

BACKGROUND

Carver County, in collaboration with MnDOT, Chaska, Victoria, Waconia, and Laketown Township, is working to identify transportation system improvements on Highway 10 from Highway 43 in western Laketown Township to Highway 61 in the City of Chaska. Highway 10 is an important roadway in Carver County providing connections to multiple communities and accommodating vehicle, pedestrian, bicycle, transit, and freight traffic alike.

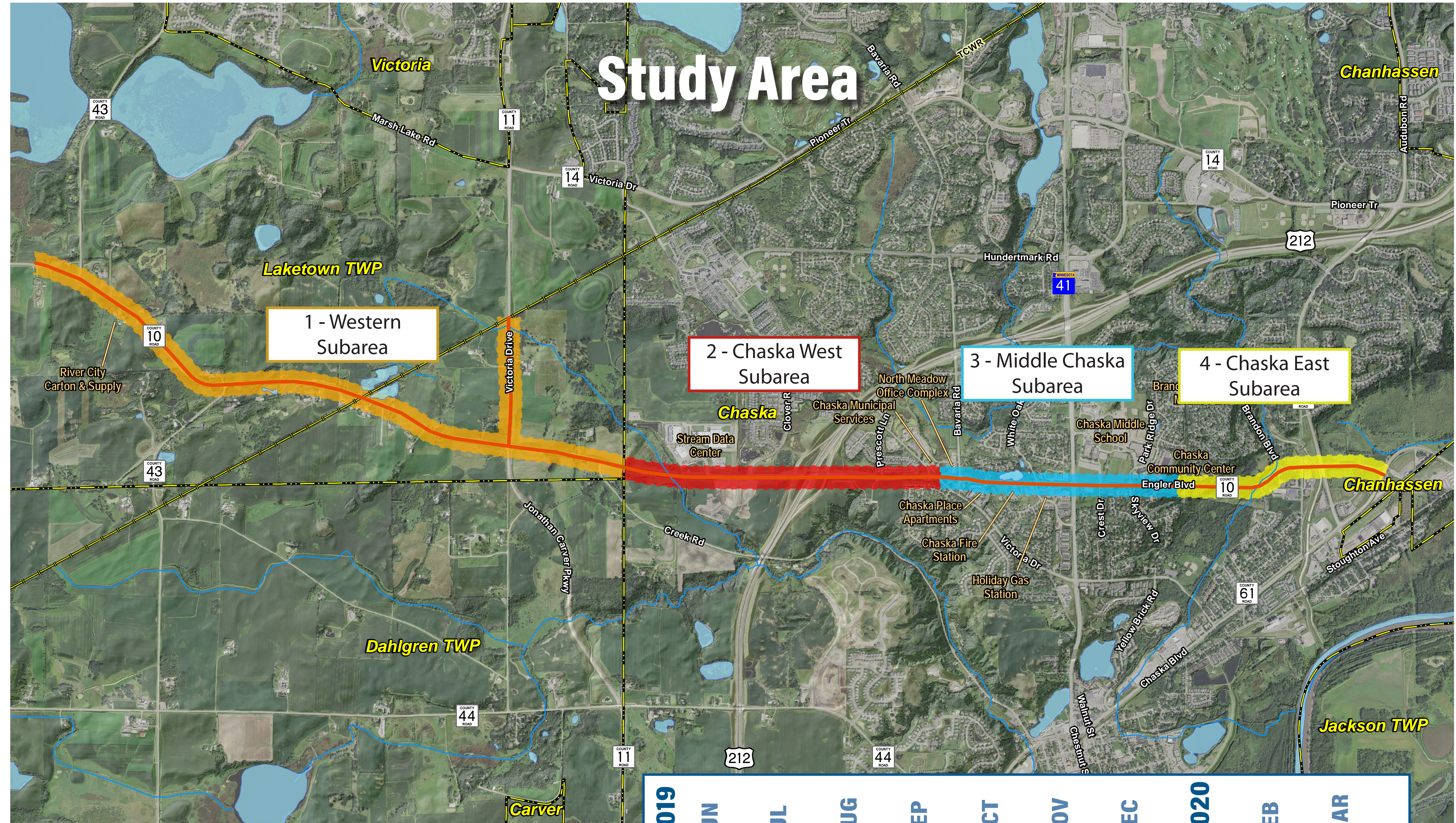
Project Purpose

- Define transportation system issues and potential opportunities both today and into the future
- Develop and evaluate potential infrastructure improvement alternatives
- Establish infrastructure improvement recommendations
- Develop a long-term implementation plan that can be phased in over time

Goals

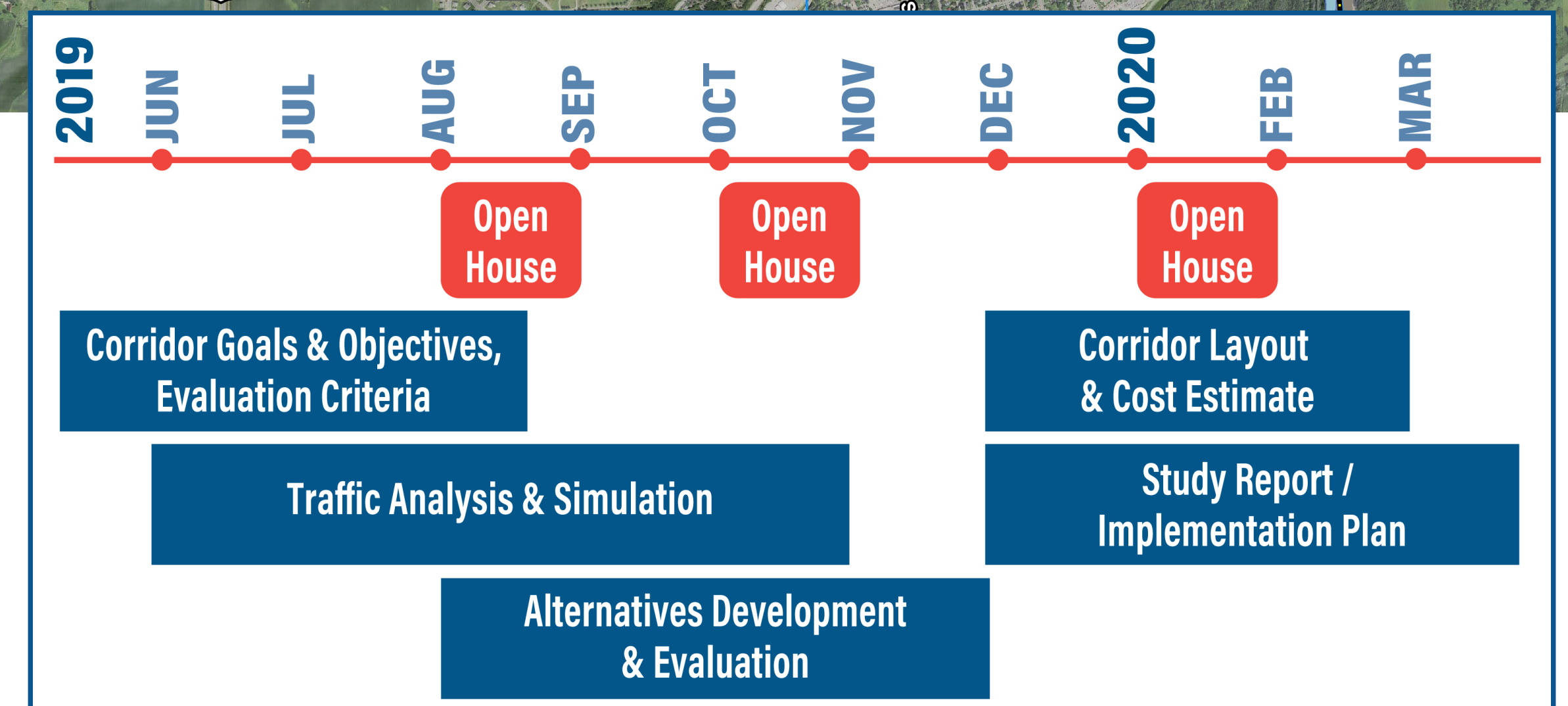
- Provide efficient and reliable vehicle mobility
- Safely accommodate all system users
- Provide a comprehensive transportation network that supports existing and future land development
- Provide infrastructure improvements compatible with the environment
- Develop a financially responsible implementation plan

co.carver.mn.us/Hwy10StudyVictoriaChaska



Project Manager

Angie Stenson, AICP
Sr. Transportation Planner
952-466-5273
astenson@co.carver.mn.us



Community Involvement

Stay Informed, Get Involved

Engaging stakeholders is a key component of the Hwy 10 Corridor Study in Victoria and Chaska. There are multiple ways you can get involved!

Subscribe to e-Bulletins

Subscribe to receive project updates and announcements by email.

Follow @CarverCountyPW on Social Media

Carver County Public Works (@CarverCountyPW) will share project news and announcements on Facebook and Twitter. You can also search for project-related posts using #Plan10.

Attend an Open House

Multiple open houses will be held to share updates and collect public input. For notification of schedule information, subscribe to e-Bulletins or follow Carver County Public Works (@carvercountypw) on social media.

Visit the Project Website

Check back frequently for schedule updates and announcements about upcoming events such as open houses and online surveys.

Participate in a Subarea Group Meeting

Meetings will be held over the next few months to involve participants located in specific areas of concern.

Reach out to the Project Manager

Questions, comments, or concerns? Reach out to Angie Stenson, AICP, Carver County Senior Transportation Planner at 952-466-5273 or astenson@co.carver.mn.us.

Project Website

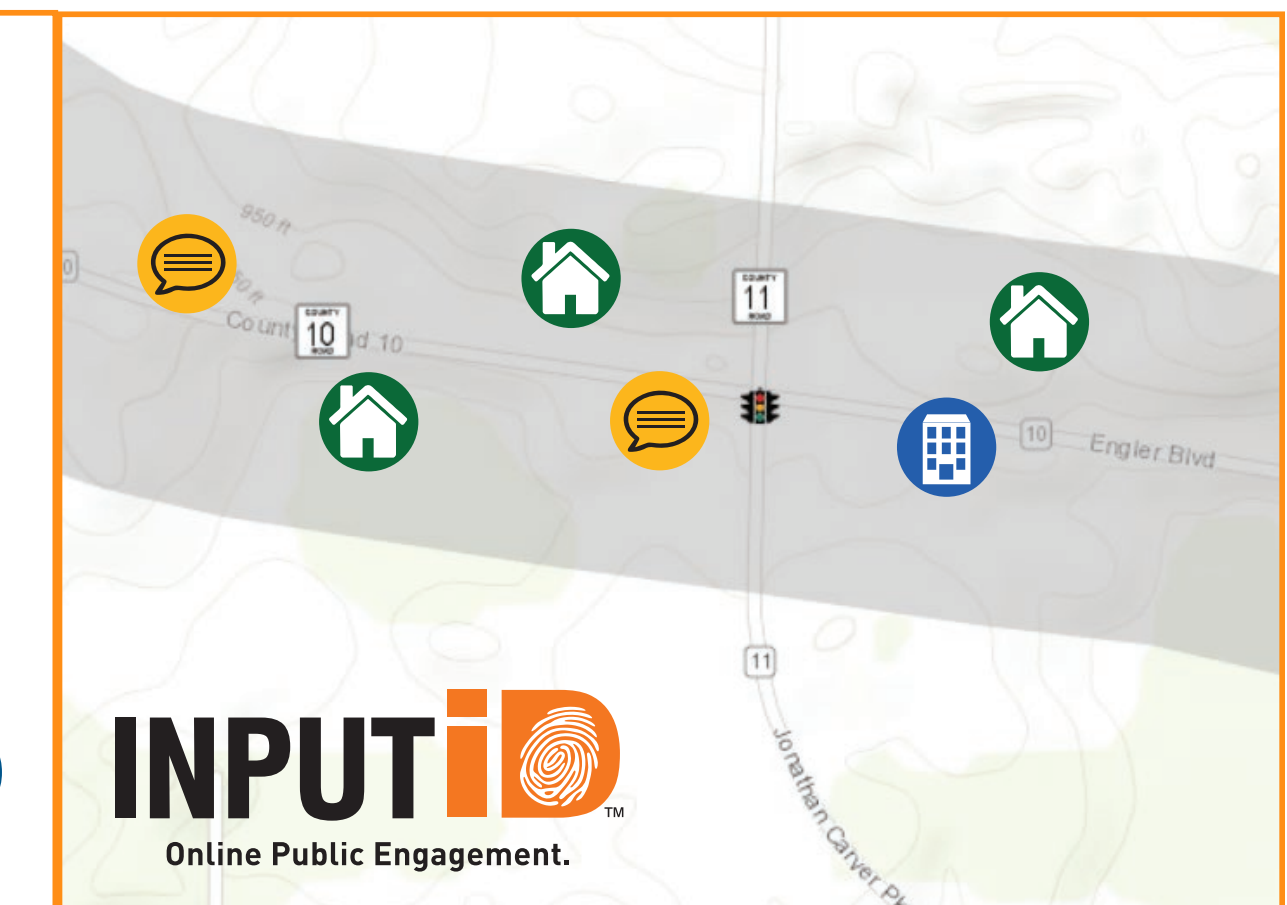
co.carver.mn.us/Hwy10StudyVictoriaChaska



Submit site-specific comments online!

Access through the project website or go directly to:

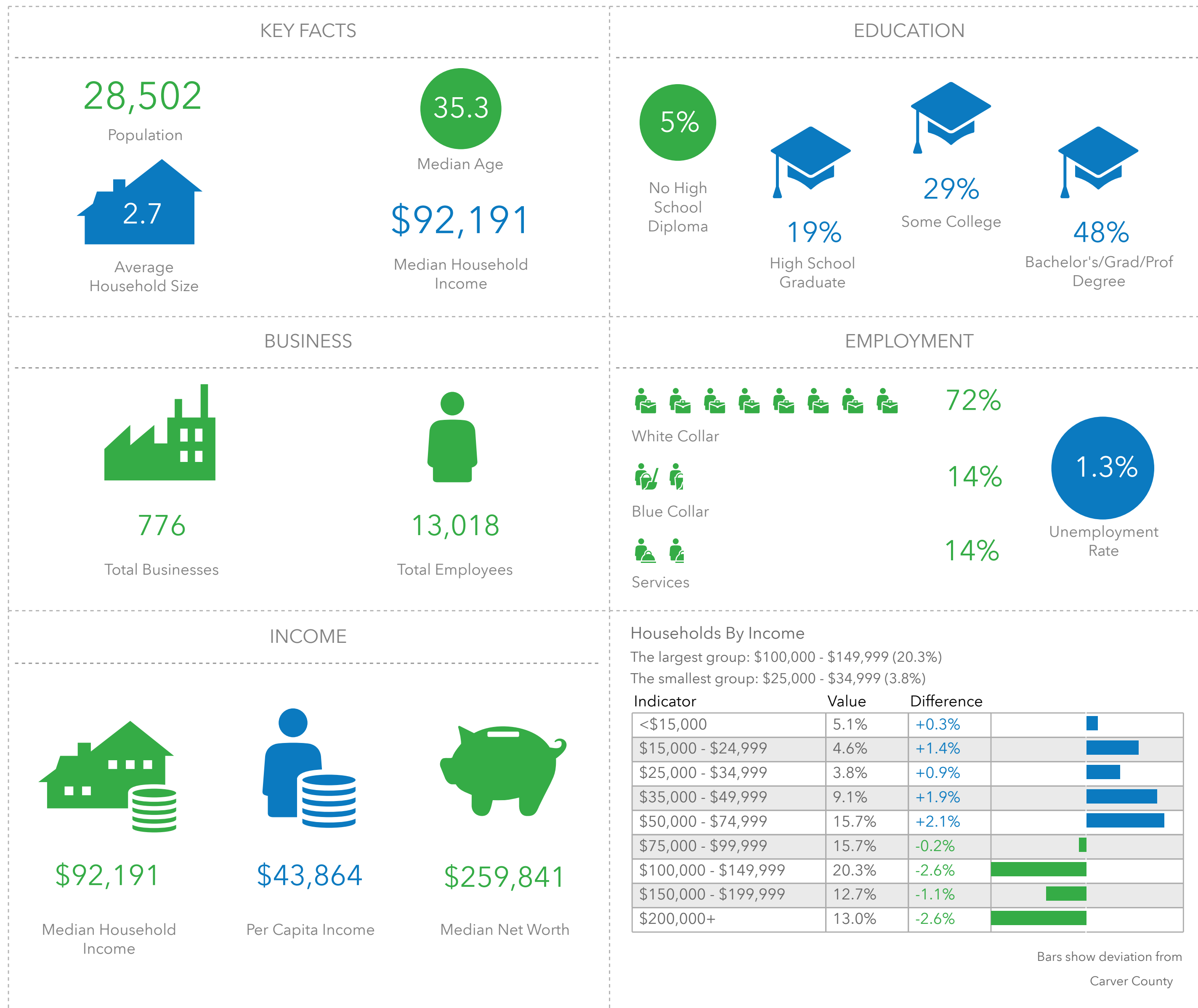
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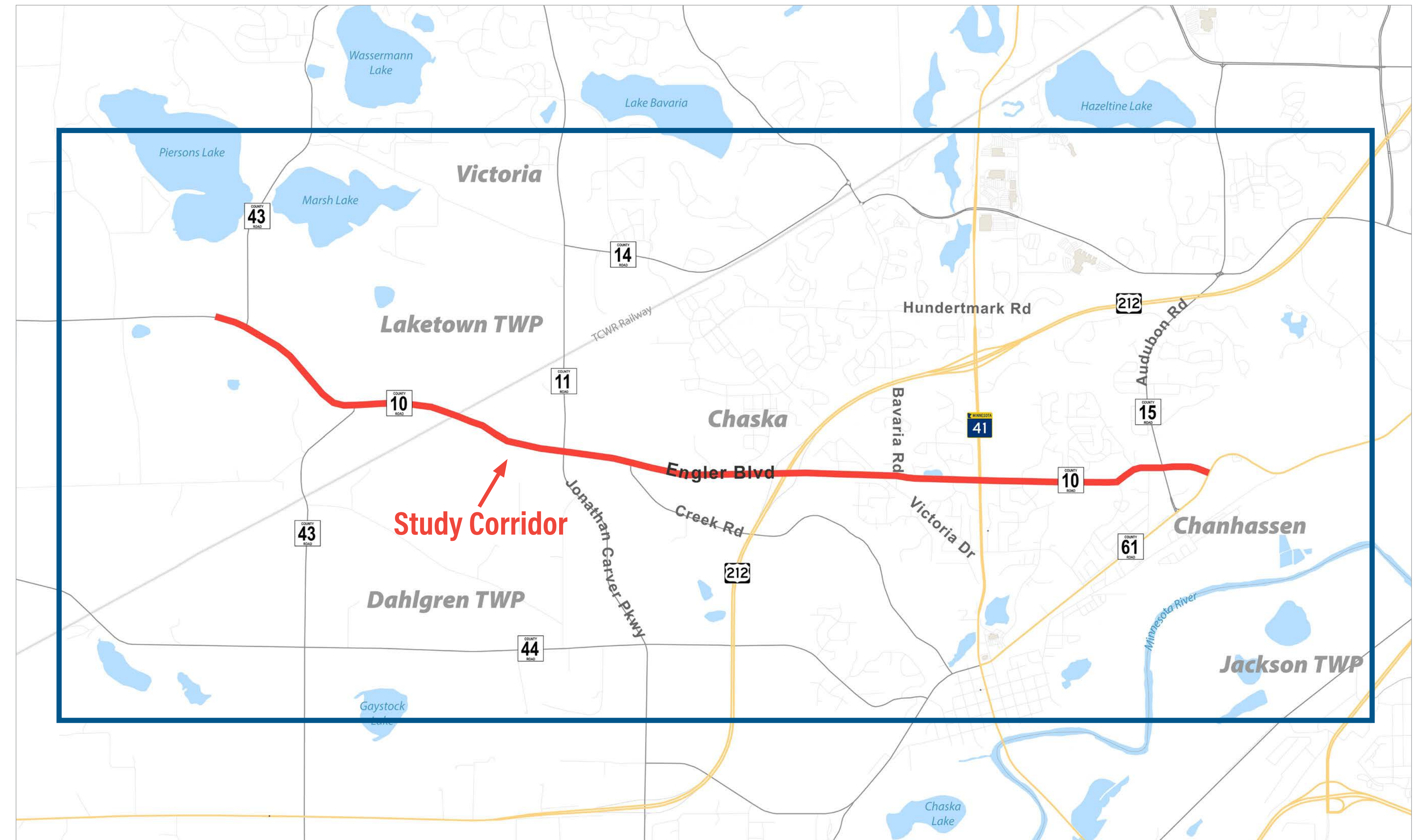
What you can do today:

- Review informational materials and displays
- Make comments on the comment forms
- “Vote” for issues you feel are most important
- Ask questions - we are here to listen and help!

Understanding the Study Area



Statistics from map area in blue rectangle.



The project will need to be responsive to the population of the study area, as well as commuters from the broader region.



HIGHWAY 10 CORRIDOR STUDY

VICTORIA-CHASKA AREA



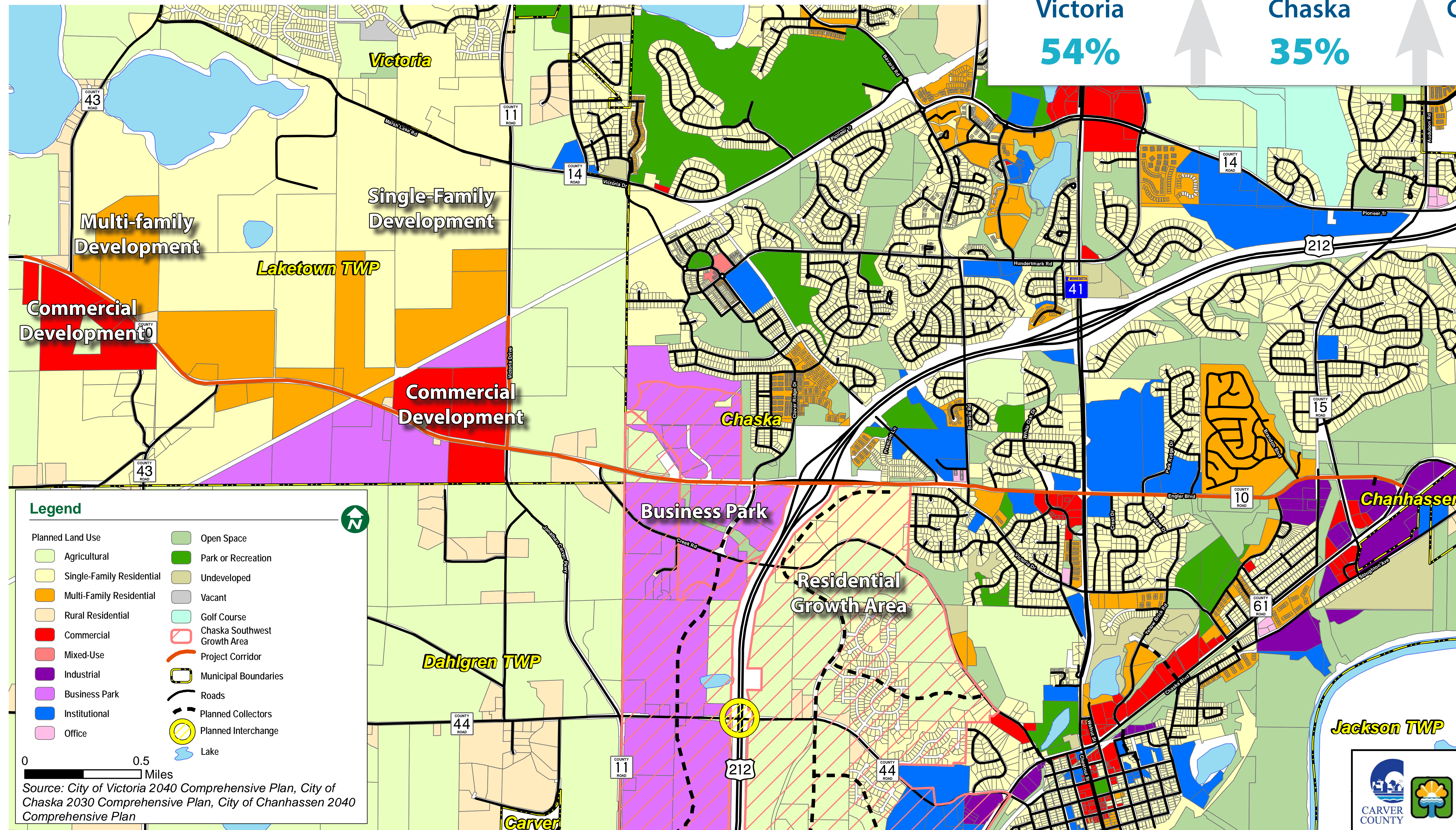
Accommodating Growth

Population Growth by 2040

Victoria
54%

Chaska
35%

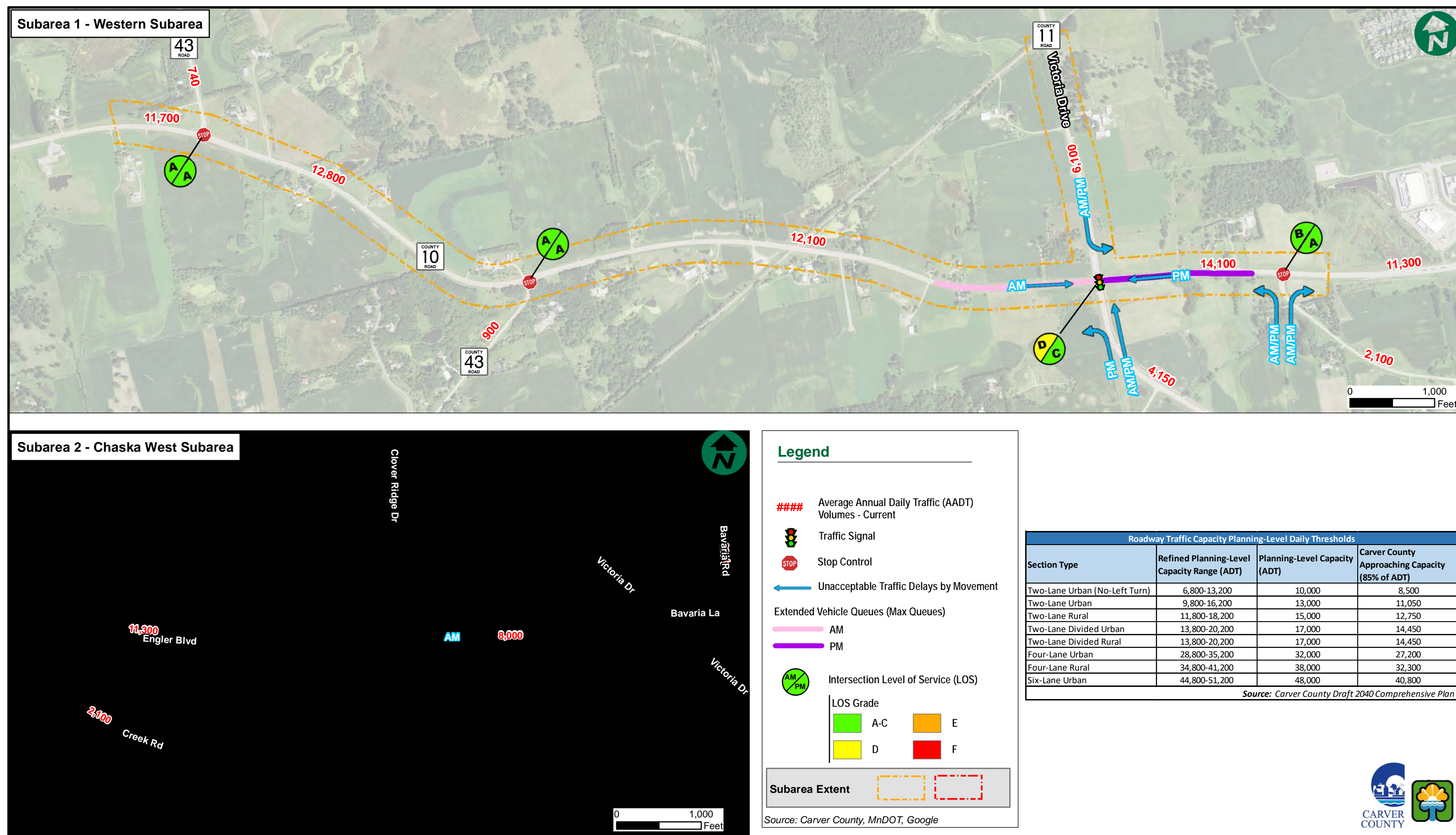
Carver County
49%



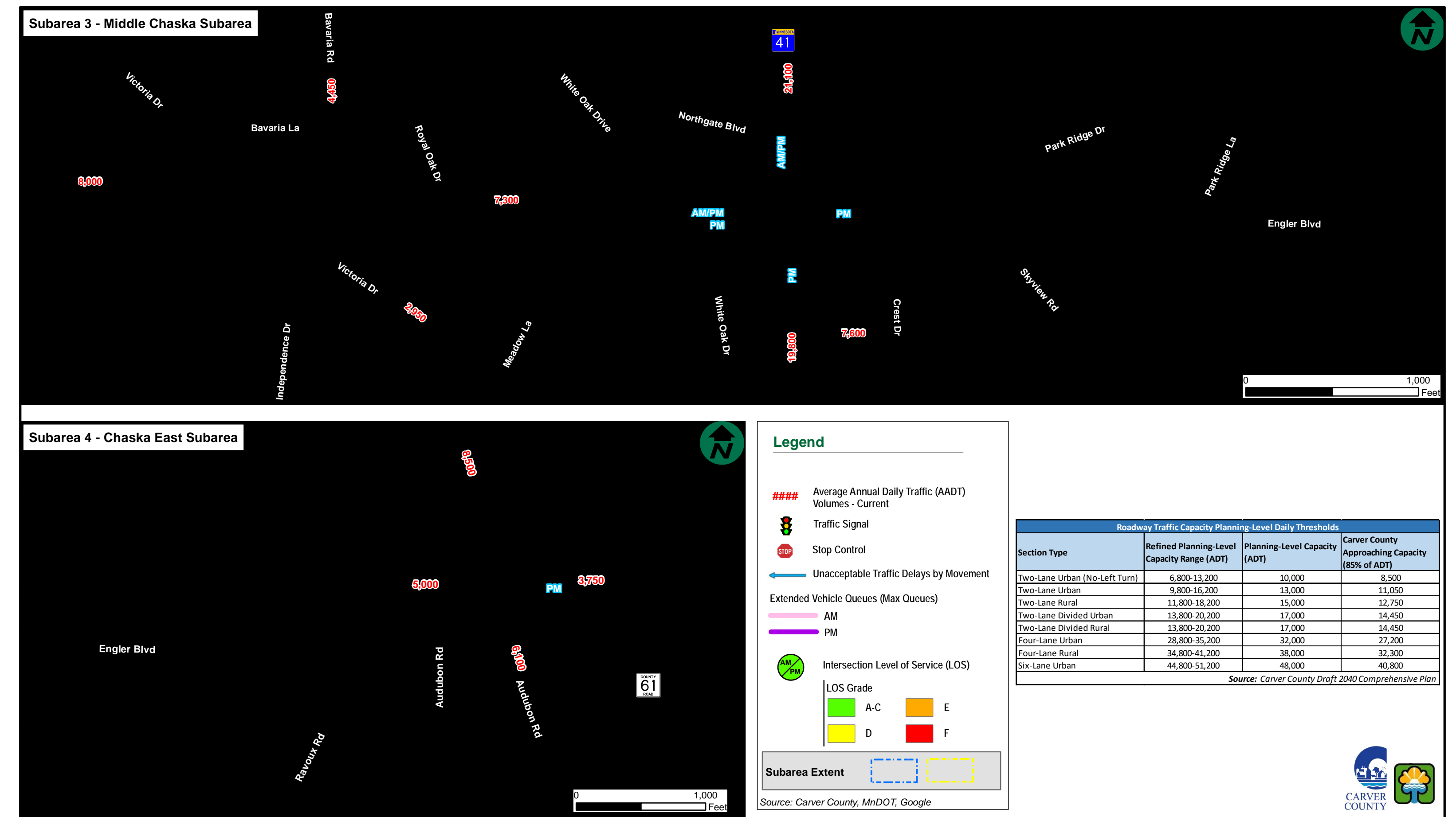
The area is growing rapidly in terms of people, households, and jobs - increasing demands on the transportation network.

Increasing Capacity - Current Conditions

Traffic Operations: Subareas 1 and 2



Traffic Operations: Subareas 3 and 4



Understanding Level of Service (LOS)

LOS is used frequently to describe the level of congestion on a roadway.

- LOS A/B (under capacity) - No delays, relatively free flowing
- LOS C/D/E (approaching capacity) - Minimal delays, with increasing unpredictability
- LOS F (over capacity) - Significant delays, unstable with forced stops



Other Terminology

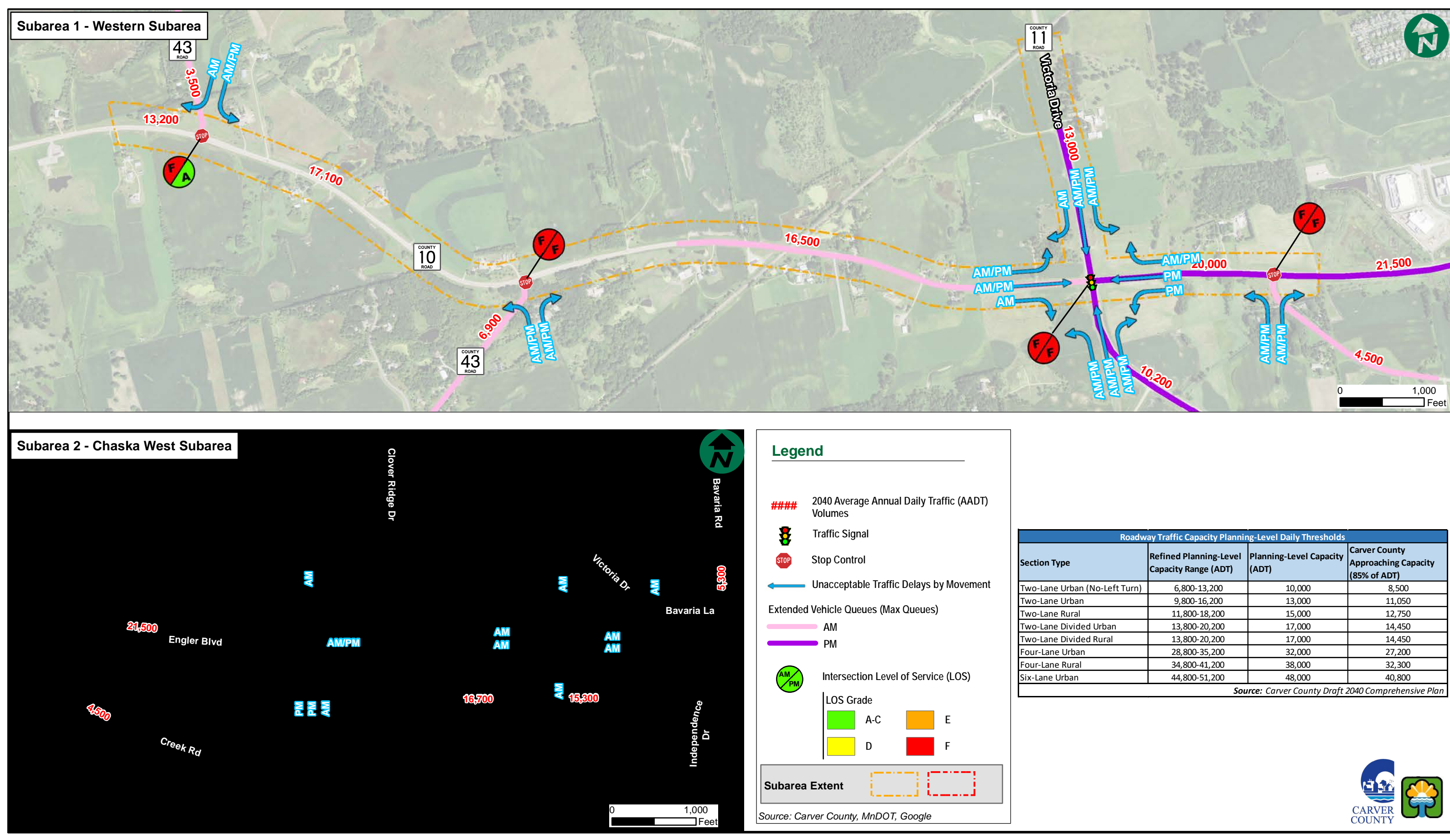
Traffic analysis has specific language for key concepts.

- Extended Vehicle Queue - Represents the maximum queuing distance observed along the intersection leg
- Signalized vs. Unsignalized Intersection - Whether or not there is a traffic light present
- Capacity - The amount of traffic a road is designed to accommodate

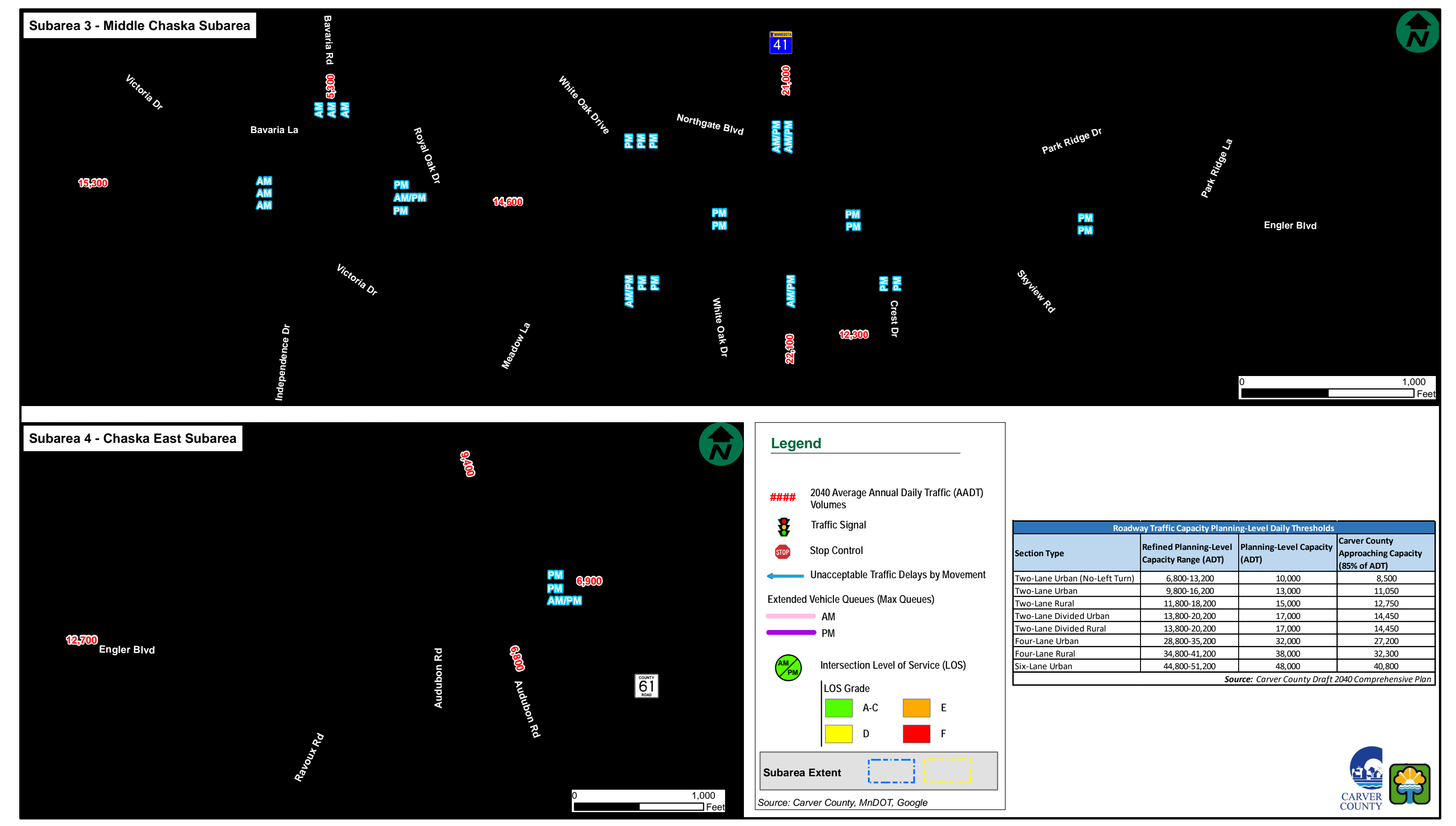
The transportation network exhibits delayed traffic movements and backups at peak hours, particularly at key intersections.

Increasing Capacity - 2040 Growth

Traffic Operations: Subareas 1 and 2



Traffic Operations: Subareas 3 and 4



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Delays and congestion will worsen in the future without improvements.

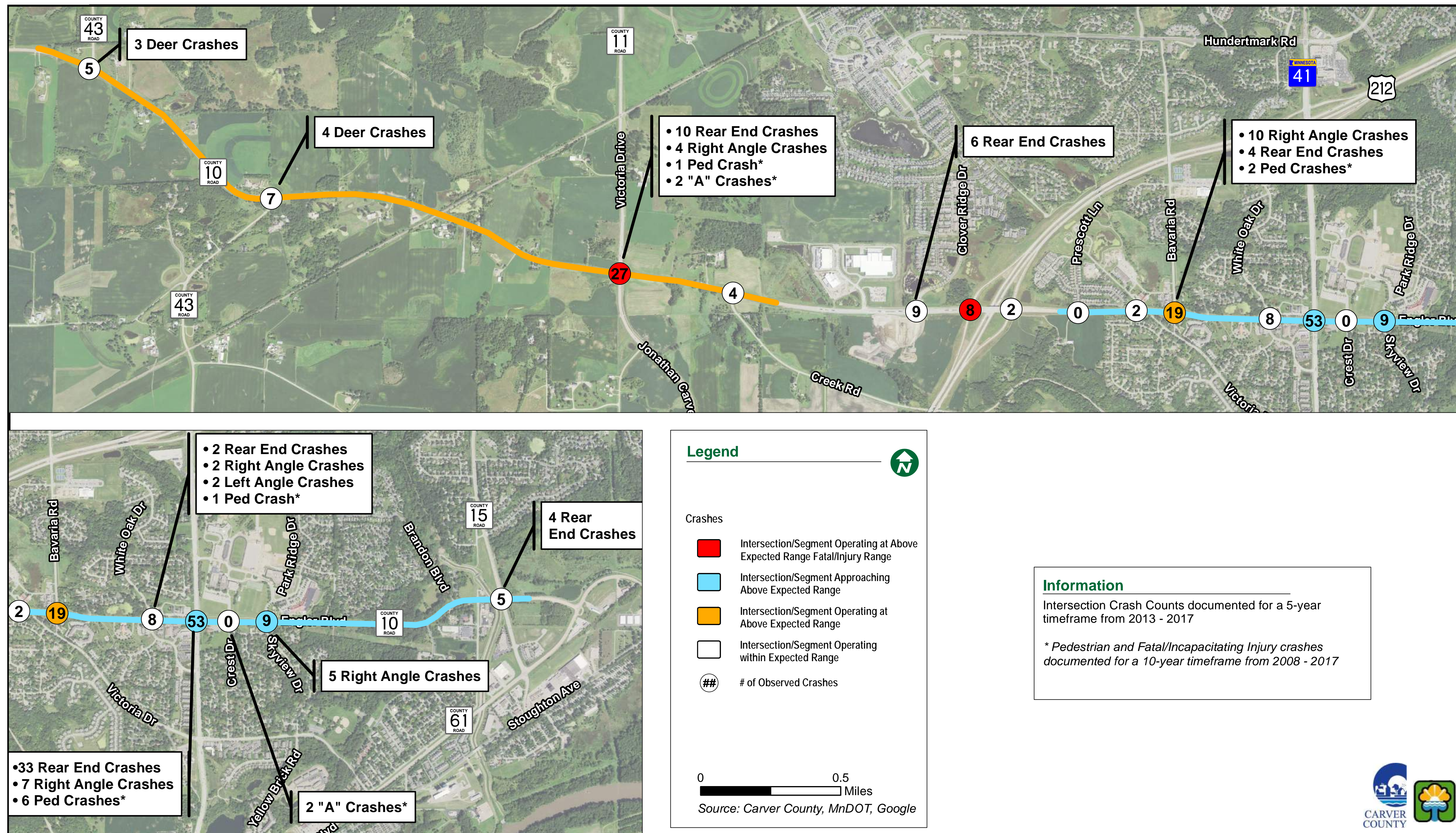


HIGHWAY 10 CORRIDOR STUDY

VICTORIA-CHASKA AREA



Enhancing Safety



Intersections and roadway segments in the study area have above average crash rates that need to be addressed.

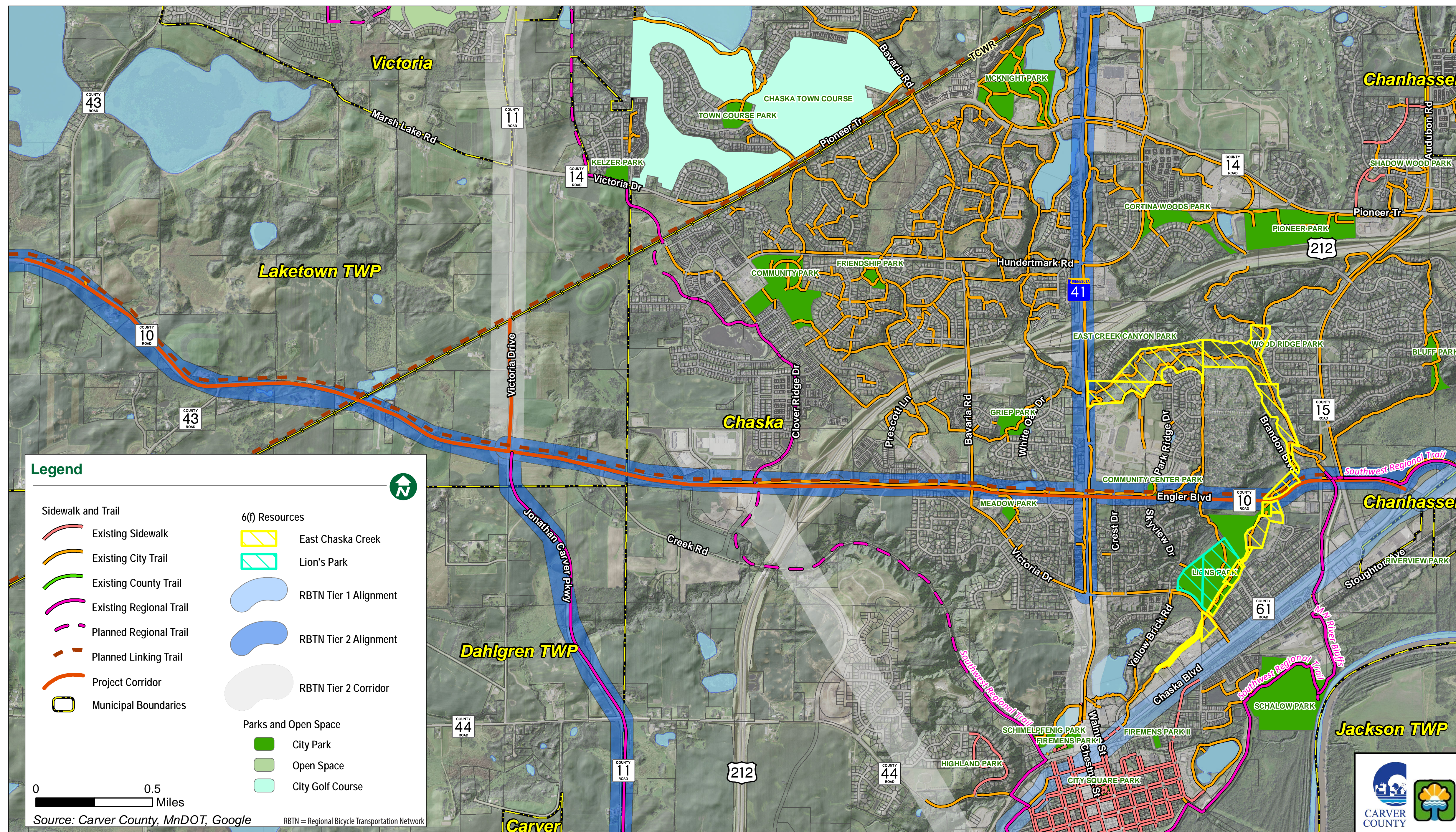


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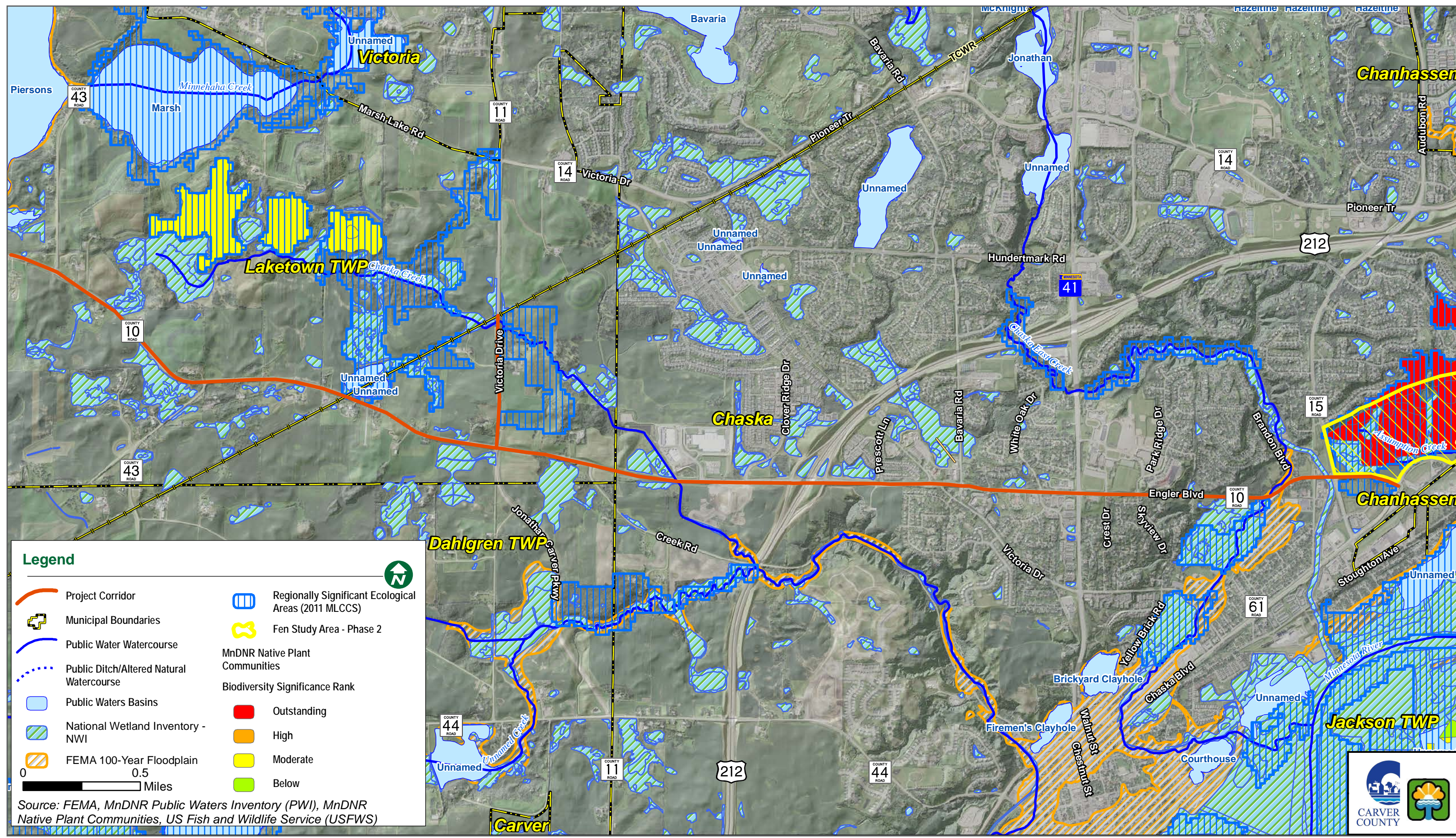


Supporting Pedestrians & Bicyclists

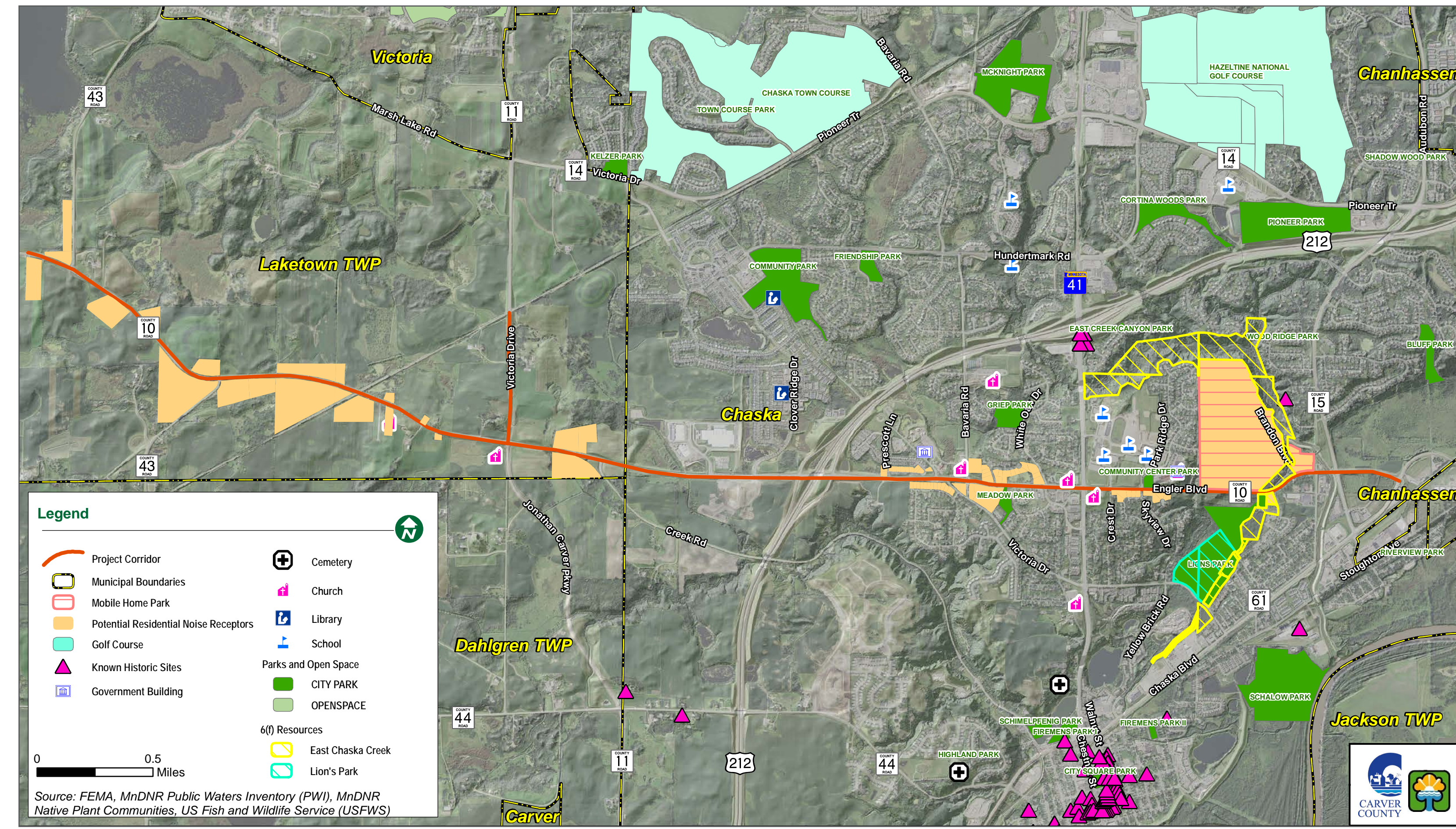


The bicycle and pedestrian network is well used, but gaps and safety concerns remain, especially near local schools.

Respecting Social, Environmental, and Economic Resources



Natural Features



Social Features

Many social, environmental, and economic resources are present along the corridor that will need to be respected.