



HIGHWAY 10 CORRIDOR STUDY VICTORIA-CHASKA AREA

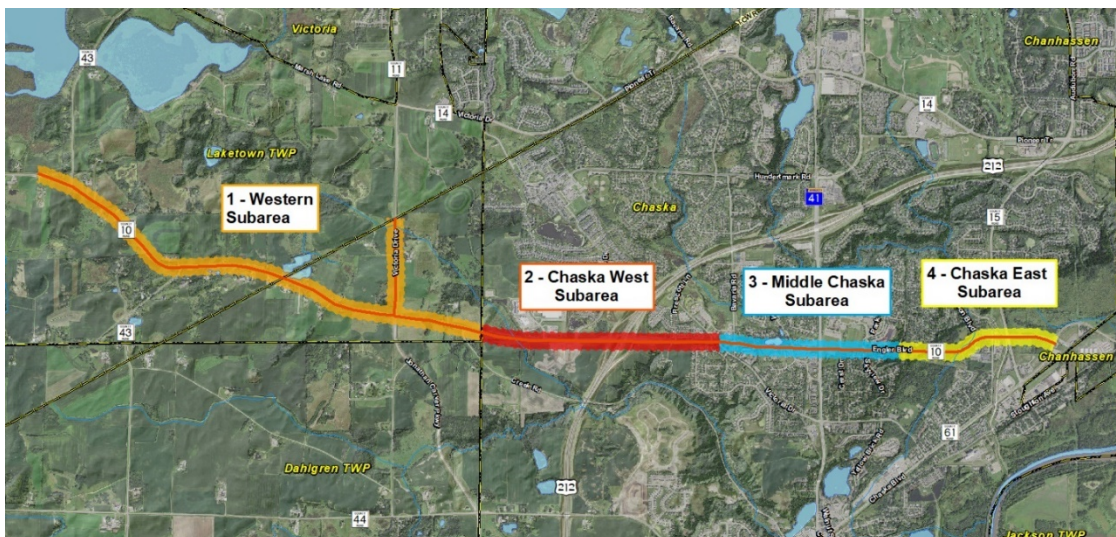
Goals, Objectives and Performance Measures

07/17/19 DRAFT

PURPOSE

The purpose of this document is to outline the Highway 10 Corridor Study goals and objectives for the four project subareas illustrated in the project area map below. The goals and objectives will guide the development and evaluation of improvement options. They are intended to align with state and local transportation plans and build off the existing conditions, issues, needs and concerns outlined in the Existing Conditions Memorandum. Multiple objectives are identified supporting each goal and provide additional details on how the goal can be achieved. Performance measures are also tied to the objectives and will be used during the concept evaluation process to assess and compare improvement options. The goals, objectives, and performance measures defined below are not ranked in order of priority. Project partners will balance goals and objectives equally as improvement alternatives are developed and evaluated.

Not all objectives and performance measures are applicable to all sections of the corridor given varying contexts. The subarea map below illustrates project subareas and corresponds with the “Applicable Subareas” column in the tables on the following pages to identify which subareas the objectives and performance measures apply to.



CORRIDOR GOALS, OBJECTIVES AND PERFORMANCE MEASURES*

GOAL A: Provide efficient and reliable vehicle mobility.

<i>Objectives</i>	<i>Performance Measures</i>	<i>Applicable Subarea(s)</i>			
Provide acceptable system reliability serving planned growth.	Volume to capacity ratio	1	2	3	4
Provide acceptable travel times.	Support future land use plans	1	2	3	4
	Vehicle delay/level of service	1	2	3	4
	Side street delay accessing or crossing major corridors	1	2	3	4
	Intersection delay for forecasted growth scenarios	1	2	3	4
	Average mainline speeds and travel times	1	2	3	4
Understand and plan for freight needs.	Roadway design standards	1	2	3	4
Manage access consistent with guided roadway function and access spacing guidelines when applicable.	Proposed access locations, spacing and treatments	1	2	3	4
Provide a connected transportation system that accommodates trips consistent with roadway function.	Planned roadway capacity and forecasted volumes	1	2	3	4
Plan for future transportation modes and technological changes.	Potential to accommodate future modes	1	2	3	4
Accommodate future transit plans and needs.	Potential to accommodate future transit routes and facilities	1	2	3	4
Understand and plan for roadway expansion needs.	Roadway design and potential for right-of-way acquisition	1	2	3	4

GOAL B: Safely accommodate all system users.

<i>Objectives</i>	<i>Performance Measures</i>	<i>Applicable Subarea(s)</i>			
Reduce crash and severity rates below statewide averages for comparable facilities.	Forecasted crash and severity rates	1	2	3	4
	Vehicle to vehicle conflict points	1	2	3	4
Provide safe pedestrian and bicycle travel along and across roadways, to area schools, and to regional destinations.	Intersection and roadway design accommodations for pedestrians and bicyclists	1	2	3	4
	Vehicle to pedestrian conflict points	1	2	3	4

* Not in priority order

Accommodate reasonable access.	Proposed access spacing compared to county and state guidelines	1	2	3	4
Maintain community connections and local access for all modes.	Business access and connectivity	1	2	3	4
	Chaska Middle School/Community Center connectivity		2	3	
	Residential neighborhood access and circulation		2	3	4
	Pedestrian and bicycle access and connectivity.	1	2	3	4
Address intersection visibility and site line issues.	Intersection and roadway design	1	2	3	4
Provide safe vehicle and pedestrian crossings of railroad facilities.	Adequacy of gates/signals at railroad crossings	1			
	Pedestrian crossing safety mechanisms at railroad crossings	1			
	Grade separation at railroad crossings	1			

GOAL C: Provide a comprehensive transportation network that supports existing and future land development.

<i>Objectives</i>	<i>Performance Measures</i>	<i>Applicable Subarea(s)</i>			
Safely and efficiently accommodate vehicle access to and through existing and future development.	Effectiveness of intersection design to accommodate forecasted vehicle/freight capacity demands for existing and future development	1	2	3	4
	Connectedness of CSAH 10 (Engler Boulevard) sidewalks and trails to existing and future development	1	2	3	4
Safely accommodate pedestrian and bicycle access to and through existing and future development.	Safe and accessible connections to area transit and school bus routes	1	2	3	4
	Safe pedestrian crossing facilities from existing and future development at controlled intersections	1	2	3	4

GOAL D: Provide infrastructure improvements compatible with the environment.

<i>Objectives</i>	<i>Performance Measures</i>	<i>Applicable Subarea(s)</i>			
Avoid, minimize, and mitigate impacts to historic properties.	Impacts to historic resources	1	2	3	4
Avoid, minimize, and mitigate impacts to cultural resources.	Impacts to cultural resources	1	2	3	4
Avoid, minimize, and mitigate impacts to the built environment.	Acquisition of property	1	2	3	4
Avoid, minimize, and mitigate impacts to sensitive environmental resources.	Impacts to natural and protected resources	1	2	3	4
Meet stormwater management requirements.	Effectiveness of stormwater management features to meet WMO standards	1	2	3	4
Provide context sensitivity.	Impacts on existing environmental and historic resources	1	2	3	4
Provide opportunities for environmental enhancements.		1	2	3	4
Meet air quality requirements.	Existing and forecasted congestion	1	2	3	4
Meet noise impacts requirements.	Impacts on noise receptors	1	2	3	4

GOAL E: Develop a financially responsible implementation plan.

<i>Objectives</i>	<i>Performance Measures</i>	<i>Applicable Subarea(s)</i>			
Right-size improvements to address needs yet maximize use of existing infrastructure where possible.	Cost of improvements – capital costs and right-of-way	1	2	3	4
Develop project priorities that meet schedule and funding constraints and maximize opportunities.	Funding eligibility and availability	1	2	3	4
Develop a supported funding model to clearly identify agency responsibilities.	Agency support for implementation plan	1	2	3	4
Seek federal and state grants to leverage projects while minimizing local costs.	Screen potential projects for federal and state grants	1	2	3	4

COMPATIBILITY WITH PARTNER GOALS

The following matrix shows the relationship between CSAH 10 Corridor Study goals (labeled A-E) and the adopted goals of partner agencies (identified by agency and source). This demonstrates consistency between project goals and broader goals previously approved by the partners.

Partner Goals	A	B	C	D	E
MnDOT (Source: <i>MnDOT Minnesota Go Vision</i>)					
Connect Minnesota’s primary assets – the people, natural resources and businesses within the state - to each other and to markets and resources outside the state and country.	X	X	X	X	X
Provide safe, convenient, efficient and effective movement of people and goods.	X	X	X		X
Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy.	X		X	X	X
Carver County (Source: <i>Carver County Strategic Plan</i>)					
Communities: Create and maintain safe, healthy, and livable communities.		X	X	X	
Culture: Provide an organizational culture which fosters individual accountability to achieve goals and sustain public trust and confidence in County government.					X
Connections: Develop strong public partnerships and connect people to services and information.					X
Finances: Improve the County’s financial health and economic profile.			X		X
Growth: Manage the challenges and opportunities resulting from growth and development.	X		X		
City of Victoria (Source: <i>Our Victoria Tomorrow</i>)					
Preservation of open space and natural resources				X	
Coordinated and efficient growth management	X		X		
Focus on quality design and preserving the sense of community	X			X	
Balancing new growth with preservation of the existing community and neighborhoods	X		X	X	
Excellent trails, parks, and recreational opportunities			X		
An efficient multimodal transportation system	X		X		
Economic and fiscal strength			X		X
Quality of life in neighborhoods and districts		X	X	X	
An accessible, connected community		X	X		
City of Chaska (Source: <i>Chaska Strategic Objectives</i>)					
Create and promote an environment to allow for the attraction of a large number of high-quality jobs.	X		X		
Maintain and enhance high-quality recreational opportunities.			X		
Embrace a diverse, life-cycle community.	X				
Preserve historic downtown Chaska while promoting and revitalizing it as a vibrant commercial district that is “The” Twin Cities destination.		X			
Provide exceptional “core” city services.			X		X
Foster engaged, leading edge, progressive, and focused leadership.					X