



Application

17069 - 2022 Safe Routes to School Infrastructure

17731 - Engler Boulevard Trail Gap

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 9:04 AM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**\* City:** Chaska **State/Province:** Minnesota **Postal Code/Zip:** 55318

**Phone:**\* 952-448-9200  
Phone Ext.

**Fax:**

**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** Engler Boulevard Trail Gap  
**Primary County where the Project is Located** Carver  
**Cities or Townships where the Project is Located:** Chaska  
**Jurisdictional Agency (If Different than the Applicant):**

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

The Engler Boulevard (CSAH 10) Safe Routes to School Multi-use Path Project is located on County State Aid Highway 10, a minor arterial, between Ridge Lane and Ravoux Road in the City of Chaska in Carver County. CSAH 10 is a minor arterial with a posted speed limit of 50 mph and is currently an unsafe road to bike or walk along. This project would see the construction of a dedicated bicycle and pedestrian facility on the north side of CSAH 10 between Ridge Lane and Ravoux Road, connecting the Chaska Orange Loop to the Lions Park Trail System to each other and eliminating a trail gap. The trail connection will provide a critical east-west connection and serve as a link from the existing trail network, local neighborhoods, and pedestrian generators north of CSAH 10 to an existing pedestrian underpass under CSAH 10 to the Lions Park Trail, creating a safe crossing for bicyclists and pedestrians near Ridge Lane. Filling this trail gap will connect the Lions Park trail system with the Chaska Orange Loop, allowing students and other community members to use the trail network to walk, bike, or roll to school, recreation, and others vital destinations such as downtown Chaska, the Chaska Community Center, Chaska Middle School, and services beyond the intersection of TH41 and CSAH 41.

*(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.](#)**

ADJACENT TO CSAH 10 (ENGLER BLVD), RIDGE LANE TO RAVOUX ROAD IN CHASKA, CONSTRUCTION OF TRAIL FOR PEDS AND BIKES

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)**

0.3

*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** \$825,520.00

**Match Amount** \$206,380.00

*Minimum of 20% of project total*

**Project Total** \$1,031,900.00

*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** City of Chaska Funds, Carver County Funds

*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:** 2026, 2027

*Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.*

**Additional Program Years:** 2024, 2025

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

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## Project Information

**County, City, or Lead Agency** City of Chaska

**Zip Code where Majority of Work is Being Performed** 55318

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 10/30/2026

**Name of Trail/Ped Facility:** CSAH 10 Trail

*(i.e., CEDAR LAKE TRAIL)*

### TERMINI:(Termini listed must be within 0.3 miles of any work)

**From:** Ridge Lane  
**(Intersection or Address)**

**To:** Ravoux Road  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

### Or At:

**Miles of trail (nearest 0.1 miles):** 0.3

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0.3

**Is this a new trail?** Yes

**Primary Types of Work** MULTI-USE PATH, PED RAMP, CURB & GUTTER, AGG  
BASE,

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,  
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

## **BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

**Structure is Over/Under**  
**(Bridge or culvert name):**

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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.2.5)

Strategies:

B1) Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation. (p.2.5);

B4) Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior. (p.2.7); and,

B6) Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system. (p.2.8)

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

Goal: Access to Destinations (p.62)

Strategies:

C1) Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel. (p.2.10);

C15) Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks. (p.2.22); and,

C16) Regional transportation partners should fund

projects that improve key regional bicycle barrier crossing locations, provide for pedestrian travel across physical barriers, and/or improve continuity of bicycle and pedestrian facilities between jurisdictions (p.2.23);

Goal: Healthy Environment (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. 2.31);

E6) Regional transportation partners will use a variety of communication methods and eliminate barriers to foster public engagement in transportation planning that will include special efforts to engage members of historically underrepresented communities, including communities of color, low-income communities, and those with disabilities to ensure that their concerns and issues are considered in regional and local transportation decision making. (p.2.34)

E7) Regional transportation partners will avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities, including communities of color, low-income communities, and those with disabilities. (p.2.34)

*(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.*

Carver County 2040 Comprehensive Plan (2018): 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. CSAH 10 is identified as a Tier 2 RTBN alignment from CSAH 61 to TH 212 and from TH 212 to Waconia.

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

The CSAH 10 corridor was identified as a Tier 2 Alignment on the RBTN. The portion of CSAH 10 between Ridge Lane and Ravoux Road has been identified as the alignment for a future off-street trail.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

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.

City of Chaska Safe Routes to School Plan:

This plan looked at the intersections of CSAH 10 with Highway 41 (Chestnut Street), Crest Drive, and Park Ridge Drive/Skyview Drive and provides recommendations to enhance pedestrian safety around school properties including: Identified 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 to the east of the Chaska Middle Schools.

Highway 10 Corridor Study (2020):



This study looked at operations along Highway 10/Engler Boulevard, which provides a major connection between the cities of Chaska, Waconia, and others in Carver County. The study provided recommendations to accommodate projected traffic growth across the corridor. The study's findings as they pertain to this regional solicitation application include:

Identified the existing gaps in the bicycle and pedestrian network throughout the western project subarea and from Ridge Lane to Old Audubon Road in the eastern subarea.

Noted that children have been observed walking along the shoulders of the corridor on their way to area schools. Highway 10 is designated as Tier 2 alignment in the RBTN

Study identified an uncontrolled pedestrian crossing at the intersection of CSAH 10 and the East Chaska Creek Trail. The crossing has signed warnings, but is located in a 50 mile per hour zone at the beginning of a curve.

Brandondale Manufactured Home Park, an housing development that contains nearly 500 homes and is considered an environmental justice population sit along this section of CSAH 10, and would have their accessibility improved via a trail.

*(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. Unique project costs are limited to those that are federally eligible.*

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

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**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. Unique projects are exempt from this qualifying requirement.

**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 within one year of project completion. Yes

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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)

\$24,000.00

Removals (approx. 5% of total cost)

\$26,900.00

Roadway (grading, borrow, etc.)	\$2,400.00
Roadway (aggregates and paving)	\$52,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$540,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$96,300.00
Traffic Control	\$8,000.00
Striping	\$4,000.00
Signing	\$4,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$24,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
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	\$118,000.00
Other Roadway Elements	\$4,900.00
<b>Totals</b>	<b>\$904,500.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$88,200.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$10,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$16,600.00

Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$114,800.00</b>

### Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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>

### 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

### Totals

Total Cost	\$1,019,300.00
Construction Cost Total	\$1,019,300.00
Transit Operating Cost Total	\$0.00

### Measure 1A: Relationship Between Safe Routes to School Program Elements

#### Engineering:

Despite the high speeds and traffic volumes along the project corridor, children have been observed walking and biking along CSAH 10's shoulder. This project will reduce potential conflicts with automobiles by providing a new separate trail facility along the northern side of CSAH 10, running from Ridge Lane to Ravoux Road. The trail would link two regional trails, improve access to an existing pedestrian underpass, and runs along an Tier 2 RBTN alignment. The trail and improved connectivity would reduce potential for bicycle- and pedestrian-crashes and facilitate safe crossing. The trail would connect to other investments in the area, and is part of the comprehensive safety improvements planned for CSAH 10.

#### Education:

The Chaska Schools provide summer educational courses in cycling and include a cycling component in their wellness classes. Engagement during the SRTS plan development suggested that Chaska schools are interested in developing pedestrian and bike safety curricula, as well as health and wellness initiatives, but limited by the lack of adequate infrastructure.

#### 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. All schools at the project site have expressed interest in committing to future events if safety improvements addressed these shortcomings in the built environment.

#### Engagement:

The 2020 SRTS plan included a multilingual parent surveys issued to gather information regarding

**Response:**

opinions on walking and biking to at the project schools, and this feedback was used to prioritize infrastructure improvements at the school. The survey responses indicated that the primary barriers to allowing student to bike or walk to school were traffic volumes and speed, a lack of adequate sidewalks or trails, and safety at crossings. The overwhelming majority of these respondents suggest they would allow their children to walk/bike to school if these issues were addressed.

Evaluation:

A parent surveys and a baseline travel tally were conducted in 2020. Chaska schools are committed to follow up analysis 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.

Equity:

Safety improvements from the project would benefit low-income populations. The SUP would improve access to a potential environmental justice community (Brandondale Manufactured Home Park, a 430-home development with a substantial low-income and Hispanic populations) and increase linkages between the federally subsidized low-income housing south of CSAH 10.

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

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

**Select one:**

**The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan\***

*\* 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**      Yes

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

1649878735501\_009\_Chaska Schools Student Travel Tally.pdf

*Please upload attachment in PDF form.*

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## Measure B: Student Population

Student population within one mile of the school

310.0

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## Measure A: Engagement

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*



The project area includes and serves low-income households, persons with disabilities, youth, and elderly populations. These populations were engaged through the Highway 10 Corridor Study, a robust planning process with a substantial community engagement component.

The study utilized meetings, digital and print media, web utilities, and in-person events to collect public feedback. Multilingual materials were used to provide information to nearby residents who might not read or write in English. Feedback from these processes were used to determine the need for improvements. Project feedback was tracked throughout the study and address by the project team.

The study conducted targeted in-person engagement with low-income or priority populations along the corridor, such as the Brandondale Estates, a manufactured housing development with a sizable low-income Hispanic population, located directly north of the project alignment. Community meetings were held with Brandondale residents and management to discuss the trail and other improvements. Translated notifications were distributed and open house materials/surveys were translated to accommodate. Prior to the Highway 10 study, SRTS survey materials were issued in English and Spanish, allowing Spanish speaking parents to provide feedback and suggest improvements.

To reach traditionally unengaged populations, the Highway 10 corridor study conducted a hybrid engagement program with multiple in-person and virtual open houses, pop-up events, focus groups and targeted stakeholder meetings. The city maintained a project website and social media pages for the duration of the project. An interactive online survey and comment map (INPUTiD) was

**Response:**

available with each round of engagement. The mailing list for each open house included over 4,000 addresses. There were 63 survey responses and 144 comments on INPUTiD. An English and Spanish SRTS travel survey was distributed to parents of students attending schools on the complex, with 247 responses. The prioritization of investments along Highway 10 were reorganized based on the feedback from the SRTS travel surveys and community meetings/input.

The project need was identified through the SRTS engagement and Highway 10 engagement. During both the SRTS Survey and Highway 10 study, the community stated that safety, traffic, and a lack of bicycle and pedestrian facilities along CSAH 10 was a significant barrier to travel and recreation. The proposed improvements were presented to these groups during later engagement efforts to gauge interest and evaluate community support.

This project is not anticipated to trigger any NEPA or Title VI regulations, and all reasonable efforts will be made to ensure that the project does not impact any environmental justice communities.

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

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

This project would provide a bicycle and pedestrian link between two existing trail systems (the Chaska Orange Loop and the Lions Park Trail) by installing a shared use path along the north side of CSAH 10 between Ridge Lane and Ravoux Road. The project would provide a new off-street bicycle and pedestrian trail, providing a complete trail connection between the Chaska schools and community center complex at the intersection of CSAH 10 and TH 41 and the Brandondale Estates Manufactured Home Park. This project would also include the improvements to the crossing at the intersection of Ravoux Road and CSAH 10, improving access to the neighborhood south of CSAH 10 which contains two federally subsidized affordable housing sites.

Brandondale Estates is a potential environmental justice population with a significant number of low-income and Hispanic households. The community is adjacent to the Chaska Schools and Municipal complex, but owing to the high amounts of traffic along CSAH 10 as well as the lack of adequate bicycle and pedestrian facilities, the schools provide hazard bussing to all students who live within a mile of school, which includes Brandondale Estates. A 2020 SRTS student travel survey found that approximately 281 students who live within a mile of the school complex are bused into school, over 10% of the total student population for the three schools who would benefit from the new trail connection.

This trail connection would provide off-street bicycle and pedestrian access to safety and operational improvement at the intersection of TH41 and CSAH 10 slated for construction in 2024 and 2025.

The planned project would increase the amount of impermeable surface along the north side of corridor, and would require modernizing the storm sewer, curb, and gutter system. The city does not anticipate any negative impacts, outside of minimal

**Response:**

construction disturbances, associated with the proposed trail project, nor does it anticipate significant impacts on the surrounding natural environment. The city will follow best practices for providing signage and route updates, ensuring that travelers understand the scope of construction, the anticipated construction timeline, and the location of appropriate detour routes when necessary. Particular attention will be given to ensure that construction does not negatively impact access to Brandondale Estates, existing pedestrian and bicycle connections, and other affordable housing sites in the project area.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

The socio-economic analysis identified 676 publicly subsidized rental housing units within ½ mile of the project area. There are 430 owner-occupied properties located directly north of the proposed SUP at the Brandondale Estates, a neighborhood of manufactured homes. There is an affordable housing site south of the project on Ravoux Road which would benefit from the crossing safety improvements at the intersection of Ravoux and CSAH 10.

Access to Brandondale Estates is limited to Brandon Boulevard, and residents expressed interest in increasing accessibility options for both automobile and active transportation during the Highway 10 Corridor Study community engagement. Just west of the project area is over 92 units of affordable housing, including a multi-family rental housing location (92 units), a scattered site rental property, and a future 8-unit Habitat for Humanity housing complex at the southeast corner of the CSAH 10/TH 41 intersection. Bridging the trail gap along CSAH 10

**Response:**

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:

- 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 2,800 characters; approximately 400 words):*

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649878942333\_005\_Socio-Economic Map.pdf

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

The RBTN Orientation map indicates the project is on a RBTN Tier 2 Alignment and will build towards a complete connection with the MN River Bluffs Trail east of Highway 41, a Tier 1 alignment. This trail will also connect to the planned Carver County linking trail that will connect Waconia, to Watertown while linking to various other local and regional trails along the way. This trail will also connect the Chaska Orange Loop with the Chaska Green Line, a trail that connects downtown Chaska to the City of Victoria. This project would improve connectivity to the pedestrian underpass for the Lions Park trail crossing at Ridge Lane, safely linking the two trails. Future improvements to the trail crossing at the Ravoux and CSAH 10 will further improve upon the existing trail network with an enhanced crossing as part of a separate project. Finally, it will connect Brandondale Estates, a potential environmental justice community, to the property containing Chaska Middle School East. Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center.

**Response:**

This section of CSAH 10 has no dedicated pedestrian or bicycle infrastructure, but still serves as a means for locals, including children, to travel between the areas east of Ridge Lane and Brandon Boulevard to access services and resources. There is one uncontrolled trail crossing with deteriorated markings at the eastern end of the proposed trail, which creates hazardous conditions given high travel speeds and volumes of traffic.

Public input from the Hwy 10 Corridor Study and the 2016 SRTS Plan identified this section of CSAH 10 as a gap in the current pedestrians/cyclists trail network. Children were observed walking along the shoulder of the project location during data collection for the Highway 10 Corridor Study. The lack of a trail here impacts the most vulnerable of populations and prevents school children from being able to travel to school under their own power. ISD 112 provides hazard bussing for

students living along CSAH 10 in part due to the dangers presented by the lack of facilities.

The trail addition and improved connectivity to the existing pedestrian underpass would allow pedestrians and bicyclists, including children accessing schools, to safely navigate a busy section of CSAH 10 by providing a dedicated facility for travel, and provide an improved link between the existing trail network and pedestrian underpass as an alternative to an uncontrolled crossing of CSAH 10.

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

**Upload Map**

1649879596396\_004\_RBTN Orientation.pdf

*Please upload attachment in PDF form.*

---

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



**Response:**

Engler Blvd is a two-lane undivided roadway with both 40 mph and 50 mph speed limits. Between N Chestnut Street (TH 41) and Audubon Road, Engler Blvd has a significant grade, creating sightline issues for both pedestrians and vehicular motorists. A sidewalk exists on the north side of Engler Blvd from Chestnut St to Ridge Lane. East of the intersection of Ridge Lane and CSAH, there are no pedestrian facilities until the intersection with Ravoux Road. In order to remain on a paved trail, pedestrian would need to take a circuitous route, crossing Highway 10 southbound at the Ridge Lane pedestrian underpass into Lions Park, where they would connect with the Chaska Orange loop headed north, only to cross Highway 10 again, nearly a mile-long detour to travel a quarter mile along Highway 10. Alternatively, pedestrians and bicyclists may choose to travel along the six-foot wide shoulder on either side of the road. This presents significant danger for pedestrians, as the distance between the shoulders and automobile traffic is inadequate given grade and posted speed limits. This project would provide a trail separated from the road with a curb and gutter, offering greater safety and connectivity for cyclists and pedestrians travelling along CSAH 10 between Ridge Lane and Ravoux Road.

The marked crosswalk at the eastern border of the project area is has low visibility for drivers approaching from either direction, due to a vertical curve to the west and a horizontal curve to the east. This is problematic as the high speeds of traffic and limited sight distances for drivers' increases the risk for crossing pedestrians.

There was single pedestrian crash within the project area in the last ten years. The crash occurred when a pedestrian was hit by a left-turning school bus while sing a marked crosswalk. This instance occurred slightly north of the project area

but is important, as it illustrates the primacy of automobiles in the area and the greater impact of missing or substandard pedestrian infrastructure. Drivers treat the absence of pedestrian facilities as the absence of pedestrians and drive accordingly. Additionally, this accident occurred with a school bus, offered by ISD 112 due to hazards of walking and biking along CSAH 10. While it cannot be said that an accident would not have occurred at this location absent the school bus, the lack of bicycle and facilities encourages car trips, which in turn increase crash exposure. This was confirmed through the engagement from the Highway 10 Study as well as the SRTS survey, where a majority of respondents stated that the lack of facilities played a significant role in their choice to not allow their children to walk or bike to school.

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

---

## 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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**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.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

There were multiple types of public engagement outreach strategies used for this project. This includes in-person and virtual open houses, focus groups and targeted stakeholder meetings, SRTS travel surveys, and a project website. For each event, multilingual materials were made available to provide information to nearby residents who might not read or write in English.

Two in-person open houses were held, one on August 21, 2019, and the other on December 19, 2019. Virtual open houses were held between March to April, 2020. Both in-person open houses had more than 50 attendees. Residents were notified of the open houses via direct postcard mailing, with more than 4,000 addresses receiving a notification for each open house. 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. An interactive online survey and comment map was available with each round of engagement. During the virtual open house, INPUTiD and surveys were used to collect feedback and identify concerns. There were 144 comments submitted through INPUTiD and 63 survey responses collected. The Project Website, which includes links to the open house information, can be found here:

<https://www.co.carver.mn.us/departments/public-works/projects-studies/highway-10-study-victoria-chaska-area>

Focus groups were held to hear individual perspectives on issues. Specific meetings included Chaska Police, Fire, Public Works, and Emergency Services, Chaska Vet, ISD 112, Laketown Township, The Lodge Senior Center, Brandondale Estates manufactured home neighborhood, Valley Evangelical Free Church, Shepherd of the Hill Church, Crest Drive neighborhood, and the White

**Response:**

Oak neighborhood.

Safe Routes to School travel surveys were distributed to parents of students attending the schools at the complex on Engler Road (Including Chaska Middle School East, Chaska Middle School West, and La Academia). These surveys were distributed on May 1, 2020, in both English and Spanish to allow for as many responses as possible. 247 parents responded, with the majority indicating that the amount of traffic combined with the lack of continuous trails and safe crossings along the route was the largest factor preventing students from walking and biking to school, and that addressing these issues would have the greatest impact on changing their decision to allow children to walk or bike to school.

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

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.** Yes

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649880025112\_003\_Engler Project Layout\_proposed.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

**3.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

**4.Right-of-Way (25 Percent of Points)**

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

**5.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%

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### Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,019,300.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,019,300.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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### Other Attachments

File Name	Description	File Size
001_CSAH 10 Trail One Pager.pdf	one pager	261 KB
002_Existing Conditions Photo.pdf	existing conditions photo	201 KB
003_Engler Project Layout_proposed.pdf	project layout	346 KB
004_RBTV Orientation.pdf	RBTN map	2.0 MB
005_Socio-Economic Map.pdf	socio economic map	1.6 MB
006_Carver County LOS.pdf	Carver County letter of support	208 KB
007_City Public Works LOS.pdf	City Public Works LOS	23 KB
008_ChaskaSRTSParentSurveySummary.pdf	parent survey summary	1.1 MB
009_Chaska Schools Student Travel Tally.pdf	student travel tally	188 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

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**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

---

**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)

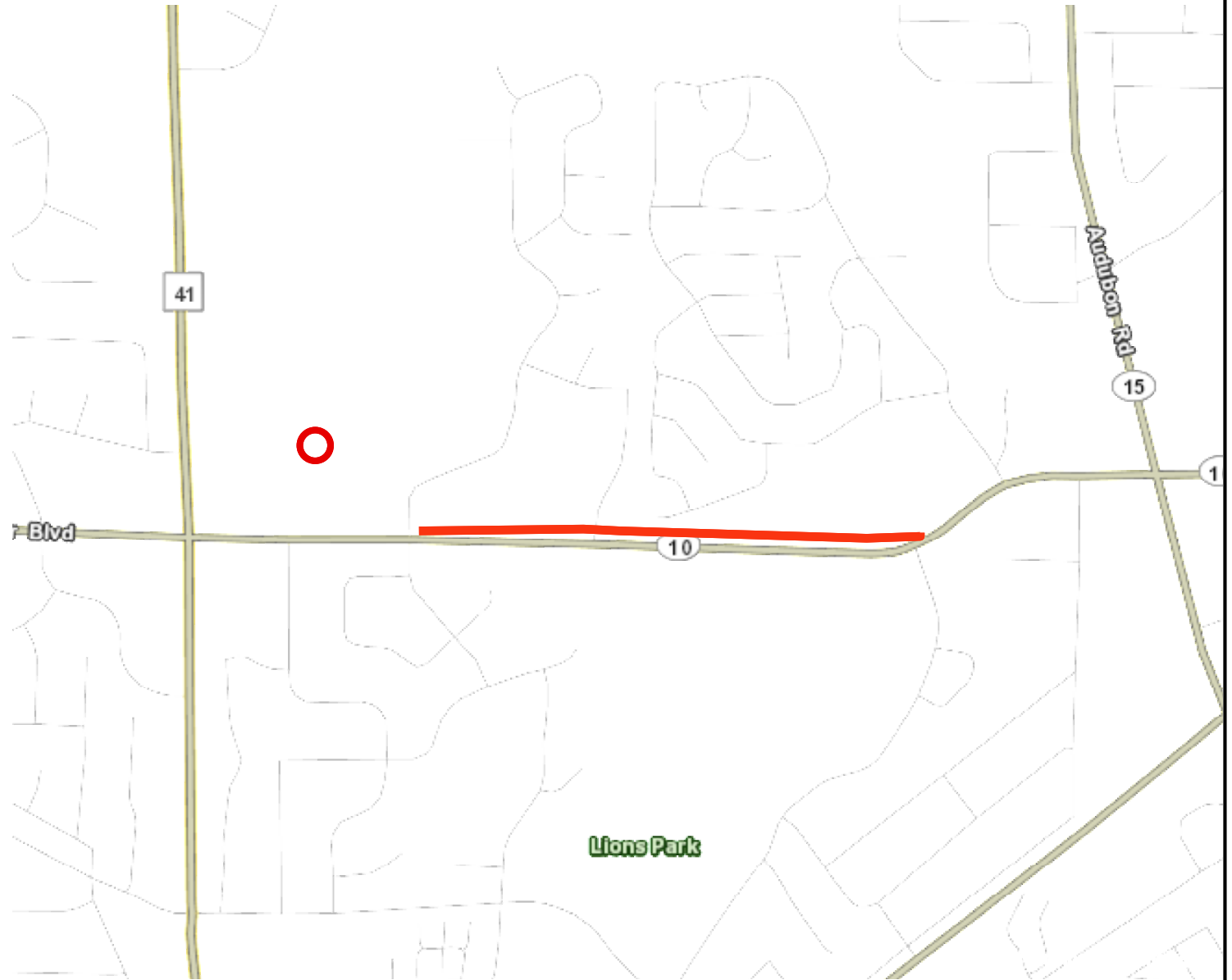
# Socio-Economic Conditions



Safe Routes to Schools Project: Engler Boulevard Trail Gap | Map ID: 1646943418828

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 676

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



 Points  Area of Concentrated Poverty

 Lines



Created: 3/10/2022  
LandscapeRSA2



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

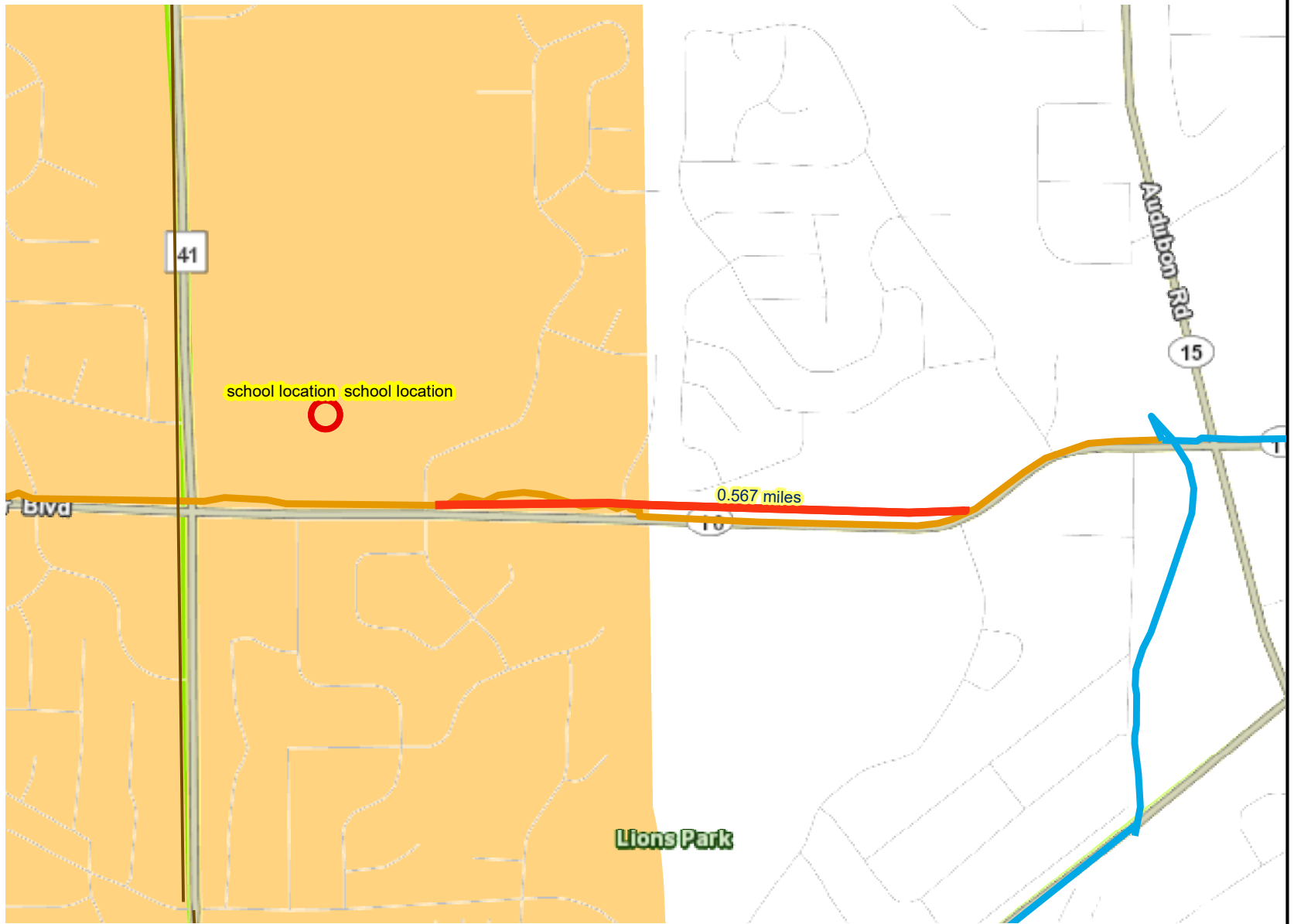


# Project to RBTN Orientation

Safe Routes to Schools Project: Engler Boulevard Trail Gap | Map ID: 1646943418828

## Results

Project IN TIER 2 Bicycle Transport Corridor.



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



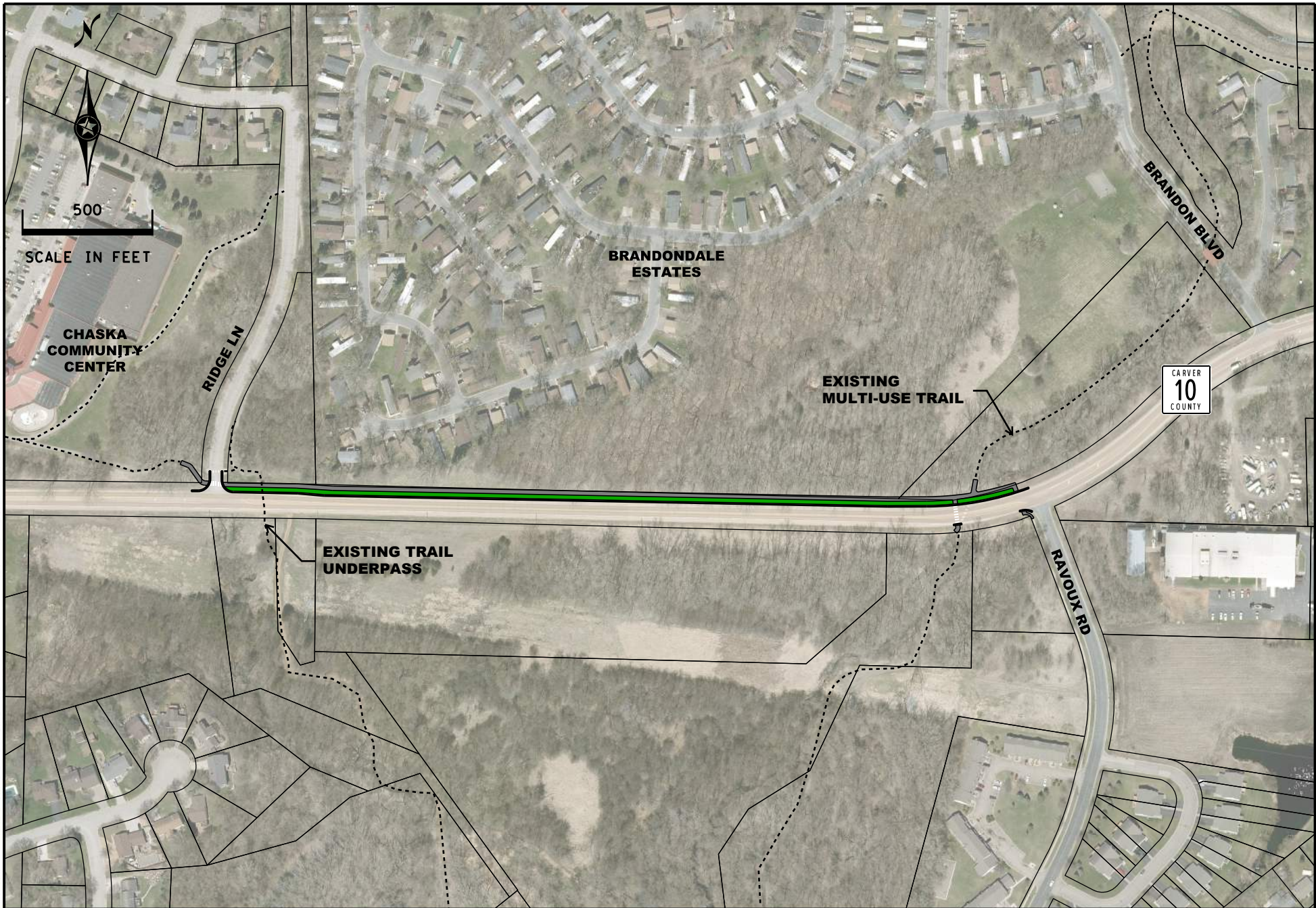
Created: 3/10/2022  
LandscapeRSA6



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**PROPOSED CONDITIONS**

**ENGLER BOULVARD TRAIL GAP - SAFE ROUTES TO SCHOOLS**





# CSAH 10 Safe Routes to School Multi-Use Path Project



## Applicant, Location, & Route:

City of Chaska, County State Aid Highway 10 between Ridge Lane and Ravoux Road



## Application

Category: Safe Routes to School Infrastructure



## Funding Information:

Requested Award Amount: \$825,520

Local Match: \$206,380

Project Total: \$1,031,900



## Match \$ Sources:

- City of Chaska
- Carver County

## Project Description

The Engler Boulevard (CSAH 10) Safe Routes to School Multi-Use Path Project would construct a dedicated bicycle and pedestrian facility on the north side of CSAH 10 between Ridge Lane and Ravoux Road, connecting two regional trail networks. The project would also increase access to an existing pedestrian underpass along the Lions Park Trail at CSAH 10 and Ridge Lane. This project would provide a continuous trail connection between the property containing Chaska Middle School East, Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center to the community south of CSAH 10, as well as Brandondale Estates, a development of 430 manufactured homes and potential environmental justice community.

This section of CSAH 10 has high volumes of traffic and a posted speed of 50 miles per hour. The limited access options for Brandondale Estates provides no alternatives for residents who need to bike, walk, or roll west to access the school and services beyond Ride Lane. During the recently completed Highway 10 Corridor Study, locals were observed walking along the shoulder to make east-west connections between the public school complex and homes to the east.

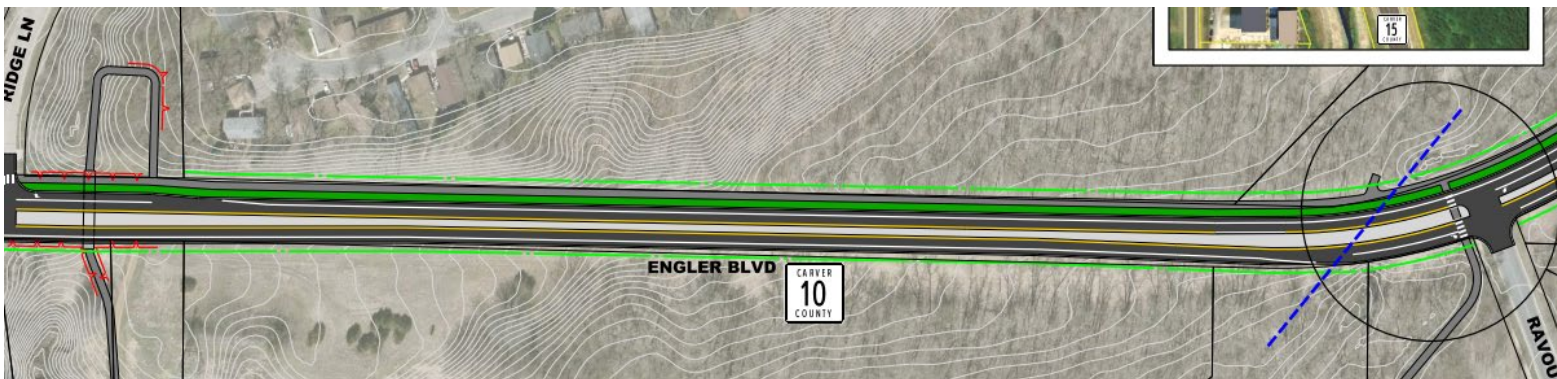
Filling this trail gap will connect the Lions Park trail system with the Chaska Orange Loop, allowing students and other community members to use the trail network to walk, bike, or roll to school, recreation, and other vital destinations.

The Brandondale and Ravoux neighborhoods are located north and south of this section of CSAH 10 and are within a distance that typically wouldn't receive bussing. However, ISD 112 recognizes the lack of infrastructure and dangerous crossings along CSAH 10 as a hazard area, and currently provides bussing for children who live in these communities. These neighborhoods and others east of Ridge Lane would benefit from this trail connection.

These improvements are part of the Highway 10 Corridor Study improvement implementation strategy, which has identified significant safety and mobility improvements along the corridor between Highway 43 in Laketown Township and Highway 61 in Chaska. These improvements would connect with investments planned at the intersection of TH 41 and CSAH 10 and is along a tier 2 RBTN alignment.

## Project Benefits

A trail along CSAH 10 would increase access between regional destinations such as parks, a community center, and school. The separate facility would increase safety for all users, and address specific parental safety concerns identified in a 2020 SRTS survey that stated that a lack of dedicated trails and proximity to traffic was a significant barrier for allowing children to walk or bike to school. The proposed trail would address gaps in the Tier 2 Trail Corridor alignment of the RBTN and a Carver County Linking Trail that is connected regionally. **The proposed improvements will increase corridor segment safety for both vehicles and pedestrians, address local safety concerns, and provide a safe pedestrian/bicycle route to Chaska Schools and the Community Center west of Ridge Lane.**

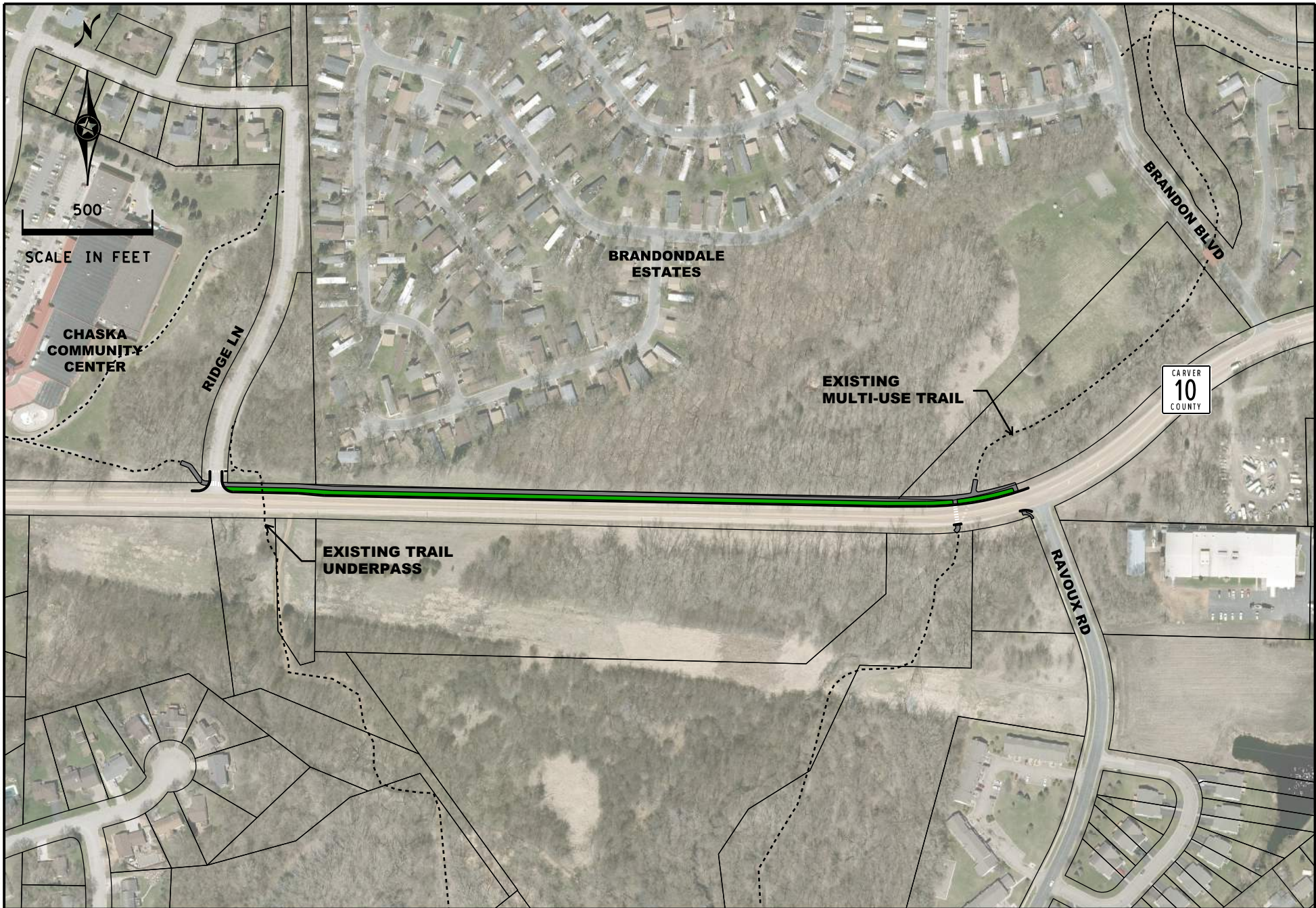


Project Location



Engler Blvd





**PROPOSED CONDITIONS**

**ENGLER BOULVARD TRAIL GAP - SAFE ROUTES TO SCHOOLS**

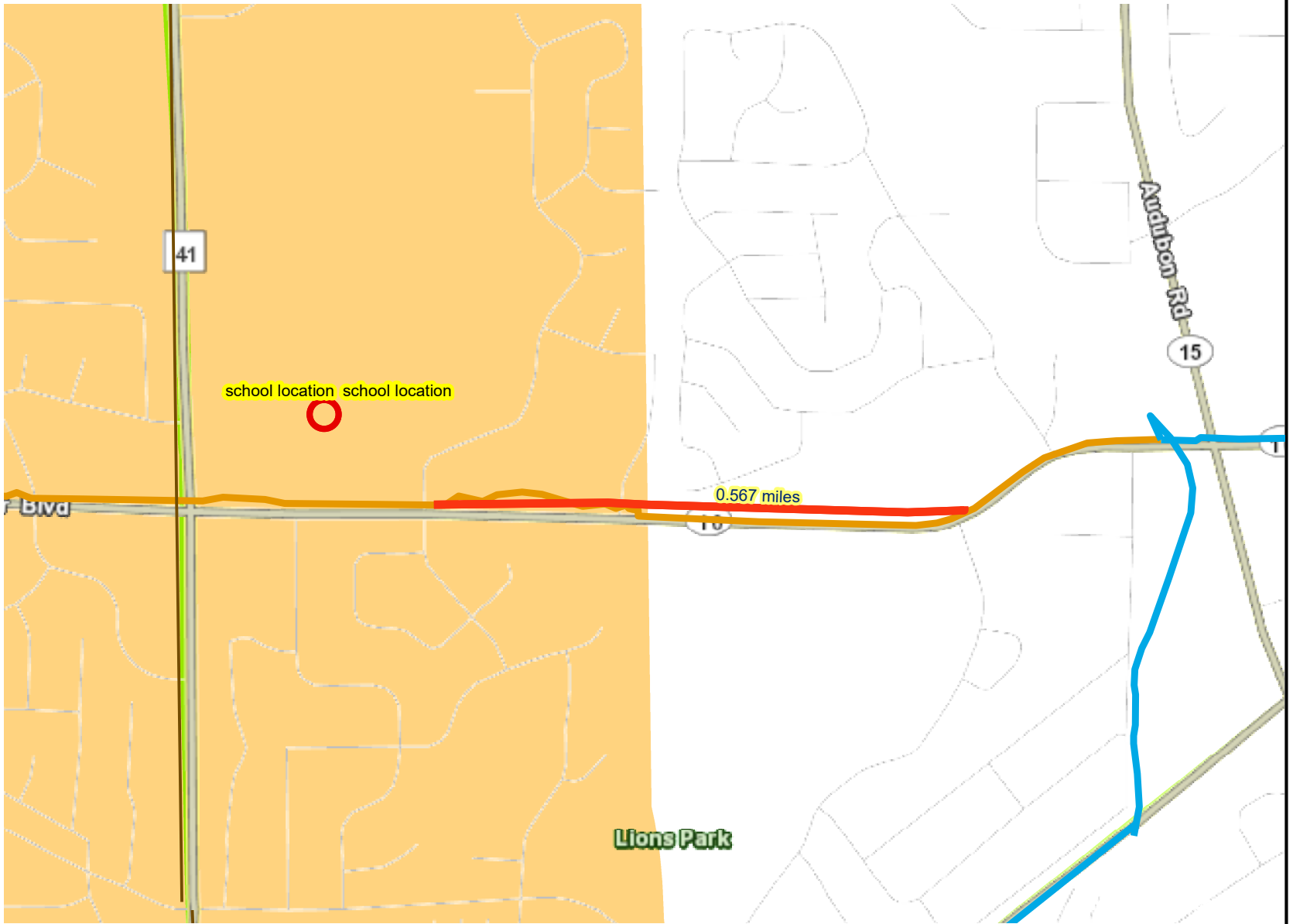


# Project to RBTN Orientation

Safe Routes to Schools Project: Engler Boulevard Trail Gap | Map ID: 1646943418828

## Results

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Created: 3/10/2022  
LandscapeRSA6



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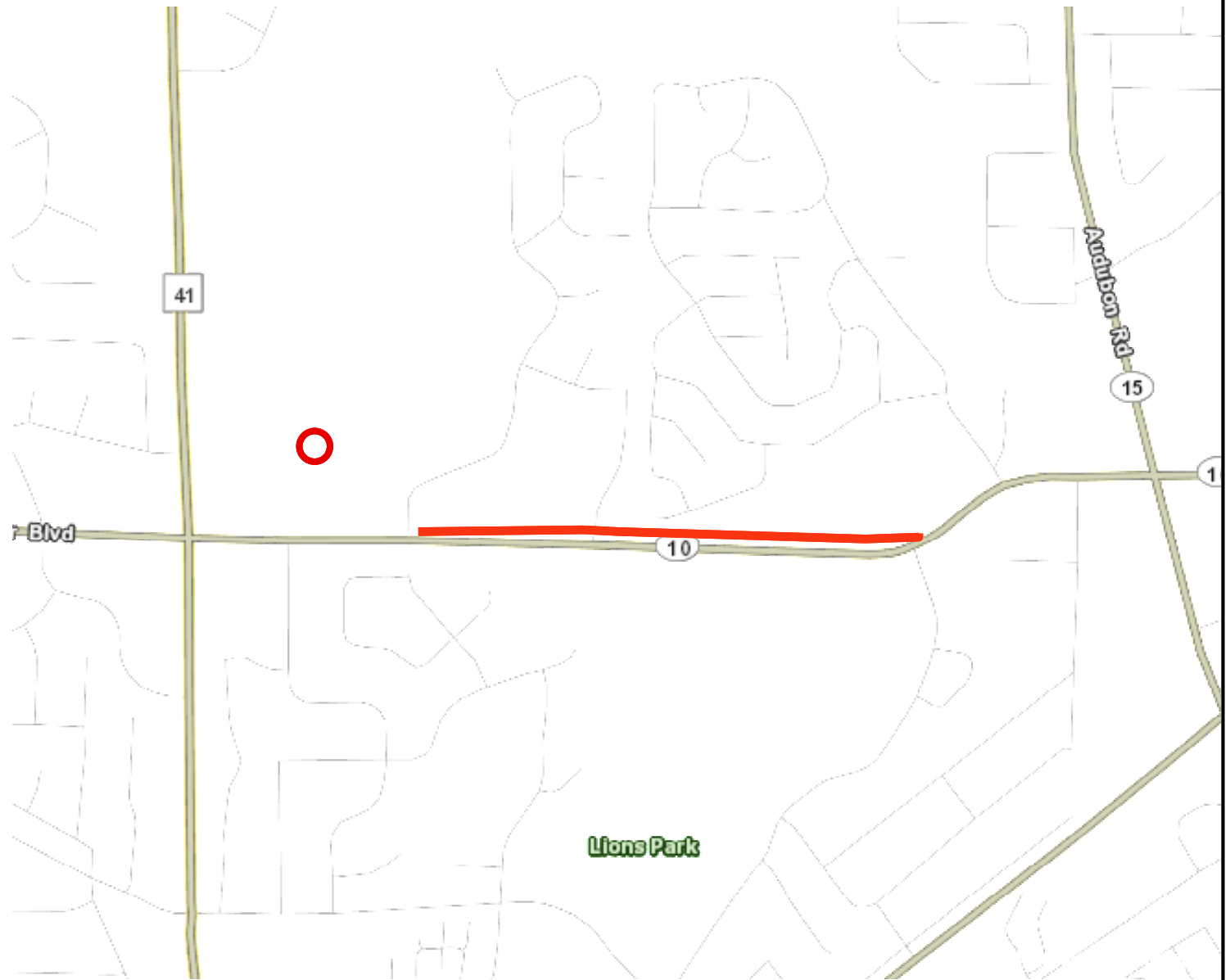
# Socio-Economic Conditions



Safe Routes to Schools Project: Engler Boulevard Trail Gap | Map ID: 1646943418828

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 676

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



 Points  Area of Concentrated Poverty

 Lines



Created: 3/10/2022  
LandscapeRSA2



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**Carver County  
Public Works**  
11360 Highway 212, Suite 1  
Cologne, MN 55322

April 4, 2022

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

**RE: Letter of Support for City of Chaska's Engler Blvd. Safe Routes to School Project for the 2022 Regional Solicitation**

Dear Mr. Clark,

Carver County supports the City of Chaska's application for a Safe Routes to School project along County Highway 10 (Engler Blvd.) to the Metropolitan Council's 2022 Regional Solicitation. This project will improve pedestrian and bicycle safety and fill a long-standing gap in the multimodal transportation system to provide a direct connection to the Chaska School complex and Community Center.

Carver County partnered with the City of Chaska, the Minnesota Department of Transportation (MnDOT), and the City of Victoria, on the Highway 10 Corridor Study to identify coordinated multimodal transportation improvements to address significant existing transportation mobility, safety, and access issues on the CSAH 10 (Engler Blvd.) corridor through Chaska. The Highway 10 Corridor Study included a robust technical analysis, concept development, concept evaluation, and a diversified and broad public engagement strategy to identify and build consensus for short and long-term transportation concepts and recommendations. The proposed project is consistent with the study, which was adopted by the City and County in 2021.

Carver County appreciates and supports the City of Chaska's application to secure funding for the Engler Blvd. Safe Routes to School project to advance bicycle and pedestrian system improvements in Carver County.

Sincerely,

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

CARVER COUNTY



April 6, 2022

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

RE: Commitment to year-round maintenance for Engler Boulevard/CSAH 10 Improvements

Dear Matt Clark,

This is written confirmation that the City of Chaska Public Works Department is committed to maintaining the pedestrian facilities proposed by the Engler Improvements project year-round per the City's Snow and Ice Control Policy. The Public Works Department recognizes the local and regional importance of the proposed trail and is dedicated to keeping them accessible year-round throughout their lifespan.

The proposed project will provide an ADA-accessible trail and pedestrian facilities along the north side of Engler Boulevard between Ridge Lane and Brandon Boulevard, providing off-street access between:

- The Chaska Orange Loop
- The Lions Park Trail

The application and proposed project layout have been approved by city staff and are supported by the Public Works Department. We are cohesively dedicated to improving the region's transportation system and look forward to doing our part to maintain it.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Jung', with a long horizontal flourish extending to the right.

Brian Jung  
Public Works Director  
City of Chaska

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

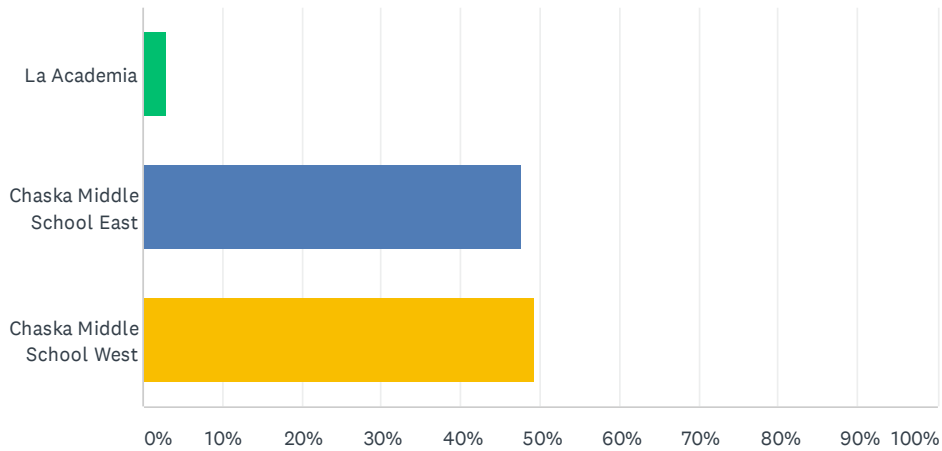
[http://saferoutesdata.org/downloads/Parent\\_Survey\\_English.pdf](http://saferoutesdata.org/downloads/Parent_Survey_English.pdf)

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

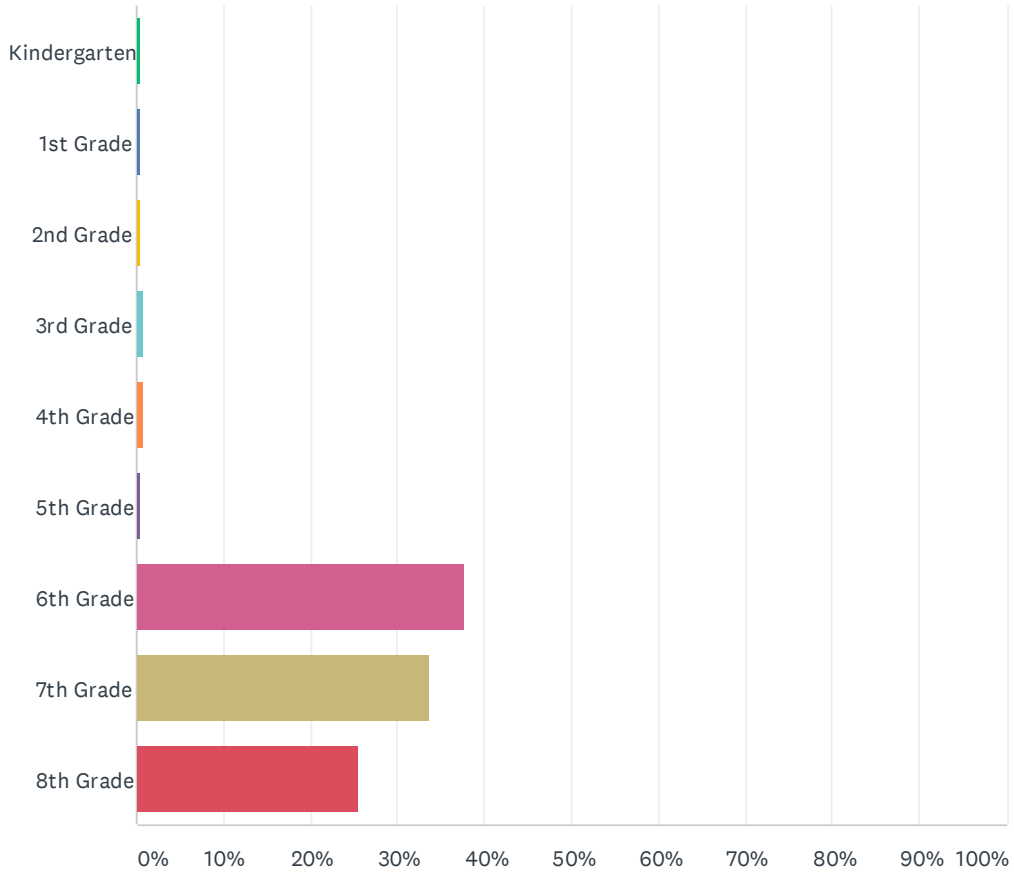
Answered: 247 Skipped: 0



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?

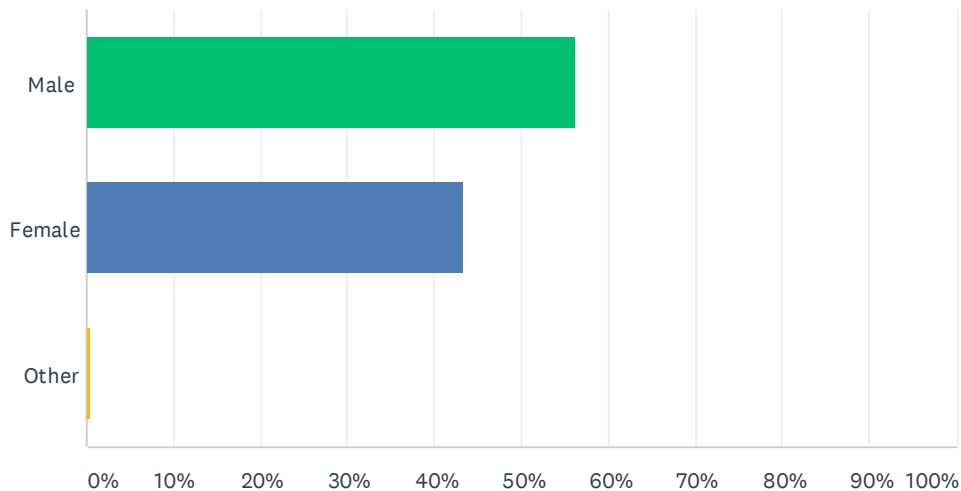
Answered: 247 Skipped: 0



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?

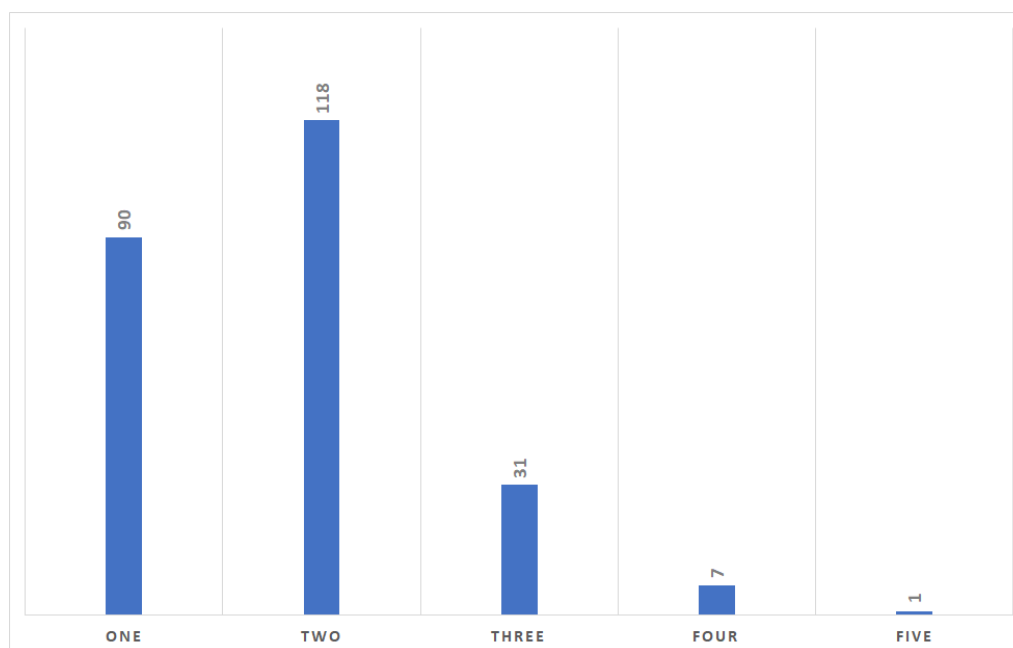
Answered: 247 Skipped: 0



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)

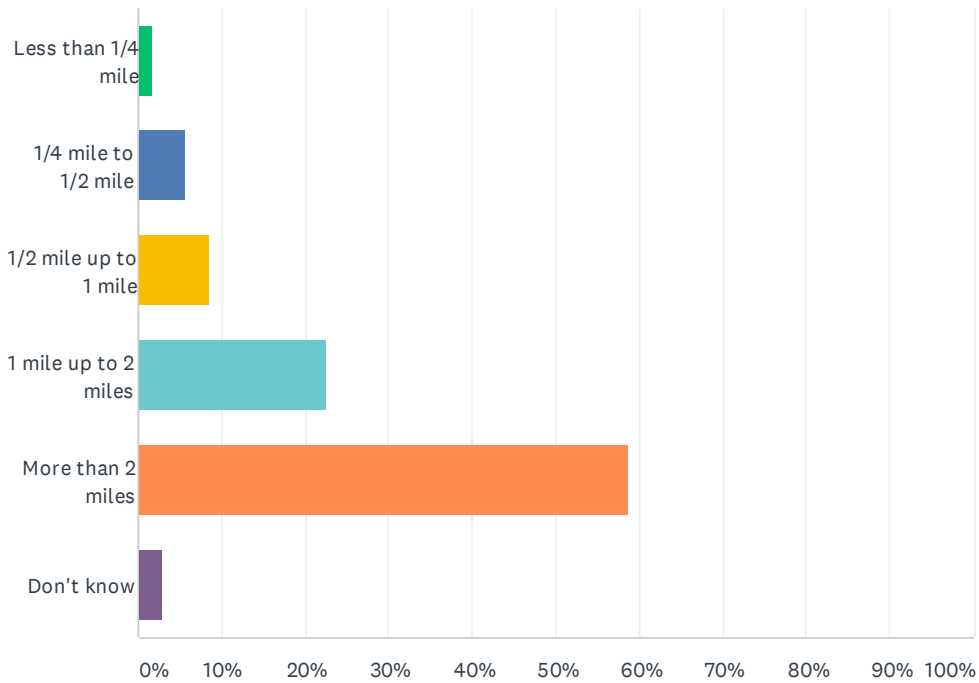
Answered: 238 Skipped: 9

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?

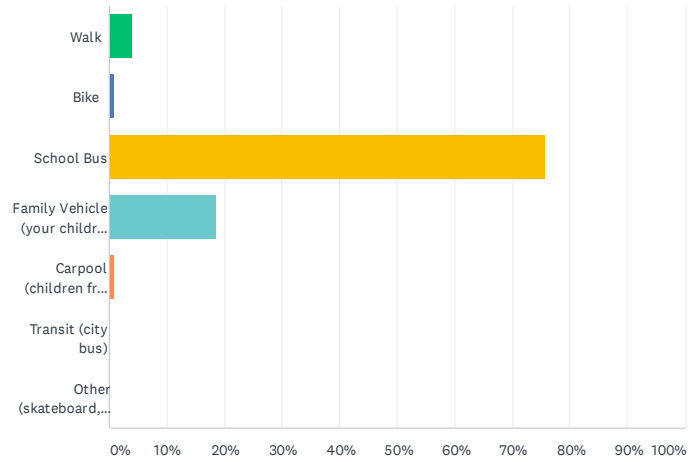
Answered: 247 Skipped: 0



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?

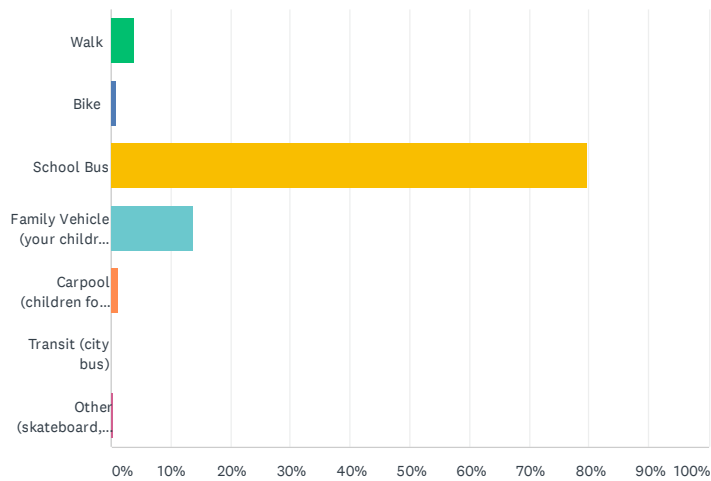
Answered: 247 Skipped: 0



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?

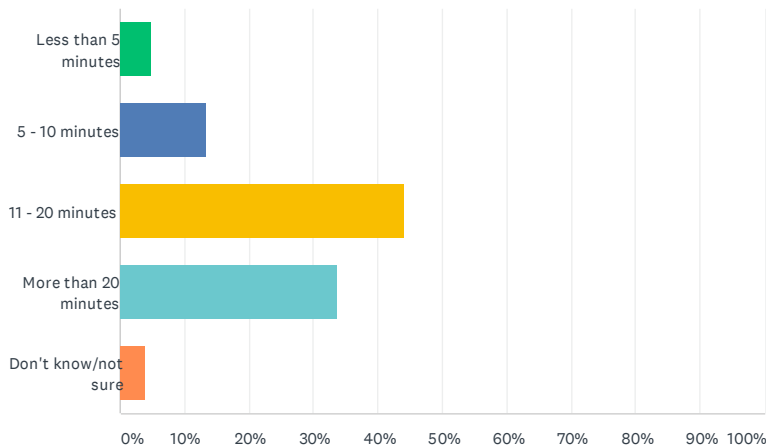
Answered: 247 Skipped: 0



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>

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

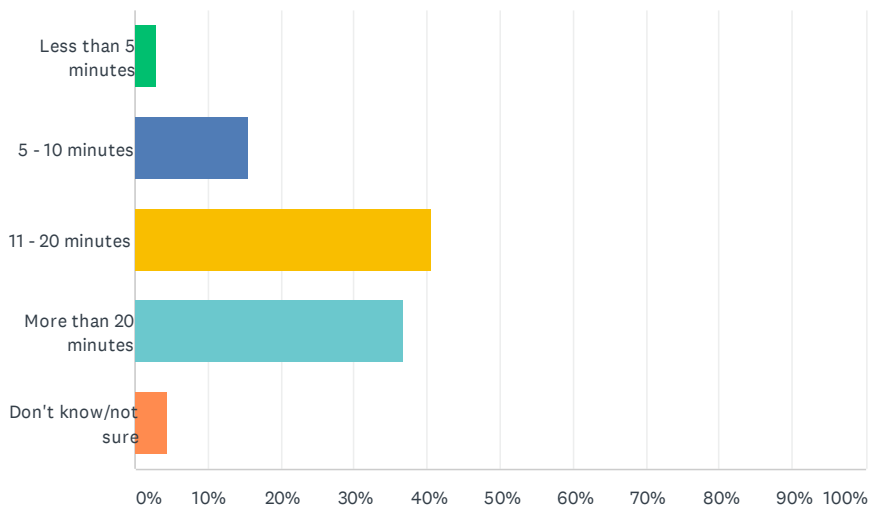
Answered: 247 Skipped: 0



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?

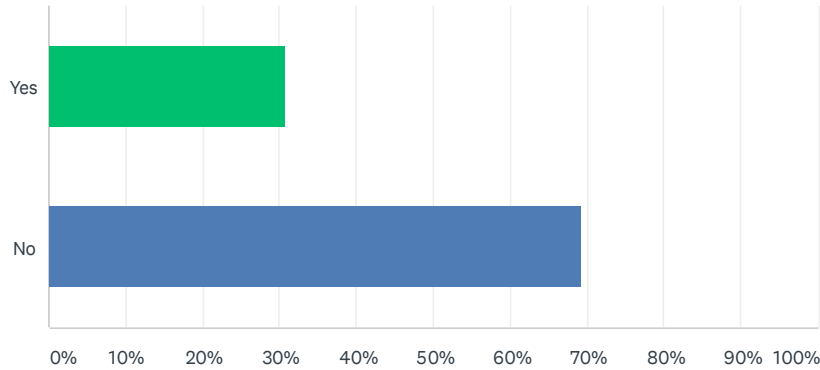
Answered: 247 Skipped: 0



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?

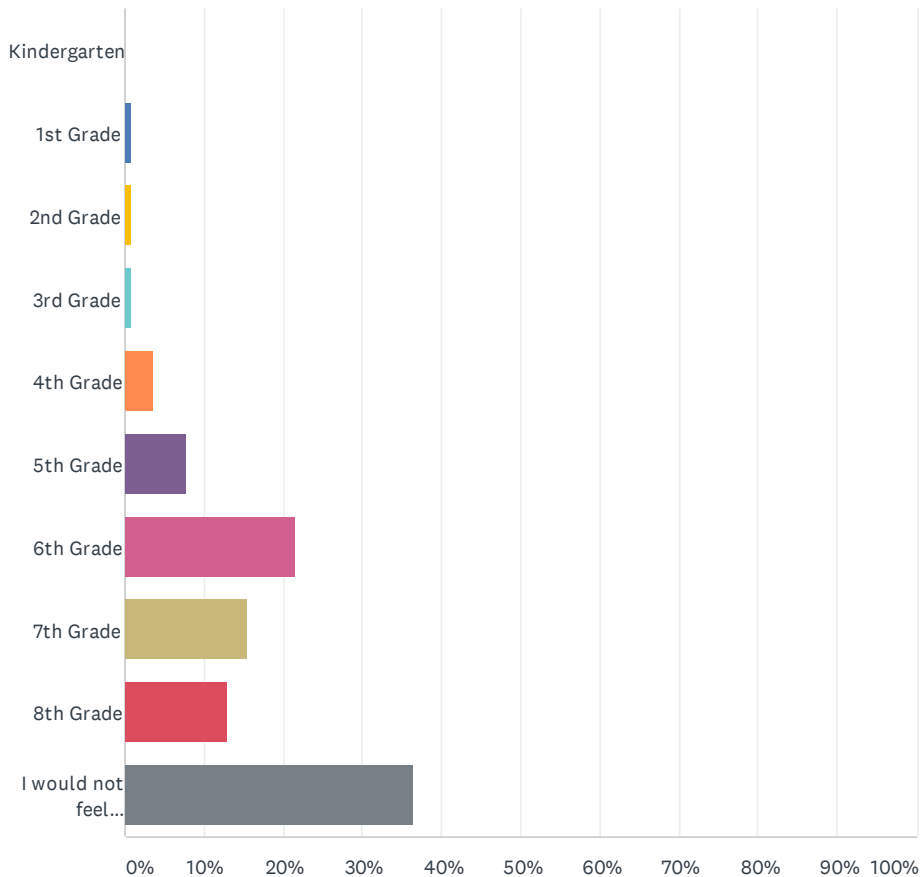
Answered: 247 Skipped: 0



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



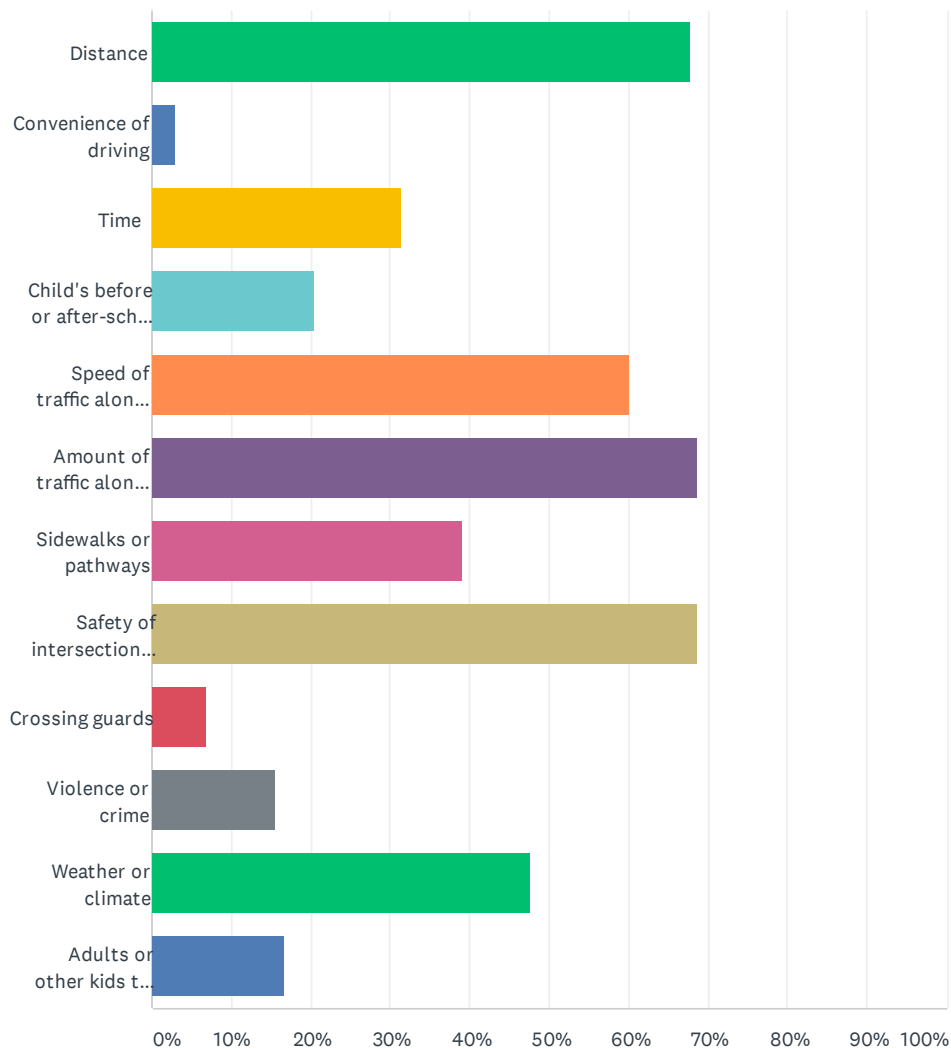


## Chaska Schools Safe Routes to School Parent Survey

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

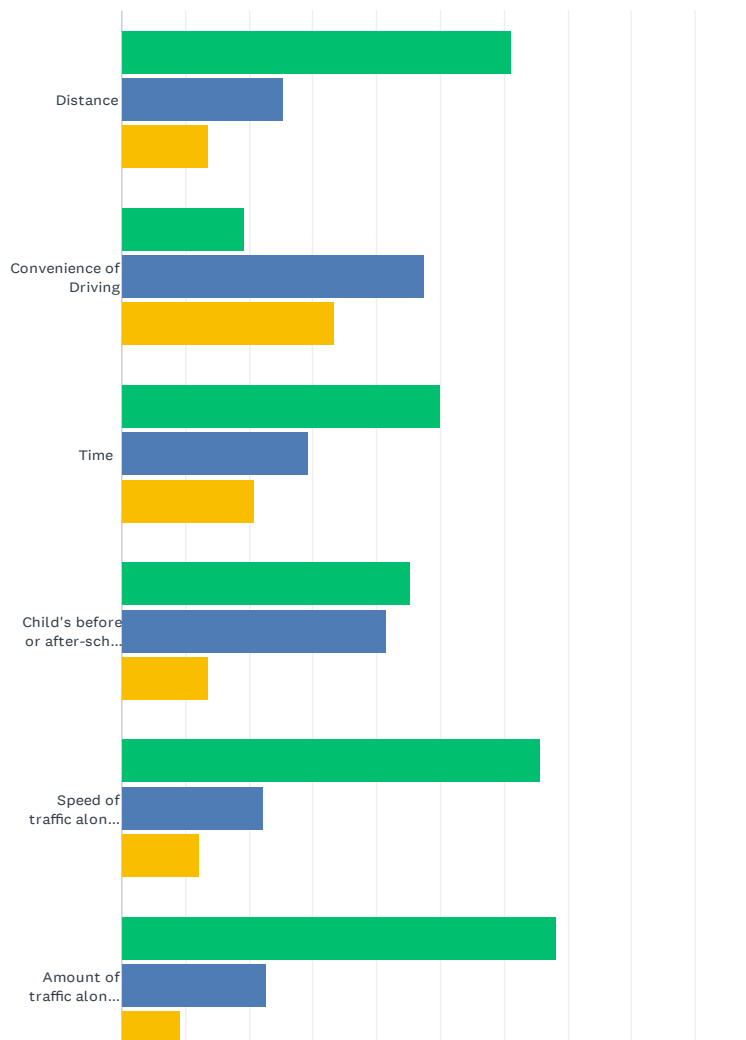


# Chaska Schools Safe Routes to School Parent Survey

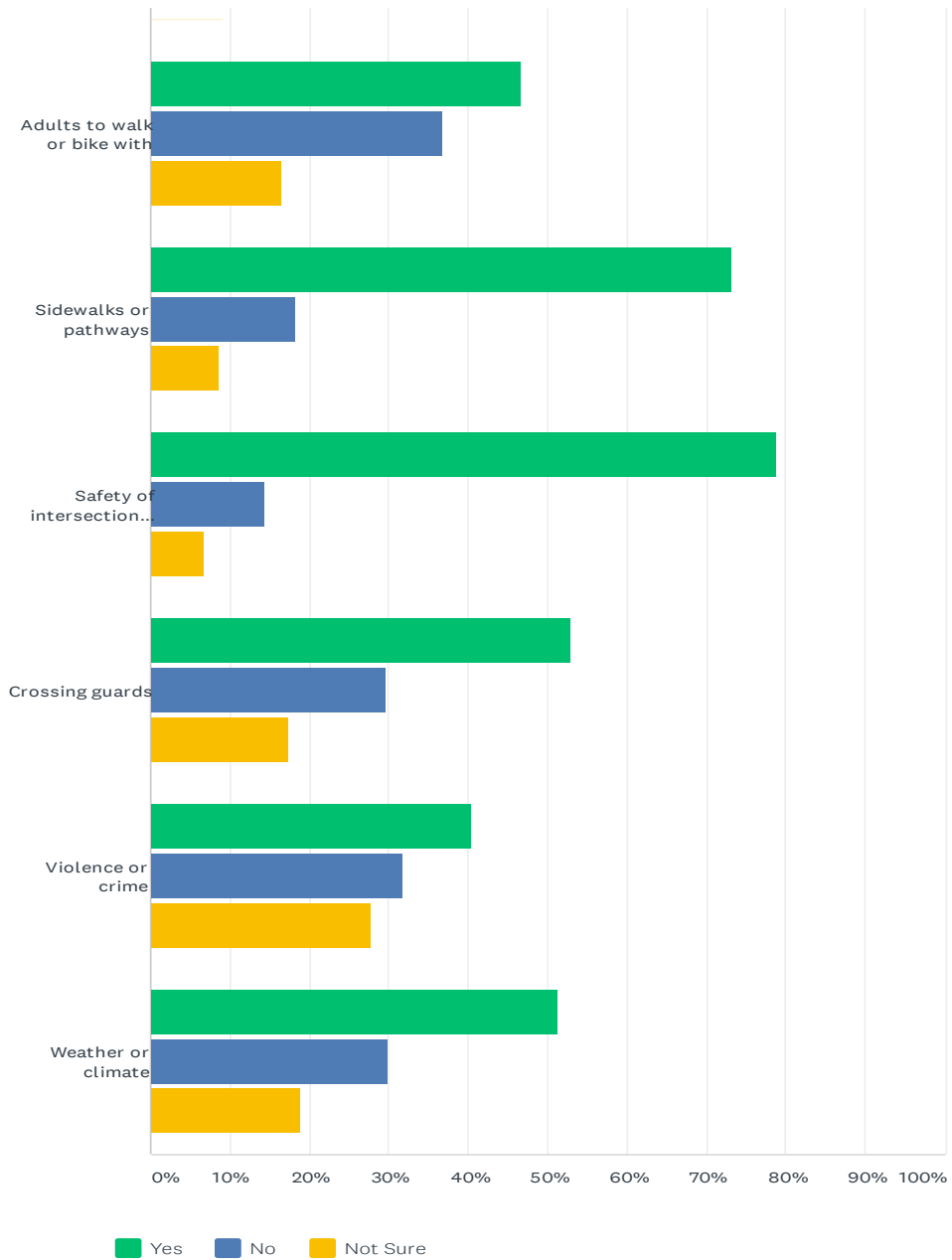
ANSWER CHOICES	RESPONSES	
Distance	67.76%	166
Convenience of driving	2.86%	7
Time	31.43%	77
Child's before or after-school activities	20.41%	50
Speed of traffic along route	60.00%	147
Amount of traffic along route	68.57%	168
Sidewalks or pathways	39.18%	96
Safety of intersections and crossings	68.57%	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



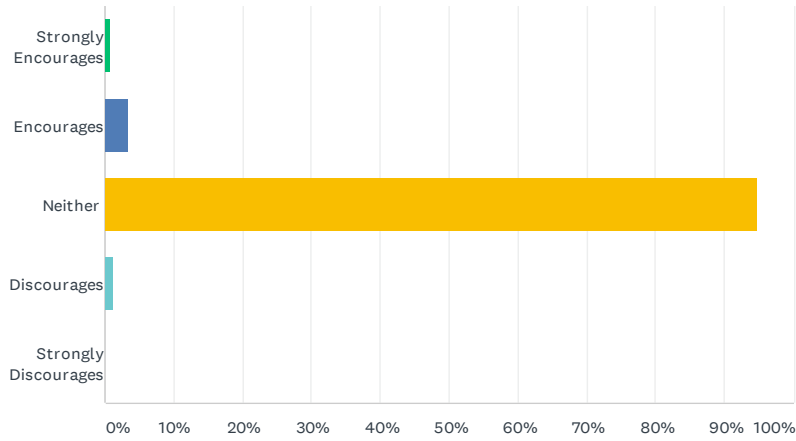
# Chaska Schools Safe Routes to School Parent Survey



	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?

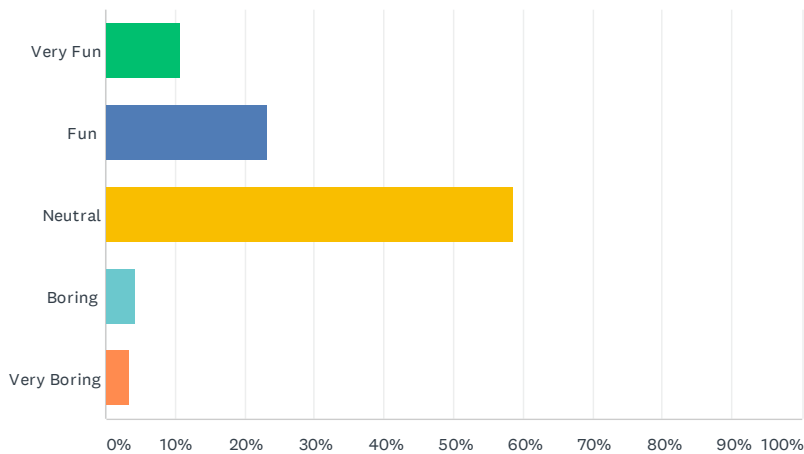
Answered: 245 Skipped: 2



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?

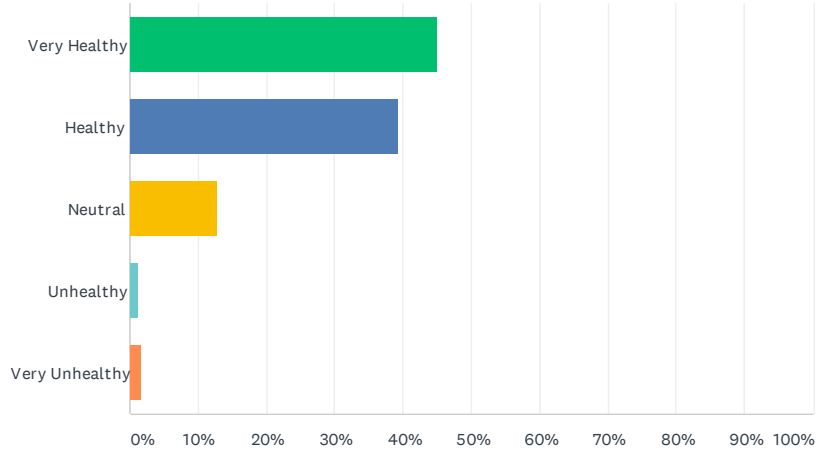
Answered: 242 Skipped: 5



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?

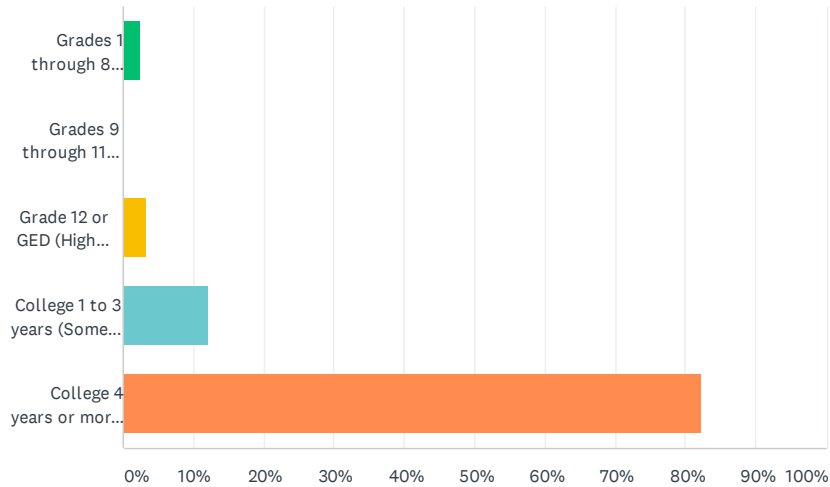
Answered: 244 Skipped: 3



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.

**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

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**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

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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

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**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

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**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

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**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

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**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

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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

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**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  
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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

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**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)  
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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

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**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

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