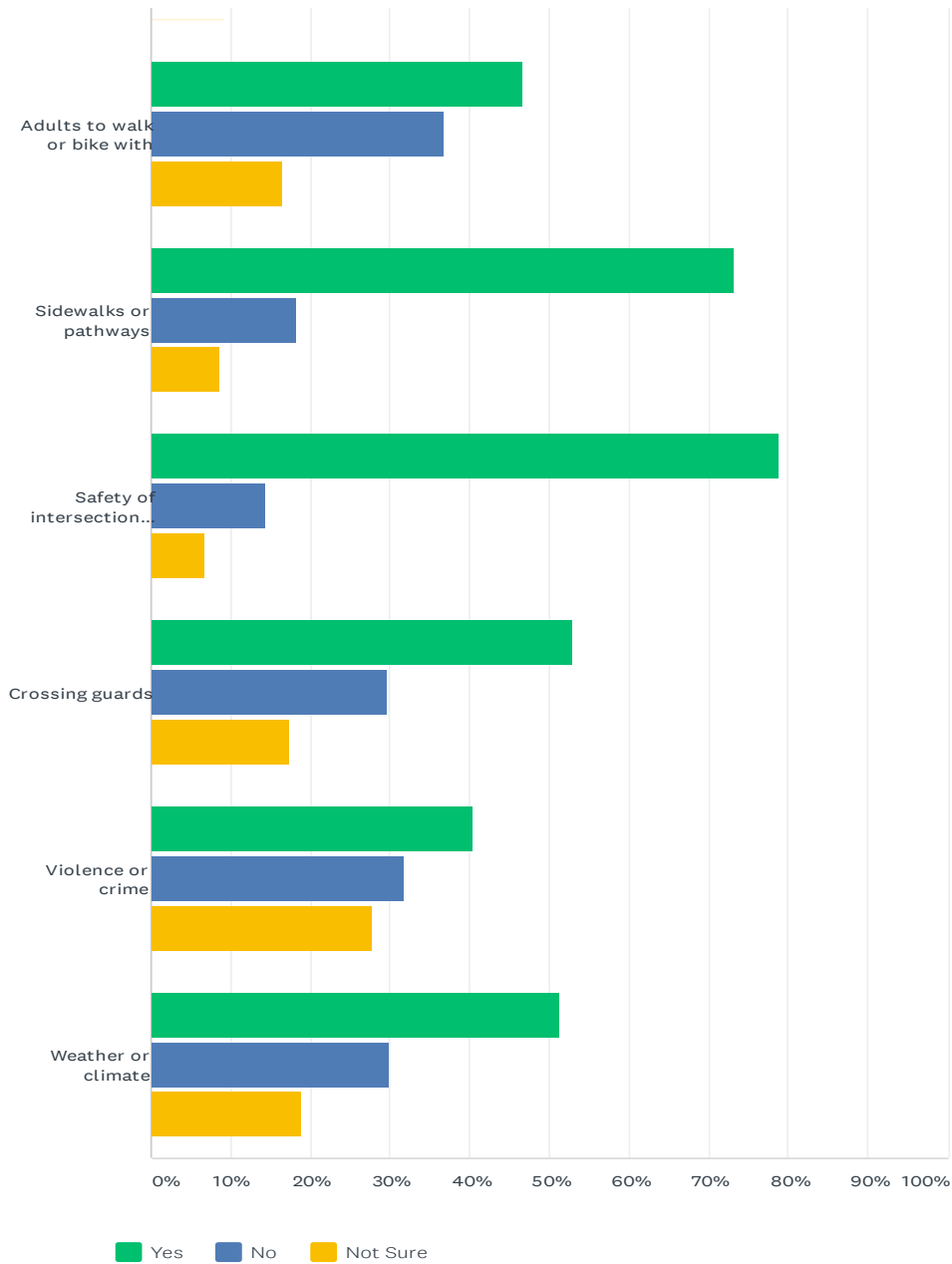
ANSWER CHOICES	RESPONSES	
Distance	67.76%	166
Convenience of driving	2.86%	7
Time	31.43%	77
Child's before or after-school activities	20.41%	50
Speed of traffic along route	60.00%	147
Amount of traffic along route	68.57%	168
Sidewalks or pathways	39.18%	96
Safety of intersections and crossings	68.57%	168
Crossing guards	6.94%	17
Violence or crime	15.51%	38
Weather or climate	47.76%	117
Adults or other kids to walk or bike with	16.73%	41
Total Respondents: 245		

**Q14 Based on your concerns above, would you probably let your child walk or bike to/from school if this problem were changed or improved? (Only provide answers for concerns you chose in question 13 above)**

Answered: 242 Skipped: 5



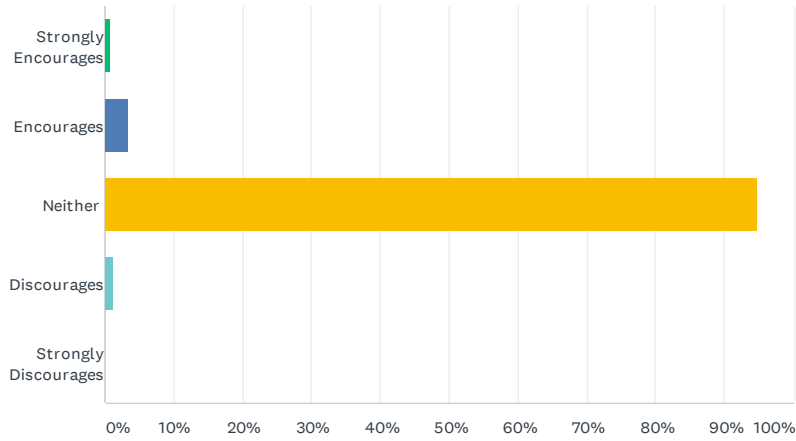
# Chaska Schools Safe Routes to School Parent Survey



	YES	NO	NOT SURE	TOTAL
Distance	61.05% 116	25.26% 48	13.68% 26	190
Convenience of Driving	19.17% 23	47.50% 57	33.33% 40	120
Time	50.00% 75	29.33% 44	20.67% 31	150
Child's before or after-school activities	45.11% 60	41.35% 55	13.53% 18	133
Speed of traffic along route	65.79% 125	22.11% 42	12.11% 23	190
Amount of traffic along route	68.21% 133	22.56% 44	9.23% 18	195
Adults to walk or bike with	46.62% 62	36.84% 49	16.54% 22	133
Sidewalks or pathways	73.17% 120	18.29% 30	8.54% 14	164
Safety of intersections and crossings	78.87% 153	14.43% 28	6.70% 13	194
Crossing guards	52.89% 64	29.75% 36	17.36% 21	121
Violence or crime	40.48% 51	31.75% 40	27.78% 35	126
Weather or climate	51.25% 82	30.00% 48	18.75% 30	160

### Q15 In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

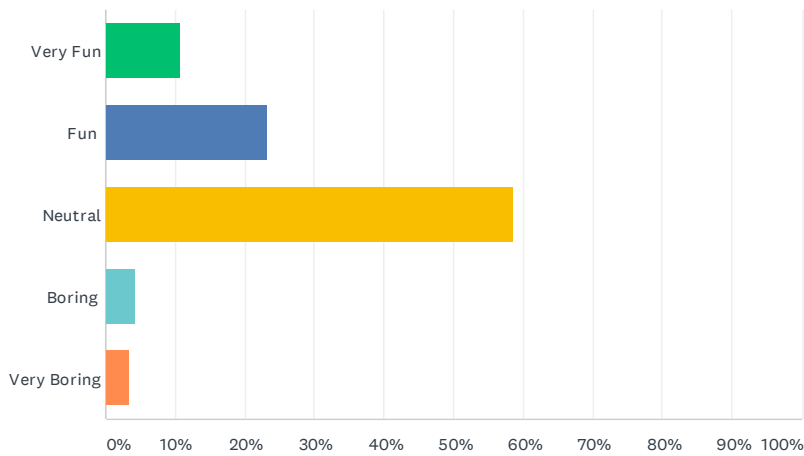
Answered: 245 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Encourages	0.82%	2
Encourages	3.27%	8
Neither	94.69%	232
Discourages	1.22%	3
Strongly Discourages	0.00%	0
<b>TOTAL</b>		<b>245</b>

### Q16 How much fun is walking or biking to/from school for your child?

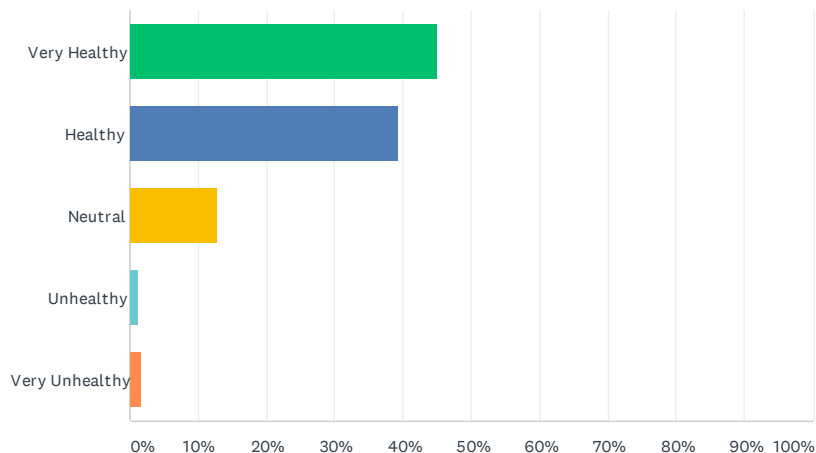
Answered: 242 Skipped: 5



ANSWER CHOICES	RESPONSES	
Very Fun	10.74%	26
Fun	23.14%	56
Neutral	58.68%	142
Boring	4.13%	10
Very Boring	3.31%	8
<b>TOTAL</b>		<b>242</b>

### Q17 How Healthy is walking or biking to/from school for your child?

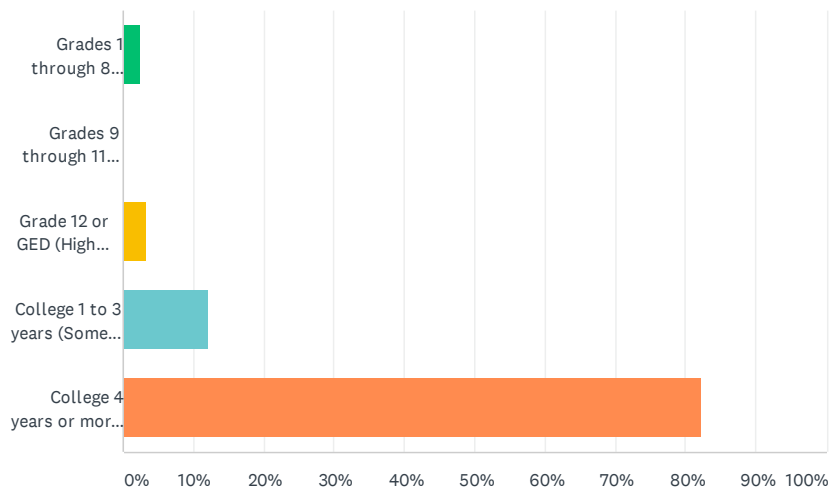
Answered: 244 Skipped: 3



ANSWER CHOICES	RESPONSES	
Very Healthy	45.08%	110
Healthy	39.34%	96
Neutral	12.70%	31
Unhealthy	1.23%	3
Very Unhealthy	1.64%	4
<b>TOTAL</b>		<b>244</b>

### Q18 What is the highest grade or year of school you completed

Answered: 246 Skipped: 1



ANSWER CHOICES	RESPONSES	
Grades 1 through 8 (Elementary)	2.44%	6
Grades 9 through 11 (some High School)	0.00%	0
Grade 12 or GED (High School Graduate)	3.25%	8
College 1 to 3 years (Some college or technical school)	12.20%	30
College 4 years or more (college graduate)	82.11%	202
<b>TOTAL</b>		<b>246</b>



## Q19 Please provide any additional comments

Answered: 63 Skipped: 184

I would like to share that I was very hesitant to letting my daughter start to walk and ride a bike to school because of the intersection at 41 and Engler- I was very nervous and probably held her off longer than I would have simply because of that intersection. I am a healthcare provider in the community and think walking and biking to school is a wonderful thing, I was disappointed that our middle school daughter could not do that easier. I also find not having a sidewalk available on Engler An issue as well. Coming from our neighborhood, there is not a sidewalk to get kids up to the lights, they often have had to cut through the holiday gas station.

I have two students that regularly walk/ride bike to Clover Ridge. We live only four blocks away and they encounter no roads along their path. However I have two students attending Middle School West and we are located too far away to entertain the idea of them walking or biking to or from school.

Our children would bike along a trail, so the safety aspect is a much different prospect than on roads. I think that we would definitely let them bike to school - we were planning to before the pandemic hit. If there were crossing guards or people to help them get into the school, that would be lovely, but I expect that I would be biking with them anyway.

I would like to Chaska elementary in the 80s. But more traffic and bad guys today.

I don't trust drivers on 41 and those coming off of 212 for for my child to walk to school. Even next year when she will be going to Chaska high, I'm not sure that I will feel safe with the drivers for her to cross 41 (if she were to walk or bike to school)

These questions are ridiculous. First of all it's irrelevant the gender of my child. Also, of course it is healthier to walk or bike from school, there are other concerns, as well as other forms of exercise.

We live at close to a 50 mph road where cars frequently run red lights. I would not feel safe with my children crossing at this point.

Seems like majority of students attending CMSE/CMSW live more than a mile from school - given MN weather seems unlikely that more would start walking/biking due to distance and other concerns beyond crosswalk vs underpass (i.e. - crossing 212 . . . big hills . . .)

If crossing Hwy 41 was safer I would walk more often myself.

With cold winters, wet springs, windy falls, there's not a lot of room for a female, carrying a 20+ backpack to bike to school. It's not about how healthy it is. Any activity is healthy for kids. I don't think is a good idea to encourage young children to cross the Engler and 41. That is one of the most dangerous intersections in town. For kids coming from a diffent direction, sure. Not for my kid. No matter how healthy it might be or how money the school could save by not driving my child to school.

The 41/10 intersection is a tough intersection for kids, lots of traffic and trucks. An underpass for pedestrians and bikes would be great for safety and convenience

Crossing improvement at Engler and 41 (Chestnut) is a must to access 2 middle schools, an elem school, sports complex and community center. Please include underpass at this intersection for safe crossing!

I have 3 kids. I assume this survey was for middle schoolers. Living in Victoria biking is not an option regardless of any changes that can be made.

My son really enjoys riding his bike to school. However he has had 2 very close calls crossing 41 on Engler blvd. One time the car was turning left and unaware that the pedestrian had the walk signal, the other the car ran a red light. Since then he has been very scared and hesitant to cross 41, although he enjoys riding his bike elsewhere. A lot of kids cross that intersection and it is really important to add a pedestrian bypass.

Why did you feel the need to ask about my education status? How is that possibly relevant to whether or not my child walks to school our not?

Winter time is especially dangerous. So many drivers blow through red lights at the intersection of 41/Engler.

We live 1/2 a mile from Pioneer Ridge yet are bused to East. East to way too far for my child to walk/bike.

It will be great to improve the safety of the intersection

I would like to share that I was very hesitant to letting my daughter start to walk and ride a bike to school because of the intersection at 41 and Engler- I was very nervous and probably held her off longer than I would have simply because of that intersection. I am a healthcare provider in the community and think walking and biking to school is a wonderful thing, I was disappointed that our middle school daughter could not do that easier. I also find not having a sidewalk available on Engler An issue as well. Coming from our neighborhood, there is not a sidewalk to get kids up to the lights, they often have had to cut through the holiday gas station.

I fully support a underpass at 41 & Engler. Although my child doesn't cross there, we live in the area and use the intersection daily. I am constantly nervous a child will be hit there. People don't yield/stop especially while turning right onto Engler from 41 south. They don't see the kids leaving school crossing the street.

School bus service is very essential for us, without school bus service our children won't be able to attend school. We live 1.8 miles away for Chaska Middle School East. The distance is too long for my child to walk or bike.

My child would LOVE to bike to school. We live a fair distance from the school but would consider letting him if there were safe pathways to do so.

If there was a safe crossing at the intersection by CMSW, I would allow my child to ride a bike to school. The distance and other factors are less of a concern. The crossing of 41 at high traffic time is our biggest factor for not allowing our child now or previous children to ride to CMSW.

We live way too far from school for my child to bike or walk.

An underpass would be fantastic!!!! We worry about those kids walking, especially when it's darker.

My child does not have the option to ride a bus to school due to the proximity to school.

I walk our dogs early in morning through the man-41 and Engler intersection, to be actually safe for pedestrians either force drivers to be safe or a pedestrian specific crossing is needed. I am surprised that there are as few pedestrian and auto incidents, but worry that will change

Building a tunnel would provide an area for rape & grafetti

This would be AMAZING - I would totally have let my daughter walk to school more if this underpass existed.

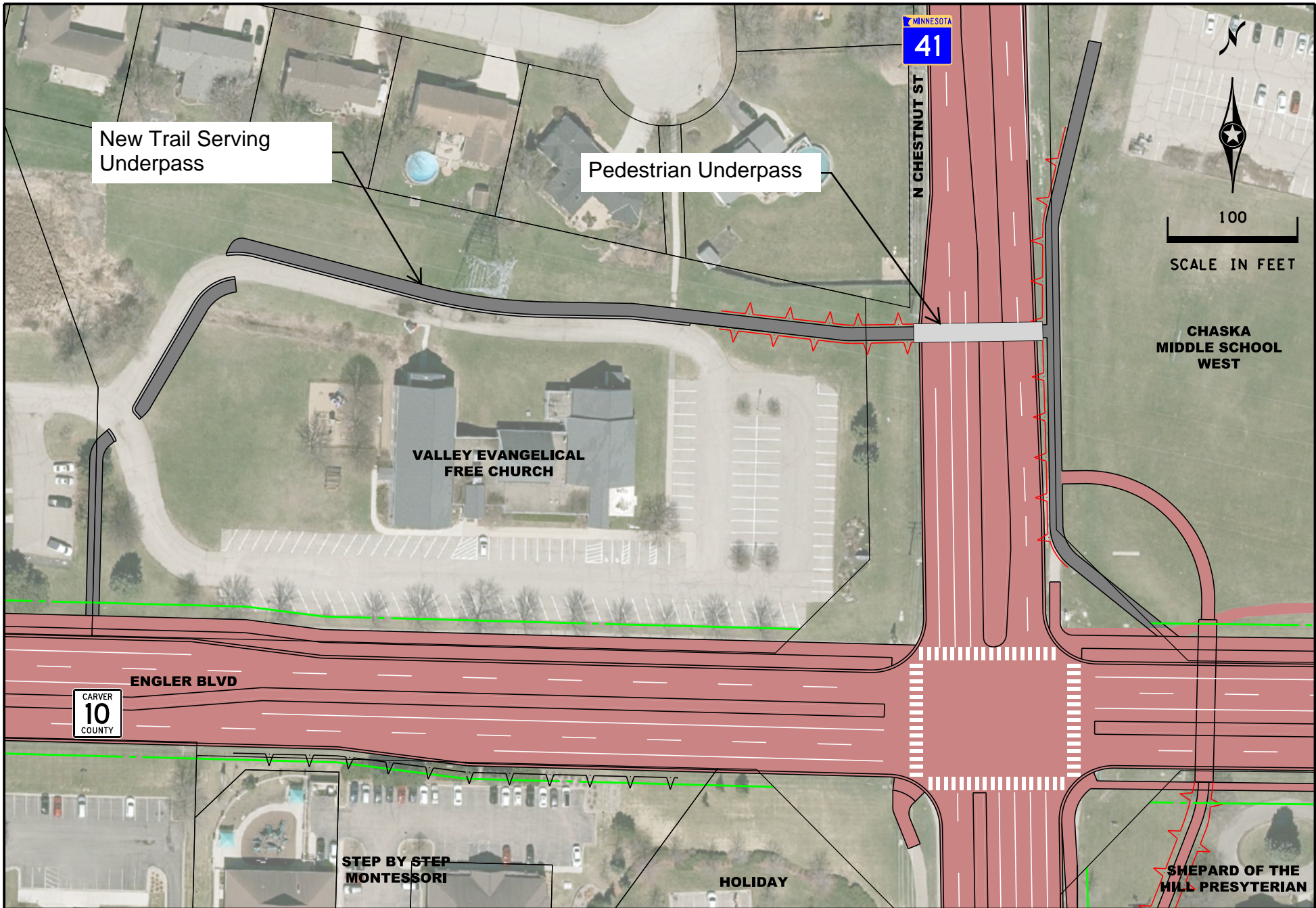
The hilly terrain also plays a part in my kids not wanting to bike to school

I think adding an under/over pass at Engler and 41 would be a great idea and usefull not only to ALL the children coming & going but adults to and better access to the Chaska Community Center.

Would drive my child myself rather than having them bike or walk to school in today's world

I see a lot of kids biking from the Jonathan neighborhood to cmsw and cmse and I am always concerned when they cross at engler and 41...a lot of people dont look when making right hand turns and the kids are usually only paying attention to the signal to go or not. I've seen more than a couple close calls in our almost 3 years driving.

Is an underpass safe? In my experience it becomes a place for illicit and illegal behavior to occur.



**PROPOSED CONDITIONS**

**MN 41 SAFE ROUTES TO SCHOOL PEDESTRIAN UNDERPASS PROJECT**





**Carver County  
Public Works**

11360 Highway 212, Suite 1  
Cologne, MN 55322

May 13, 2020

Matt Podhradsky  
City Administrator, City of Chaska  
Chaska City Hall  
1 City Hall Plaza  
Chaska, MN 55318

**RE: Letter of Support for the MN 41 Safe Routes to School Pedestrian Underpass  
Project 2020 Regional Solicitation Application**

Dear Mr. Podhradsky,

Carver County extends support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the MN 41 Safe Routes to School Pedestrian Underpass Project located north of the Trunk Highway 41/CSAH 10 intersection. This project will create a safer pedestrian environment at this intersection and provide access for students to walk and bike to the Chaska school campus and Chaska Community Center.

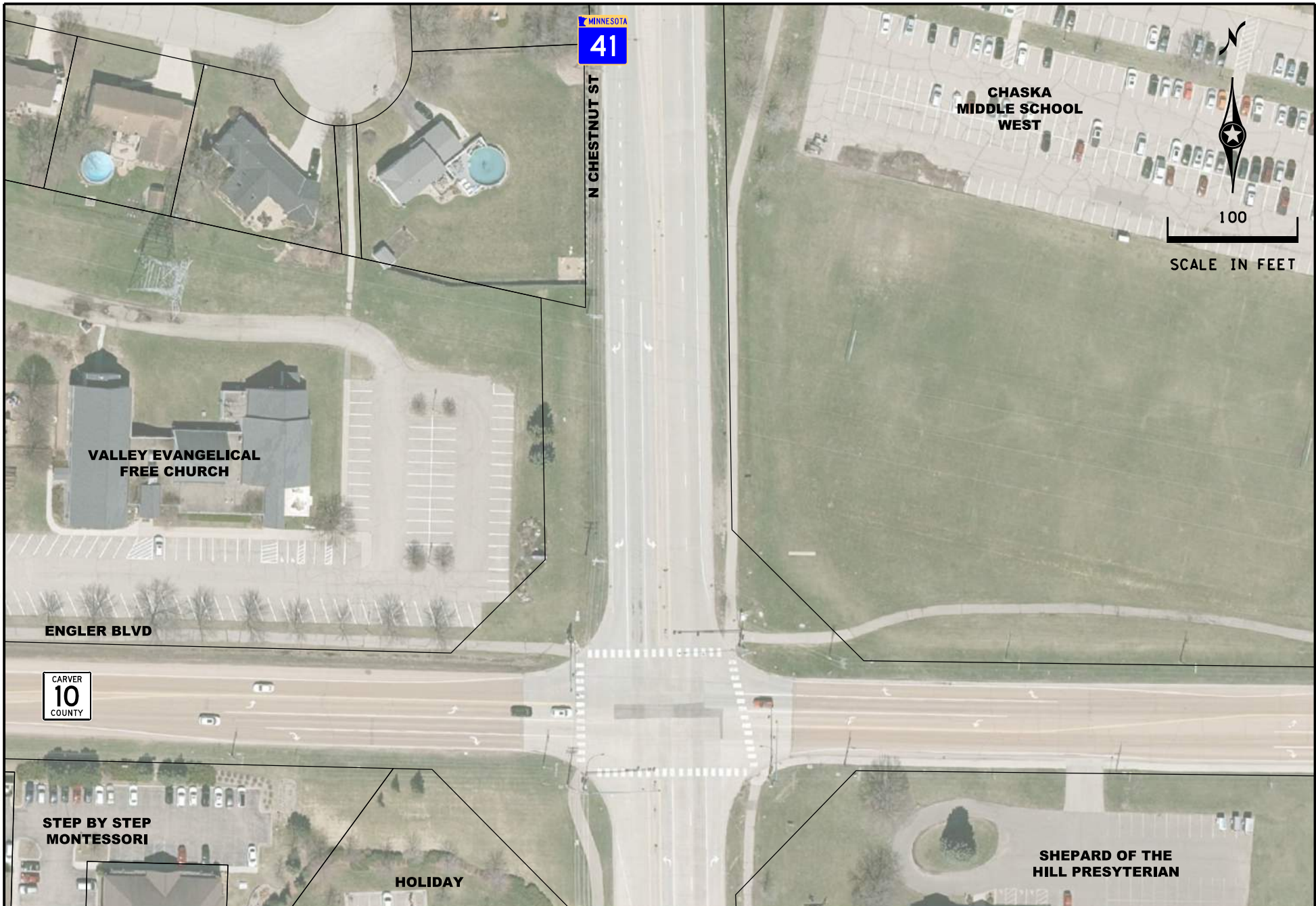
Carver County partnered with the City of Chaska on the Highway 10 Corridor Study, which identified this improvement as a priority. Carver County supports the proposed project and acknowledges understanding of the project being submitted. We appreciate the City's efforts to secure funding for this pedestrian safety improvement and are supportive of the City of Chaska's application for the MN 41 Safe Routes to School Pedestrian Underpass Project.

Sincerely,

Lyndon Robjent, P.E.  
Public Works Director/County Engineer

CARVER COUNTY





MINNESOTA  
**41**

N CHESTNUT ST

**CHASKA  
MIDDLE SCHOOL  
WEST**

100

SCALE IN FEET

**VALLEY EVANGELICAL  
FREE CHURCH**

**ENGLER BLVD**

CARVER  
**10**  
COUNTY

**STEP BY STEP  
MONTESSORI**

**HOLIDAY**

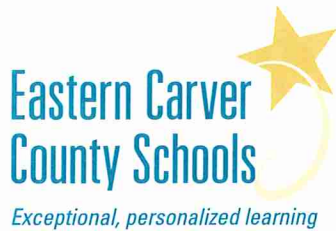
**SHEPARD OF THE  
HILL PRESBYTERIAN**



**BOLTON  
& MENK**

**EXISTING CONDITIONS**

**MN 41 SAFE ROUTES TO SCHOOL PEDESTRIAN UNDERPASS PROJECT**



Clint Christopher  
Superintendent

District Education Center  
11 Peavey Road  
Chaska, MN 55318  
952.556.6100  
[www.district112.org](http://www.district112.org)

May 5, 2020

Lyndon Colebrook-Robjent  
Carver County Division Director / County Engineer  
11360 Highway 212, Suite 1  
Cologne, MN 55322  
RE: Support for CSAH 10 / MN 41 Area Improvements

Dear Mr. Colebrook-Robjent,

Carver County is actively developing vehicle and pedestrian safety improvements at the intersection of CSAH 10 (Engler Boulevard) and MN 41 (Chestnut Street), and along CSAH 10 from Bavaria Road to Park Ridge Drive. This area is of noted concern, given high traffic volumes, proximity to local schools, businesses and homes, and the regional importance of both corridors for City and County residents.

The Eastern Carver County School District supports the County's efforts to address geometric issues, congestion, safety concerns. The project directly serves three of our school facilities, as well as many athletic and community education facilities. Currently, highways are significant barriers inhibiting the ability for students to safely walk and bike to school. The proposed improvements in the area will greatly improve access to our campus for students, parents and educators via car, bus, and walking or biking. These improvements will balance pedestrian and traffic needs now and with regional growth expected within the County in the coming years. The School District also supports the County's efforts to pursue funding through various federal and state transportation programs, including the Regional Solicitation Program.

The Eastern Carver County School District appreciates the County's efforts and those of all project partners to address the challenges in the CSAH 10 and MN 41 area. We look forward to continued partnerships to address safety, access, and mobility concerns to our school facilities.

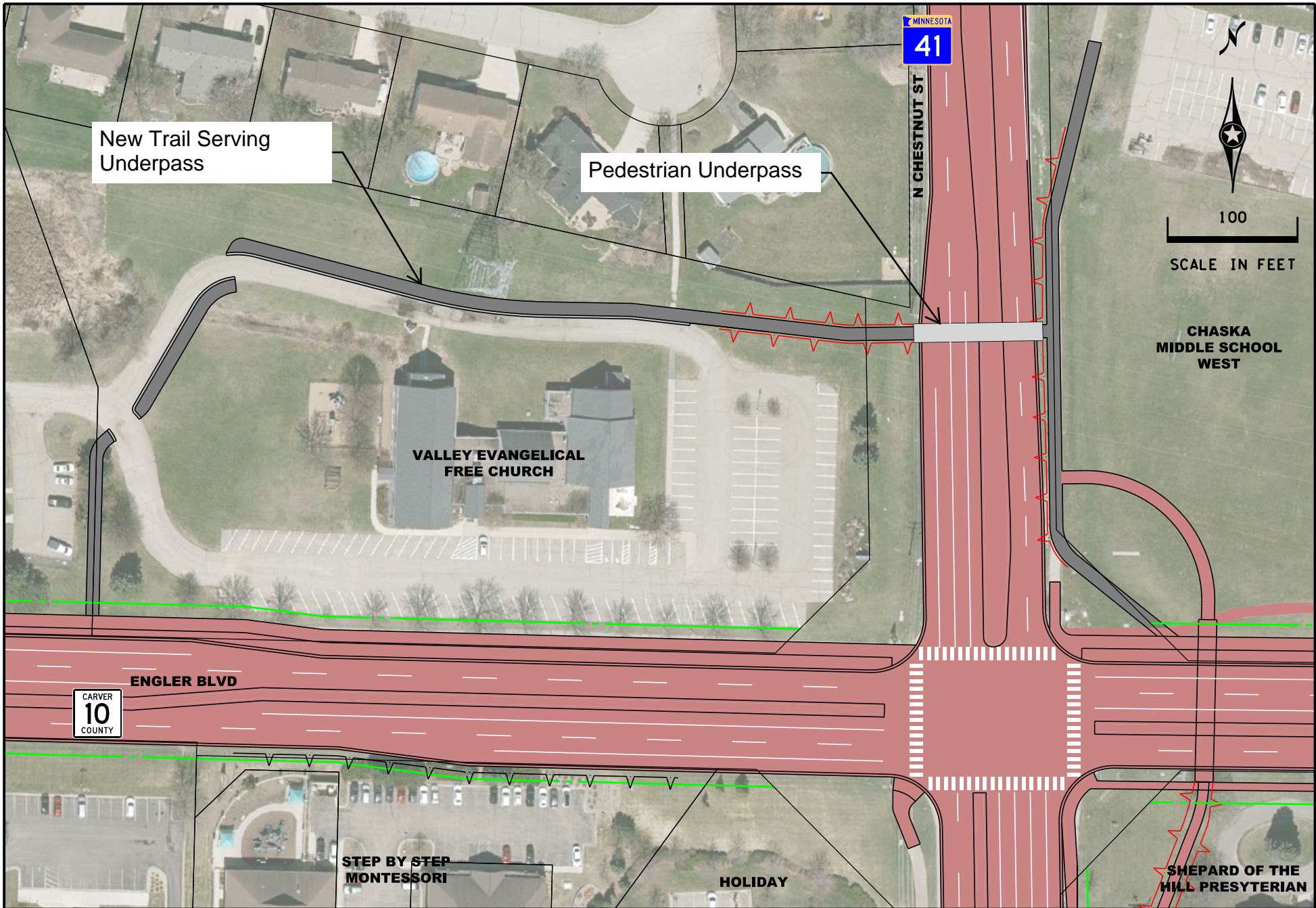
Sincerely,

Clint Christopher  
Superintendent  
Eastern Carver County Schools

MNTH 41 (Chestnut St) at CSAH 10 (Engler Blvd) Crash Data (2009-2018)

Incident ID	Date and Time	Crash Severity	Number Killed	Number of Vehicles	Officer Narrative	Manner of Collision	Unit1 Vehicle Type	Unit1 Direction	Unit1 Factor1	Unit1 Vehicle Maneuver	Unit2 Vehicle Type	Unit2 Direction	Unit2 Factor1	Unit2 Nonmotorist Maneuver
10621876	6/28/2010, 8:19 PM	Minor Injury Crash	0	1	- V1 WAS W/B ENGLER TO GO N/B MN HWY 41. - PEDESTRIAN WAS CROSSING FROM THE EAST SIDE TO GO TO THE WEST SIDE. CROSSING 41 ON THE NORTH SIDE OF THE INTERSECTION. - E/B AND W/B TRAFFIC HAD GREEN LIGHTS. - V1 MADE RIGHT TURN. - V1 AND THE PEDESTRIAN COLLIDE	Other	VAN OR MINIVAN	Westbound	Improper Turn/Merge	Turning Right	PEDESTRIAN	Westbound	No Clear Contributing Action	PED XNG W SIGNAL
10701877	6/26/2011, 5:47 PM	Possible Injury Crash	0	1	UNIT ONE WAS WAITING TO TURN NORTH ON MNTH 41 FROM WESTBOUND ENGLER BOULEVARD. UNIT ONE HAD A RED SEMAPHORE. BICYCLIST ENTERED CROSSWALK ON A GREEN SEMAPHORE AND "WALK" SIGNAL. DRIVER OF UNIT ONE FAILED TO YIELD TO BICYCLIST AND STRUCK HER ON HER LEFT LEG. BICYCLIST SUSTAINED A MINOR ABRASION ON HER LEFT LEG AND DECLINED TRANSPORT TO A HOSPITAL. DRIVER OF UNIT ONE CITED FOR A CROSSWALK VIOLATION.	Angle	Passenger Car	Westbound	Failure to Yield Right-of-Way	VEH RT TN ON RED	BICYCLIST		No Clear Contributing Action	PED XNG N MK XWK
10853086	7/24/2013, 12:30 PM	Possible Injury Crash	0	1	Driver was southbound 41 attempting to make a right turn onto Engler Blvd. Driver stated he didn't see bicyclist as he was making right turn. Driver stated westbound Engler had a green light and he was yielding to traffic. Bicyclist stated she came to near stop before entering crosswalk, observed the driver looking to his left for traffic to clear as she was entering crosswalk. Driver then began into crosswalk striking her bike. Driver cited for Failure to Yield to Bicyclist in Crosswalk.	HEAD-ON	Passenger Car	Westbound	Failure to Yield Right-of-Way	VEH RT TN ON RED	BICYCLIST		No Clear Contributing Action	PED XNG W SIGNAL
11019540	5/26/2015, 5:07 PM	Possible Injury Crash	0	1	BICYCLE WAS TRAVELING SOUTH ON BIKE PATH. VISIBILITY WAS POOR DUE TO HEAVY RAIN. DRIVER OF UNIT ONE STATES HE WAS WAITING FOR A BREAK IN NB TRAFFIC SO HE COULD TURN NORTH ON MNTH 41. DRIVER OF UNIT ONE STATES HE INCHED FORWARD AND THE BICYCLIST STRUCK THE RIGHT FRONT PORTION OF THE CAR. BOTH THE DRIVER AND BICYCLIST ADMITTED FAULT. THE BICYCLIST STATED SHE SAW THAT UNIT ONE WAS INCHING FORWARD BUT THOUGHT SHE COULD SNEAK IN FRONT OF UNIT ONE QUICKLY. BICYCLIST TREATED AT HOSPITAL FOR MINOR INJURIES.	Angle	Passenger Car	Westbound	No Clear Contributing Action	VEH RT TN ON RED	BICYCLIST	Southbound	No Clear Contributing Action	
395729	11/17/2016, 1:00 PM	Possible Injury Crash	0	1	V1 was exiting car wash at the Holiday Gas Station. Driver stated that vehicle had mechanical problem (transmission) and would not drive out of the car wash. Driver and Passenger exited the vehicle to push it. Vehicle continued to roll and rolled over the driver's leg as the driver attempted to stop the car. The car continued rolling into a holding pond. Driver sustained possible injury and was transported by a family member to the VA hospital in Shakopee. Tow responded to remove the vehicle from the holding pond. Tow driver advised that the transmission seemed to me working properly. Vehicle sustained little or no damage.		Passenger Car	Westbound	Other Contributing Action	Moving Forward			Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)	Other
10703483	9/20/2011, 6:10 AM	Minor Injury Crash	0	1	Driver of unit 1 states she was waiting to turn east on Engler Boulevard from NB White Oak Drive. Driver 2 (a bicyclist) was traveling east on Engler Boulevard. Unit 2 entered Engler Boulevard and struck driver 2 at a low speed. Driver 2 fell off his bicycle and hit his head, cracking his bike helmet. Driver of unit 1 states her vision was obscured by another vehicle and rain. Police were not initially contacted and parties exchanged information. Driver 2 went to hospital later in day and was diagnosed with a mild concussion.	Angle	Pickup	Northbound	Inattentive/Distr action (Talking, Eating, etc.)	Turning Right	BICYCLIST		No Clear Contributing Action	PED XNG-NO SIG/X
10936767	8/14/2014, 6:11 PM	Minor Injury Crash	0	1	Driver of vehicle #1 stated he did not see the bicyclist as he was passing through the intersection. the bike struck vehicle #1 causing minor injury to the driver and moderate damage to the vehicle.	Other	Passenger Car	Eastbound	Failure to Yield Right-of-Way	Moving Forward	BICYCLIST	Southbound	No Clear Contributing Action	





**PROPOSED CONDITIONS**

**MN 41 SAFE ROUTES TO SCHOOL PEDESTRIAN UNDERPASS PROJECT**

# Safe Routes to School: Chaska Community Center and School Complex



**Prepared by**

Students in CEGE 3201: Introduction to Transportation Engineering  
College of Science and Engineering | University of Minnesota  
Instructor: David Levinson

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**Prepared on Behalf of**

City of Chaska and Eastern Carver County Independent School District 112



**Resilient Communities Project**

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**UNIVERSITY OF MINNESOTA**  
**Driven to Discover<sup>SM</sup>**





Designed by TownMapsUSA.com

## **Group 1**

Katelyn Olson, Alyssa Wolfe,  
Courtney Wersal, Hussein Hussein  
and Riley Gordon

# Introduction

This project involves Safe Routes to School for the Chaska Community Center and School Complex. There have been concerns about the safety surrounding the area and the following is an outline of those problems including proposed solutions to these problems. *Figure 1* shows the node setup of this project in which an analysis was completed for nodes 1-5, and 7-9. This project is organized such that each node has an introduction of current conditions, a methodology of the data, a result of this data, and proposed changes.



*Figure 1: Chaska school site with labeled nodes.*

## Node 1

### Introduction:

Node 1 is the intersection of State Highway 41, also known as Chestnut Street, and State Highway 10, also known as Engler Boulevard in Chaska Minnesota. These two highways make up the western and southern borders of the Chaska Elementary and Middle school complex. Because of this, heavy traffic is observed through the signalized intersection of highway 41 and Engler during the morning when school is beginning, and again in the afternoon when school is released. Because these highways are so busy during the peak hour in which young kids could potentially be walking around, the safety of these young kids is an important aspect to consider when looking at the redesign of this intersection.

**CLV Analysis:**

This node 1 was analyzed in terms of the Critical Lane Volume, which will be referred to as CLV throughout this analysis. First, this intersection needed to be classified in terms of how many lanes are coming into the intersection from each direction, as well as taking note of whether or not the left turn lane and the through lane are separate from one another. For this particular node, the road running Northbound has two through lanes and 1 left lane in which the left turn lane is a separate entity. The other three directions, East bound, West bound, and Southbound, all consist of one through lane and one left turning lane that are separate from one another. The left and through lanes are the only lanes of interest for the CLV method because of the fact that the cars that occupy these lanes are all attempting to occupy the same exact spot within the intersection, but can not do that at the exact same time. So, the CLV is a measurement of how many cars can pass through an intersection in an hour, given that no two cars can occupy the same place at the same time. The following equations were used to find the CLV for each lane coming into the intersection (Huang, 2009).

$$CLV_{NB} = \frac{Thru_{NB}}{2} + Left_{SB}$$

$$CLV_{SB} = Thru_{SB} + Left_{NB}$$

$$CLV_{EB} = Thru_{EB} + Left_{WB}$$

$$CLV_{WB} = Thru_{WB} + Left_{EB}$$

**Results:**

The results of this CLV analysis for node 1 can be seen in *Table 4* of Appendix A. The values seen in *Table 4* show the total maximum amount of cars to pass through the intersection during the morning hour between 7am and 8am, as that is when children are arriving to the school complex, and the evening hour between 2:30 pm and 3:30 pm, as this is when children are leaving the school complex.

Level of Service	Range of Capacity (VPH)	
	Low	High
A	—	900
B	901	1,050
C	1,051	1,200
D	1,201	1,350
E	1,351	1,500
F	(Special Case)	1,500

*Note: Assumes two-way traffic on all approach legs and a two-phase signal.*

*Figure 2: Level of Service, LOS, for CLV analysis (Huang, 2009)*

As seen in *Table 4*. Node 1 has a CLV total value of 966 vehicles/hour for the morning rush hour, which gives it a level of service to be a B, according to *Figure 2*. Likewise, the evening rush hour, with a CLV total value of 1,039 vehicles/hour gives a level of service of a B (Huang, 2009). A level of service B corresponds to a situation in which a relative free flow is achieved. This means that the intersection is not overly busy to the point where it becomes stop and go traffic, but it also is not completely at free flow, but

there are no major queuing concerns. Typically, traffic engineers aim to achieve a LOS of a C for each intersection (“Wikipedia,” 2015).

Since the safety of pedestrian traffic is also being analyzed for the Safe Routes to School project, the number of pedestrians crossing this intersection was also counted, and can be seen in *Table 3* of Appendix A. For Node 1, 9 total pedestrians can be seen to cross this intersection in the morning rush hour, with 8 crossing in the evening. Assuming all of these pedestrian crossings are students walking to and from school, a result of 0.44% of the student body that attend a school on this Chaska school complex was found to actually walk to school in the morning. The evening percentage of walkers from school drops slightly to 0.40% of the student body. Meanwhile, the total percentage of the student body that rides a school bus to and from school is about 94.27%. These numbers of walkers to and from school is predicted to be so small because the perception by the citizens of Chaska is that walking to this particular school complex is unsafe for young students. Because of this, several ideas to enhance the safety of pedestrians will be proposed for each major intersection.

**Proposed Changes:**

The first idea to make this intersection safer for pedestrians was to decrease the amount of lanes that each incoming direction has. This would decrease the distance over which pedestrians have to travel with the risk of cars moving towards them ultimately making this intersection easier to navigate for young walkers. However, CLV was again analyzed for this decrease in lanes for each incoming lane. With this decrease, most left turn lanes needed to be integrated with the through lane such that the through lane and the left turn lane now became one lane. Because of this, the total CLV values for this intersection increased greatly and ultimately led to LOS that is significantly worse for drivers. This analysis can be seen below in *Table 1*.

Node 1	CLV: Current		CLV: Reduce Lanes	
	Morning	Evening	Morning	Evening
<b>NB</b>	513.5	368.5	623.5	523.5
<b>SB</b>	549	823	610	888
<b>EB</b>	417	163	610	240
<b>WB</b>	349	216	411	268
<b>Total</b>	<b>966</b>	<b>1039</b>	<b>1233.5</b>	<b>1156</b>
<b>LOS</b>	<b>B</b>	<b>B</b>	<b>D</b>	<b>C</b>

*Table 1: Results of CLV analysis of Node 1*

The proposition of reducing the lanes reduces the LOS to a D in the morning hour and a C in the afternoon hour. This is significantly worse than the current situation and would cause some major queues to form, especially in the morning rush hour. Because of this, this solution does not seem to be of the greatest benefit for both drivers and pedestrians.

The next step for a solution that will make this intersection safer for the students while not compromising the level of service of the intersection for drivers is to alter the overall design of the intersection itself.

The first change that will affect the safety of this node is to reduce the speed limit for the North and South bound segments of Highway 41. This will be further discussed in the analysis of Node 8. But, for this intersection, it should help improve the safety of pedestrians attempting to cross this busy highway.

As far as the redesign of the traffic signal itself, several things could be implemented to make this intersection safer for both drivers and walkers alike. First, a protected left turn could be implemented where left turns are only allowed when the signal shows a green left turn arrow. This is helpful for drivers in that they do not have to worry about yielding to oncoming traffic, which can get tricky in multilane intersections. Maybe more importantly, it allows safe passage for walkers who are attempting to cross the roadway where the left turn lane is also attempting to go. Also, the signals could be upgraded to include a countdown timer for pedestrians which helps walkers know just how much time they have to cross the intersection before cars will again be allowed to flow through those lanes. This could especially be helpful for young students in the middle school range because it gives an exact time period for them to follow to ensure that they safely cross the intersection in the given time. It is also possible to make the signals allow a short head start for pedestrians to start walking before changing the light to green and allowing cars to travel. This will slightly reduce green time for the drivers, but it will allow a small advantage to the pedestrians attempting to cross the roadway (Dovey, 2014).

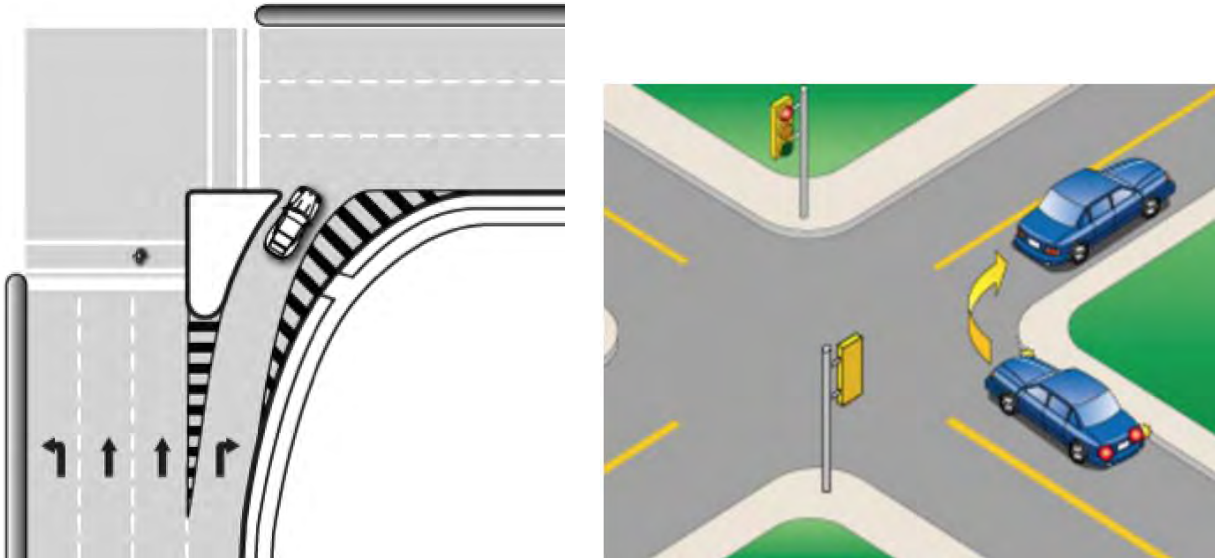
Along with these changes to the signal at this node, several physical changes can be made to the design of the sidewalk system as well as the intersection itself to help increase pedestrian safety. First, a raised intersection could be implemented in which the entire middle of the intersection, from all four incoming lanes will be slightly raised to introduce a type of speed bump to the area. This is slightly inconvenient for drivers who approach the intersection at free flow speed, but with the reduced speed limit being proposed, this should not become too large of a problem for drivers, but would give an extra security blanket for pedestrians, as it would force drivers to slow for the intersection. An example of such an intersection can be seen below in *Figure 3*.



*Figure 3: Image of an example of a raised intersection*

Another option to increase the safety of pedestrian crossing Node 1 in terms of the physical properties of the intersection is to make the corner sidewalks a sharp corner instead of a rounded one, please see *Figure 4* for an example of this case. Currently, the intersection has rounded right turns to allow drivers to make a wider right turn. However, this also allows drivers to make that right turn at a higher speed. If a sharp

corner were to be introduced, it would force drivers to slow down considerably to be able to make a sharp 90-degree right turn. This type of corner would also shorten the distance between corners that pedestrians need to walk which is safer for the walkers. Another simple fix would be to replace the zebra crosswalks with a wider crosswalk lane for pedestrians to use while also including a painted stripe before the crosswalk at which cars are required to stop (Dovey, 2014). As an extra safety precaution, a safety traffic guard can be implemented to this intersection for the morning and afternoon hours when children will mostly be present. Finally, the introduction of streetlights regularly placed along the entire pathway from the school complex throughout the neighborhoods in the area would also help the perception of safety for pedestrians.



*Figure 4: Rounded right turn (left) versus a 90-degree right turn (right)*

With the implementation of these improvements to the intersection of Highway 41 and Engler Boulevard, the safety of students attempting to walk to and from the Chaska School complex would be greatly improved. With these extra precautions added to this area with minimal inconveniences being added for drivers, the percentage of students walking to school in both the morning and evening hours will hopefully increase greatly such that the amount of student needing to be bussed into school every day will decrease significantly.

Another way to increase pedestrian safety at this intersection would be to decrease the pedestrian crossing time by altering other physical aspects of the intersection. An idea of a pedestrian refuge seems like a logical and feasible option here. It was concluded after carefully looking on google maps, that there would be space for a right turn median (also known as a pork chop island) at the eastbound and westbound approaches of the intersection. Pork chop islands are triangular islands that are placed adjacent to free right turn lanes, shown in *Figure 5*. This would allow pedestrians to cross the now separated right lane before crossing the through and left lanes of this intersection. Thus breaking up the pedestrian's trip across the intersection, allowing the pedestrian to focus on crossing each direction of traffic separately, which in turn would increase safety factor. This is an idea that could be fully explored given proper time and budget.





*Figure 5: A pork chop island.*

Further, supplemental analysis of this intersection could be done by doing a traffic signal analysis of the four-way intersection. It was concluded that the cost and time of doing such an analysis was not worth the benefit. It is felt that a good understanding of the intersection has been gained through the CLV analysis. However, a thorough signal timing analysis could be conducted for further study on the intersection, providing time and budget permits.

## **Node 2**

### **Introduction:**

Node 2 is the intersection of Engler Boulevard and Crest Drive. Engler Boulevard is also known as State Highway 10 and runs east and west, while Crest drive runs north into the school complex, and south into a residential area. This intersection sees a lot more traffic running east and west bound because of this highway as compared to the smaller residential roadway that is Crest Drive. It is also important to note that at this intersection, traffic going east and west do not stop, but the traffic going north or south bound through this intersection both have stop signs. Again, the CLV was calculated for this intersection during the time periods of 7-8 am and 2:30 – 3:30 pm, which are the peak hours in which students will be traveling to and from the Chaska school complex.

### **CLV Analysis:**

For this CLV analysis, the roadways running to this intersection was categorized based on how many lanes are present. For this particular node, both the north and southbound roadways consisted of just one lane in which the left turn lane and the through lane are the same. On the other hand, the east and west bound lanes through this intersection contain one through lane and one left turn lane that are separate from one another. The following equations were used to find the CLV for each lane coming into the intersection (Huang, 2009).

$$CLV_{SB} = Thru_{SB} + Left_{NB} + Left_{SB}$$

$$CLV_{NB} = Thru_{NB} + Left_{NB} + Left_{SB}$$



Designed by TownMapsUSA.com

## Group 2

Kirubel Shitta, Chris Grapentin,  
Savannah Hintsala, Justin Bergerson,  
and Koon Yin Yip



**Pedestrian and Bike Access:**

The Chaska site currently has very few facilities for bike and pedestrian traffic. Currently there are trails on the east side of Highway 41, and the north side of Engler Blvd. However, these trails have very few direct connections to the school/community center complex. Furthermore, there are no good access points for the surrounding neighborhoods. To keep students safe the school has decided to bus all students onto site to regardless of the student’s proximity to the school which they attend. However, as shown in figure 2, there are several neighborhoods close to the schools that could potentially walk. One needs to keep in mind that a fair walking distance is anywhere from 0-1 mile indicating that there are several more areas that could potentially walk.

Figure 2: Potential school walk zones with a 0.5 mile radius from the school.

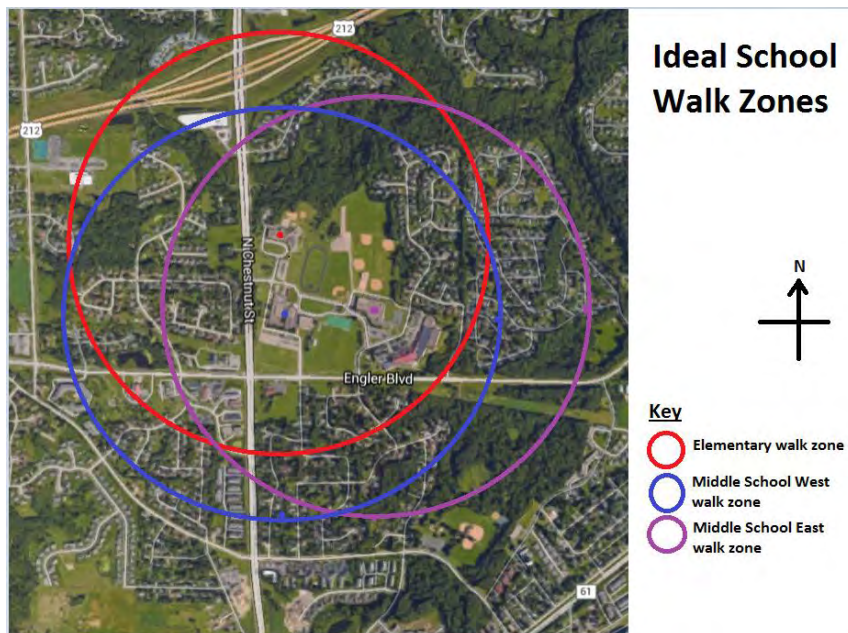


Figure 3: Proposed changes at the site entrance off of Highway 41



The changes proposed in figure 3 connect the neighborhood west of the site to the site. The changes include a bridge/tunnel to cross Highway 41. A bridge/tunnel is proposed here to allow pedestrians to cross Highway 41 with no impact on the already high flow of traffic. There will be 2 connections in the western neighborhood to the bridge. The first connection will be to Jasper Circle, and the second will be to Highwood Dr. On the east side of the bridge/tunnel there will be a connection to the existing trail system. There will then be an addition of a sidewalk along the site entrance with 2 crosswalks. The first will cross the entrance road to the elementary, and the second will cross the existing parking lot entrance. This will provide access to the remainder of the site.



Designed by TownMapsUSA.com

## Group 3

Angela Cao, Yunis Adam, Lanie Hei,  
Jena Schnettler, and Yi Xu

in 2011 identified a number of potential concerns within a two-mile radius of this site, including numerous pedestrian/bicycle crashes along CSAH 10, high traffic volumes and speeds at the intersection, and gaps in the sidewalk and trail network along CSAH 10. Onsite, the combination of three school facilities and the Community Center results in circulation challenges for vehicles and pedestrians, particularly during morning and afternoon pick-up/drop-off times. An onsite assessment will be done to understand critical conflict points and apply the “three Es” of Safe Routes to School to make recommendations for improvements that the school district, City of Chaska, and Carver County could implement.

### Intersection Analysis

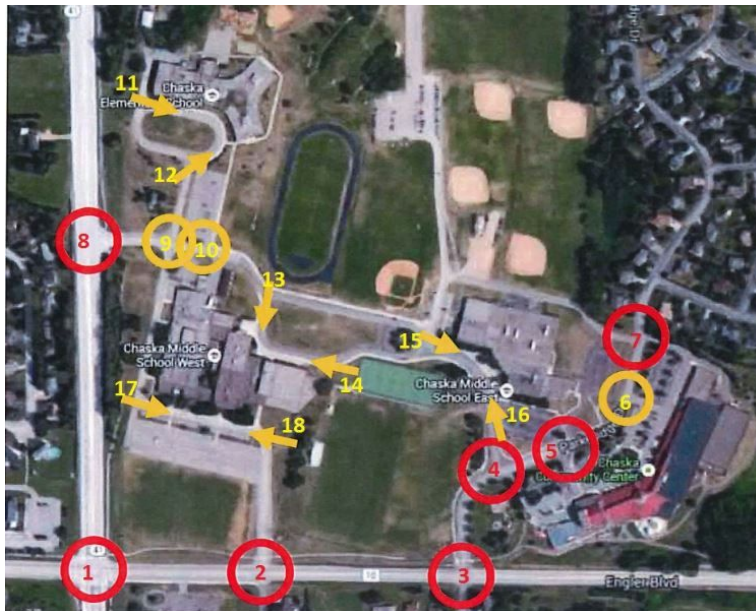


Figure 02: numbering of the intersections that are of interest

Below are the current intersections with the CLVs, subsequent LOS (level of service), and pedestrian counts (tables 2-11). Please refer to Figure 02 when examining tables 2-11.

The CLV’s were calculated by taking the North and South thru counts, adding each to their respective opposite side left turns, and then comparing the two for larger number. In the same manner, the East and West counts for the intersection were compared. From there, the two larger numbers each of the two additions were added to produce a final CLV. The LOS was then identified from Table 01, below.

Level of Service	Range of Capacity (VPH)	
	Low	High
A	—	900
B	901	1,050
C	1,051	1,200
D	1,201	1,350
E	1,351	1,500
F	(Special Case)	1,500

*Note:* Assumes two-way traffic on all approach legs and a two-phase signal.

*Source:* Arthur B. Sossau et al., *Quick Response Urban Travel Estimation Techniques and Transferable Parameters Users Guide* (Washington, D.C.: TRB, 1978), 143.

Table 01 : level of service rankings

In general, an intersection with a grade of “C” or higher is deemed acceptable, and a “D” or an “E” is worth looking at for potential solutions to how to improve it. An “F” is deemed unacceptable, and measures should be taken to bring it up to a more acceptable level.

Site 01			
Peak Hour	Total CLV	Pedestrians	LOS
7:15-8:15	1367	11	F
11:30-12:30	751	10	A
16:45-17:45	1258	9	D

Table 02: Site 01



**MnDOT Metro District  
1500 West County Road B-2  
Roseville, MN 55113**

May 12, 2020

Matt Clark  
City Engineer  
City of Chaska  
One City Hall Plaza  
Chaska, MN 55318

**Re: MnDOT Letter for City of Chaska  
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding  
Request for TH 41 – Pedestrian Facilities**

Dear Matt Clark,

This letter documents MnDOT Metro District's recognition for the city of Chaska to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for TH 41 Pedestrian Facilities in downtown Chaska.

As proposed, this project impacts MnDOT right-of-way on TH 41. As the agency with jurisdiction over TH 41, MnDOT will allow the city of Chaska to seek improvements proposed in the application for the pedestrian underpass project. If funded, details of any future maintenance agreement with Chaska will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

Metro District does have other roadway investments planned to occur nearby and on this roadway over the next 5-6 years. Please coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year.

MnDOT Metro District looks forward to continued cooperation with Chaska as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Mark Lindeberg, South Area Manager, at [mark.lindeberg@state.mn.us](mailto:mark.lindeberg@state.mn.us) or 651-234-7729.

Sincerely,

**Michael  
Barnes** Digitally signed by  
Michael Barnes  
Date: 2020.05.12  
16:50:26 -05'00'

Michael Barnes, PE

Metro District Engineer

CC: Mark Lindeberg, Metro District South Area Manager  
Molly McCartney, Metro Program Director  
Dan Erickson, Metro State Aid Engineer