Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14062 - Hopkins Crossroad Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	MINNETONKA, CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	14600 MINNETONKA BLVD

*	MINNETONKA	Minnesota	55345
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	612-939-8200 Ext.
Fax:	
PeopleSoft Vendor Number	0000020972A1

Project Information

Project Name	Hopkins Crossroad Multi-Use Trail
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minnetonka
Jurisdictional Agency (If Different than the Applicant):	

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

The Hopkins Crossroads Improvements consists of implementation of an off street, multi-use bituminous trail on the east side of Hopkins Crossroad (CSAH 73) from Cedar Lake Road to Wayzata Blvd. The proposed trail is on the City of Minnetonka's Trail Improvement Plan, the Hennepin County 2040 Bicycle Transportation Plan, and a Tier 1 Corridor on Metropolitan Council's Regional Bicycle Transportation Network (RBTN) plan. The proposed trail will take place of the east shoulder of Hopkins Crossroads in an effort good storm water stewards and keep the addition of impervious area to a minimum. Storm sewer will be added to Hopkins Crossroad as needed due to the introduction of curb and gutter and the filling of drainage ditches. Retaining wall construction and overhead power relocation will be necessary to fit trail in to narrow corridor and minimize the need for property acquisition.

ADA compliant pedestrian ramps will be installed at all locations where the trail crosses a roadway and a raised pedestrian refuge is proposed at Live Oak Drive. The pedestrian refuge gives trail users west of the corridor a shortened crossing length by pedestrians only needing to look for cars from one direction at a time, cross the shorter distance to the raised median of the refuge, rest if needed at the refuge space, and finally cross the second shortened distance across the Hopkins Crossroad traffic lanes.

Concrete sidewalk along Hillside Ln W will be extended from the proposed multi-use trail connecting the existing sidewalk at LH Tanglen Elementary School east of Vernon Circle.

(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.

Construct multi-use trail on Hopkins Crossroad (CSAH 73), from Cedar Lake Rd to Wayzata Blvd, construction bit trail

Project Length (Miles) 1.2

to the nearest one-tenth of a mile

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 $2,364,700.00

Match Amount $591,100.00

Minimum of 20% of project total

Project Total $2,955,800.00

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 Minnetonka 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: 2024

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

Additional Program Years: 2022, 2023

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

Project Information

County, City, or Lead Agency City of Minnetonka

Zip Code where Majority of Work is Being Performed 55305

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 10/31/2025

Name of Trail/Ped Facility: Hopkins Crossroad Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Cedar Lake Road

To:
(Intersection or Address) Wayzata Boulevard

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

Or At:	Hopkins Crossroad
Miles of trail (nearest 0.1 miles):	1.2
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.2
Is this a new trail?	Yes
Primary Types of Work *Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*	Bituminous trail, concrete curb & gutter, retaining wall, roadway striping, retaining wall construction, ADA ped ramps, storm sewer improvements, and

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	

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.

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

The proposed project is consistent with the 2040 Transportation Policy Plan's (TPP) goals, objectives and strategies. More specifically, the proposed project aligns with the following TPP pedestrian and bicycle goals, objectives and strategies:

- Goal B: Safety and Security (page 2.5) - Objective A, Strategy B1, Strategy B6

- Goal C: Access to Destinations (page 2.10) - Objective D, Objective E, Strategy C1, Strategy C2, Strategy C4, Strategy C13, Strategy C15, Strategy C16, Strategy C17

- Goal D: Competitive Economy (page 2.26) - Objective A, Objective B, Strategy D3

- Goal E: Healthy Environment (page 2.30) - Objective A, Objective C, Objective D, Strategy E1, Strategy E3, Strategy E5, Strategy E6

- Goal F: Leveraging Transportation Investments to Guide Land Use (page 2.35) - Objective A,

Objective C, Strategy F4, Strategy F5, Strategy F6, Strategy F7

(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.

City of Minnetonka 2020 Trail Improvement Plan-pg 10. This Plan has been around since 2017 and is updated every year as project are completed and trail priority changes.

List the applicable documents and pages:

City of Minnetonka 2020-2024 Capital Improvements Program pg. 2-12, 5-6

(Limit 2,800 characters; approximately 400 words)

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

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

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

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $1,000,000*
Safe Routes to School: *$250,000 to $1,000,000*

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

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

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

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

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

Date plan completed: 10/09/2017

Link to plan: https://www.minnetonkamn.gov/home/showdocument?id=1545

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

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

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

12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.
Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

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.

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$280,600.00
Removals (approx. 5% of total cost)	$127,100.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$290,200.00
Subgrade Correction (muck)	$45,600.00
Storm Sewer	$353,200.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$132,200.00
Traffic Control	$140,300.00
Striping	$22,500.00
Signing	$11,500.00
Lighting	$0.00
Turf - Erosion & Landscaping	$68,000.00
Bridge	$0.00
Retaining Walls	$673,100.00

Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$54,000.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$2,198,300.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$685,400.00
Sidewalk Construction	$22,900.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$49,200.00
Pedestrian Curb Ramps (ADA)	$0.00
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	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$757,500.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00

Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

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	$2,955,800.00
Construction Cost Total	$2,955,800.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor	Yes
Tier 1, RBTN Alignment	
Tier 2, RBTN Corridor	
Tier 2, RBTN Alignment	
Direct connection to an RBTN Tier 1 corridor or alignment	
Direct connection to an RBTN Tier 2 corridor or alignment	

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	
Upload Map	1589487165590_RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	20836
Existing Employment Within One Mile (Integer Only)	12365
Upload the "Population Summary" map	1589487357984_Population and Employment Map.pdf

Please upload attachment in PDF form.

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

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

Response:

The City of Minnetonka currently has a trail implementation plan for constructing new trails within the city. To compose this plan, city staff reached out to all residents for input on locations where trails they would like to see pedestrian facilities implemented. The City completed public outreach for the Trail Improvement Plan via its routine newsletters, Summer Festival, and completed a Community Open House. The city consolidated a comprehensive list the city then scored the selected routes and added multipliers for factors such as school access, library/ government centers, and village centers (areas with typically higher population densities). From this list trail sections were added to the City's Capital Improvement Planning, again allowing residents to provide input on the plan. Trails and priorities are routinely discussed with residents as part of the annual community survey and are one of the top requested elements year over year. To communicate to residents and users in the direct vicinity of the project, an open house meeting was conducted on 12-12-19 that all residents in the project area were invited to. The attendees voiced opinions about desired crossing locations, property acquisition, pedestrian safety improvements, Hillside Ln school traffic. A large layout of the proposed trail improvements was brought to the meeting and marked up with resident comments.

(Limit 2,800 characters; approximately 400 words)

*2.**Sub-measure**: Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*
a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

Elderly residents of nearby senior living and retirement communities (Orchards of Minnetonka, The Waters, Westridge, and St John Home) will have improved opportunity to exercise and travel to commerce areas north of I-394. Members of the Jewish community can safely walk or bike to and from Sha'arim, Chabad Lubavitch of Minneapolis, Sharei Chesed Congregation, and the Adath Jeshurun Congregation. Youth attending LH Tanglen Elementary, Hopkins North Junior High, and Hopkins High School will be provided a conduit to safely commute to and from school using the trails as well as a safer crossing of Hopkins Crossroad at the pedestrian refuge. A concrete sidewalk will be extended along Hillside Ln W to the existing sidewalk at LH Tanglen Elementary School. This work will enhance ADA accessibility to the school by eliminating a staircase in the public walk and safely connect all students to LH Tanglen regardless of mobility. The trail will also provide additional access opportunities to Omegon, an Adolescent Addiction Treatment Centers. With the trail gap between Cedar Lake Rd and Wayzata Blvd being eliminated by this project, these groups will have direct trail access to the Wayzata Blvd trail which leads to the Ridgedale Regional Employment Cluster, providing better access to retail, fitness centers, and the Hennepin County Ridgedale Regional Center, which houses a public library, DMV, probation and tax help, and other public services. The project will also link people to Minnehaha Creek for recreation opportunities and provide trail access to City facilities and parks to the west. There are 6 Metro Transit bus stops on the corridor and riders must currently stand on the roadside in an overgrown turf area or in a ditch to avoid traffic. This project will provide ADA landings at bus stops, including limited mobility and wheelchair bound persons, to safely access the bus. The project also provides a trail connection to the Station 73 Metro Transit Park & Ride and

thereby facilitating public transportation across the metro area. Low-income populations, people of color, and people with disabilities in the area will all benefit from increase access to public transportation, recreation opportunities, and access to retail and employment centers. This project includes adding a pedestrian refuge at Live Oak Drive, which is a raised concrete median area in the middle of the roadway which protects pedestrians and bicyclists and cuts down on their time spent waiting to cross the road.

(Limit 2,800 characters; approximately 400 words)

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

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

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

Other

Response:

There are no known negative impacts to the listed groups. Short term disadvantages may be felt due to dust and noise during construction. However, construction will follow standard procedures and comply with City Regulations regarding noise and dust. Trail construction may have minor impedance to traffic as it crosses driveways and side streets. Short detours or small wait times will be necessary to facilitate construction of this trail. Newsletters, project website, and in person communication will be used to keep nearby residents up to date on the construction project. Temporary signage put in place before construction starts will give corridor users advance notice of the construction process, and text for updates and project subscriber email updates will be sent as appropriate. Street parking is not permitted along Hopkins Crossroad, so construction will not diminish parking opportunities in the area. Coordination with Metro Transit will be done to determine if a bus detour is needed and locations that could be used for alternate stops during construction.

(Limit 2,800 characters; approximately 400 words)

Select one:

*3.**Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*
a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color
b.20 points to projects within an Area of Concentrated Poverty
c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent
d.10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	Yes

(up to 40% of maximum score)

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

Upload Map	1589490339517_Socio-Eco Map.pdf

Measure B: Part 1: Housing Performance Score

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

Total Project Length

Total Project Length	1.2

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	0
Total Housing Score	0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.
If text box is not showing, click Edit or "Add" in top right of page.

Response:

There is one affordable housing unit within ½ mile of the project. However, the enhanced bus stops along Hopkins Crossroad and elimination of a critical North-South trail gap, will increase mobility options for tenants of affordable housing in the greater area to access employment, commercial and services opportunities. As mentioned before, the implementation of the trail will also allow people to safely access Station 73 Metro Transit Park & Ride with connections to the entire Metro Transit system which could not be done from the south of the station without walking on the road near high speed, low visibility traffic or traveling to the park & ride by car.

(Limit 2,100 characters; approximately 300 words)

Upload map: 1589557532317_AffordableHousing_8X11L.PDF

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.
Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.
Bike system gap improvements include the following:
• Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);

•Improving bikeability to better serve all ability and experience levels by:

• Providing a safer, more protected on-street facility or off-road trail;

•Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR

•Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.
Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).
Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

Response:

There are 11 sections on the existing roadway where the bikeable shoulder is eliminated or transitioned into a turn lane. Hopkins Crossroad is very hilly and has a speed limit of 40 mph combining to create sight line problems for the 12,900 (2018 data) vehicles/day that use roadway. These are all barriers to safe and inviting biking on Hopkins Crossroad. At Hillside Ln, near the bottom of a hill, southbound bicyclists and pedestrians (who decide to be brave) could be pinned between traffic and a guardrail with no shoulder leaving them without an escape route in case of emergency.

The proposed trail, separated from the roadway by a boulevard and elevated by curb, would create opportunities for bicyclists of all ages and experience levels to safely commute along Hopkins Crossroad. The City of Minnetonka's 2040 Comprehensive Plans lists a need to connect trail gaps between major trail facilities. The City lists the Wayzata Blvd and Cedar Lake Rd trails as major East-West facilities but there is no appropriate North-South link between these major trails except for Plymouth Road (CSAH 61) which would be a 3.5-mile detour for travelers along Hopkins Crossroad. The proposed trail will connect to trails and sidewalks near Wayzata Blvd and I-394, which will allow pedestrians and bicyclists to traverse I-394 without having to walk or bike along the roadway of Hopkins Crossroad.

The multi-use trail will be constructed according to the MNDOT Bike Trail Manual, utilizing all safety measures regarding clear zones, geometric design, retaining walls, and fencing. Sidewalk will be extended from the dead-end, existing sidewalk, with a staircase east of Vernon Circle to Hopkins Crossroad.

The new sidewalk will eliminate the need to climb stairs and extend a safe off-road walkway primarily

for pedestrians visiting the elementary school. The elimination of a trail gap will also link people to trails that go to Minnehaha Creek including access to the picnic areas and canoe launch at Minnehaha Creek Preserve.

This project also includes adding a pedestrian refuge at Live Oak Drive, which is a raised concrete median area in the middle of a roadway which protects pedestrians and bicyclists from vehicles and cuts down on their time spent waiting to cross the road.

Lastly, all roadway crossings by the trail will have ADA pedestrian ramps to best guide trail users across the streets intersecting Hopkins Crossroad.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings
DEFINITIONS:
Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.
Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.
Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

In the last 10 years there have been 6 pedestrian or bicyclist crashes that may have been prevented by a proper and safe walking and biking facility adjacent to Hopkins Crossroad from Cedar Lake Rd to Wayzata Blvd. Minor injuries were present in 5 of the crashes, while incapacitating injuries occurred in 1 crash. Of the 6 crashes, 4 were bicycle/vehicle while 2 were pedestrian/vehicle. The relatively small number of crashes in a 10-year period should not undermine people's decision to not use the Hopkins Crossroad corridor when traveling by foot or bicycle. The perceived lack of usership is likely due to the unsafe and uninviting nature of the existing corridor for foot and bicycle travel due to the high desire for trails heard from residents and the Hopkins School District in this area.

This project also includes adding a pedestrian refuge at Live Oak Drive, which is a raised concrete median area in the middle of a roadway which protects pedestrians and bicyclists from vehicles and cuts down on their time spent waiting to cross the road. The pedestrian refuge will allow trail users to cross the road one half at a time, instead of tempting to dart across the roadway when they think they see a gap in traffic long enough to cross the entire roadway.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The corridor has zero ADA compliant facilities under existing conditions. The full length of the corridor has ADA compliant facilities proposed to be constructed or corrected with this project. There are 6 Metro Transit bus stops on the corridor in which riders must stand on the side of the roadway either in an overgrown turf area or in the ditch bottom where users are expected to stand to avoid vehicular traffic conflicts. This project will construct paved ADA landings for safe and accessible bus stops, allowing all riders to safely depart and access the stop.

This project also completes a trail connection to the Station 73 Metro Transit Park & Ride which allow trail users to access public transportation in the metro area, which if not for the bus stop and trail improvements, was not feasible for all users in current conditions. The City lists the Wayzata Blvd and Cedar Lake Rd trails as major East-West facilities but today there is no appropriate North-South link between these major trails. The nearest alternative north-south connection is Plymouth Road (CSAH 61) which would be a 3.5-mile detour for travelers along Hopkins Crossroad. This trail will provide connections to the Ridgedale Regional Employment Cluster, businesses north of I-394, and the business cluster along Cedar Lake Rd near Hopkins Crossroad.

Lastly the elementary school will have a direct, unimpeded, safe, and off-road access to the Hopkins Crossroad corridor.

(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)Layout (25 Percent of Points)

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

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

Yes

100%

Attach Layout

1589546936723_119160_Hopkins Crossroads-Layout.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

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

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

100%

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

Yes

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition 04/29/2022

4)Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

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

Meeting with general public: 12/17/2019

Meeting with partner agencies: 10/14/2019

Targeted online/mail outreach: 11/14/2019

Number of respondents: 65

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

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

50%

At least one meeting specific to this project with key partner agencies 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%

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

To engage the public in their trail planning and this project the City of Minnetonka reached out to all residents within the city with a simple question, where do you feel pedestrian and bike facilities are needed? To give residents even more opportunities to discuss what they felt was needed, the City completed public outreach for a Trail Improvement Plan via its routine newsletters, Summer Festival, and completed a Community Open House. The City consolidated a comprehensive list the city then scored the selected routes and added multipliers for factors such as school access, library/ government centers, and village centers (areas with typically higher population densities). This list was then combined to compose their Trail Implementation Plan for constructing new trails within the city. Each year that plan is then updated allowing residents, an opportunity to provide input on the plan as sections are completed or as prioritization factors change moving trail segments up and down the list. From this plan sections were added to the City's Capital Improvement Planning, again allowing residents to provide input on the plan. Trails and priorities are routinely discussed with residents as part of the annual community visioning survey and are one of the top requested elements year over year.

To communicate to residents and users in the direct vicinity of the project, an open house meeting was conducted on 12-12-19 that all residents in the project area were invited to. The attendees voiced opinions about desired crossing locations, property acquisition, pedestrian safety improvements, Hillside Ln school traffic. A large layout of the proposed trail improvements was brought to the meeting and marked up with resident comments.

Residents both city wide and in this project specific

area have made it very clear, they want to see trails in the City of Minnetonka and on Hopkins Crossroad.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$2,955,800.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$2,955,800.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
AffordableHousing_8X11L.PDF	Affordable Housing Map	2.5 MB
City of Minnetonka Maintenance Letter.pdf	Trail Maintenance Memo	99 KB
Existing Conditions.pdf	Existing Conditions Pictures	157.6 MB
Henn Co LoS.pdf	Hennepin County Letter of Support	88 KB
Hopkins LoS.pdf	City of Hopkins Letter of Support	50 KB
Hopkins School District LoS.pdf	Hopkins School District Letter of Support	50 KB
Metro Transit LoS.pdf	Metro Transit Letter of Support	296 KB
One Page Fact Sheet Design_Minnetonka.pdf	One Page Fact Sheet	2.8 MB
Population and Employment Map.pdf	Population & Employment map	4.9 MB
Project Layout Only-119160_8.5x11.pdf	Preliminary Project Layout	9.9 MB
RBTN Map.pdf	RBTN Map	2.9 MB
Socio-Eco Map.pdf	Socio-Economic Map	2.8 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

Project **IN** TIER 1
Bicycle Transport Corridor.



Project
RBTN Tier 2 Alignment
Railroads
RBTN Corridor Centerlines
Principal Arterials
RBTN Tier 1
RBTN Tier 1 Alignment
Minor Arterials
RBTN Tier 2

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 5/1/2020
LandscapeRSA6

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

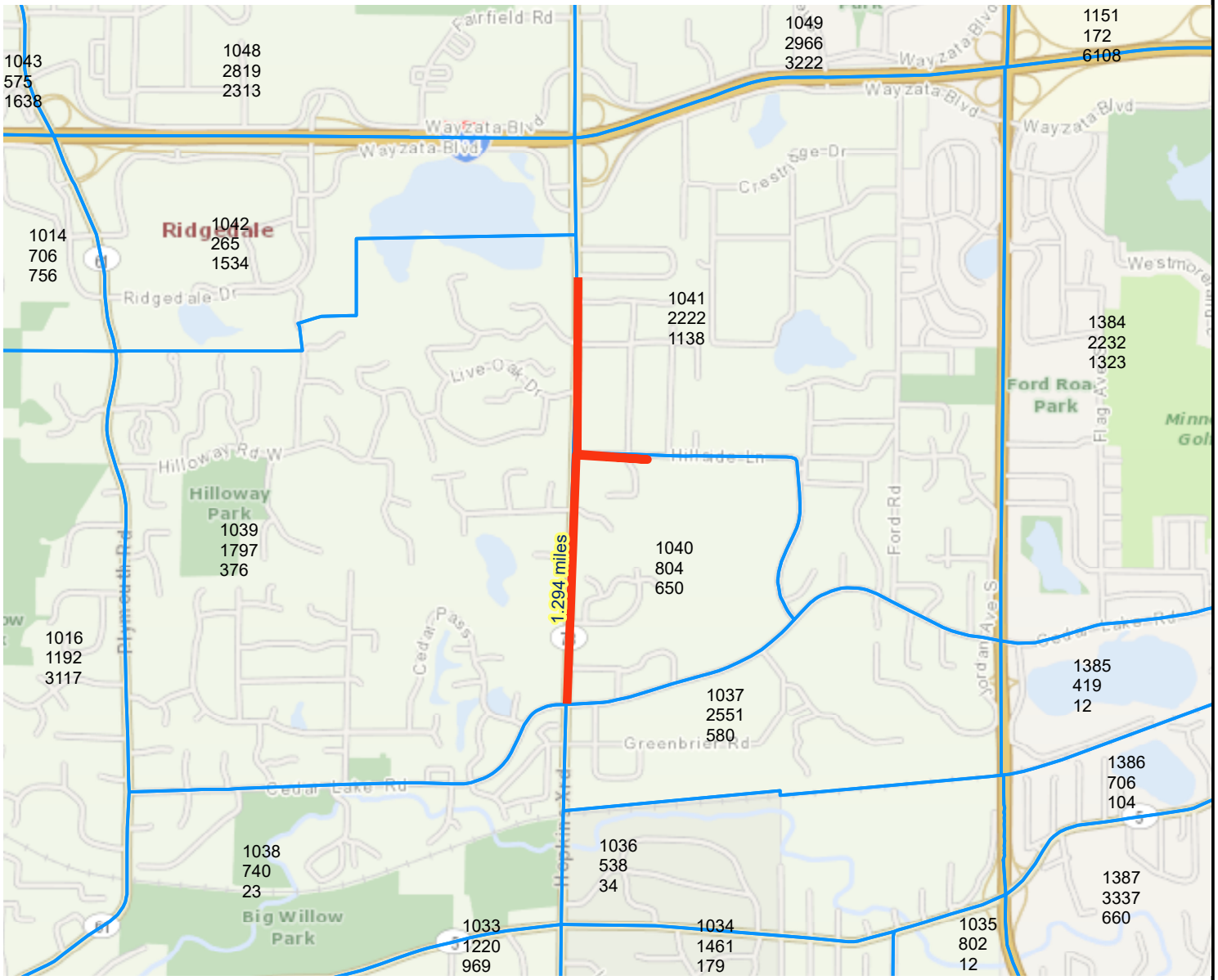
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

Within ONE Mile of project:
Total Population: 20836
Total Employment: 12365



Project Points
Project
Project Area
2016 TAZ

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 5/1/2020
LandscapeRSA4

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METROPOLITAN COUNCIL

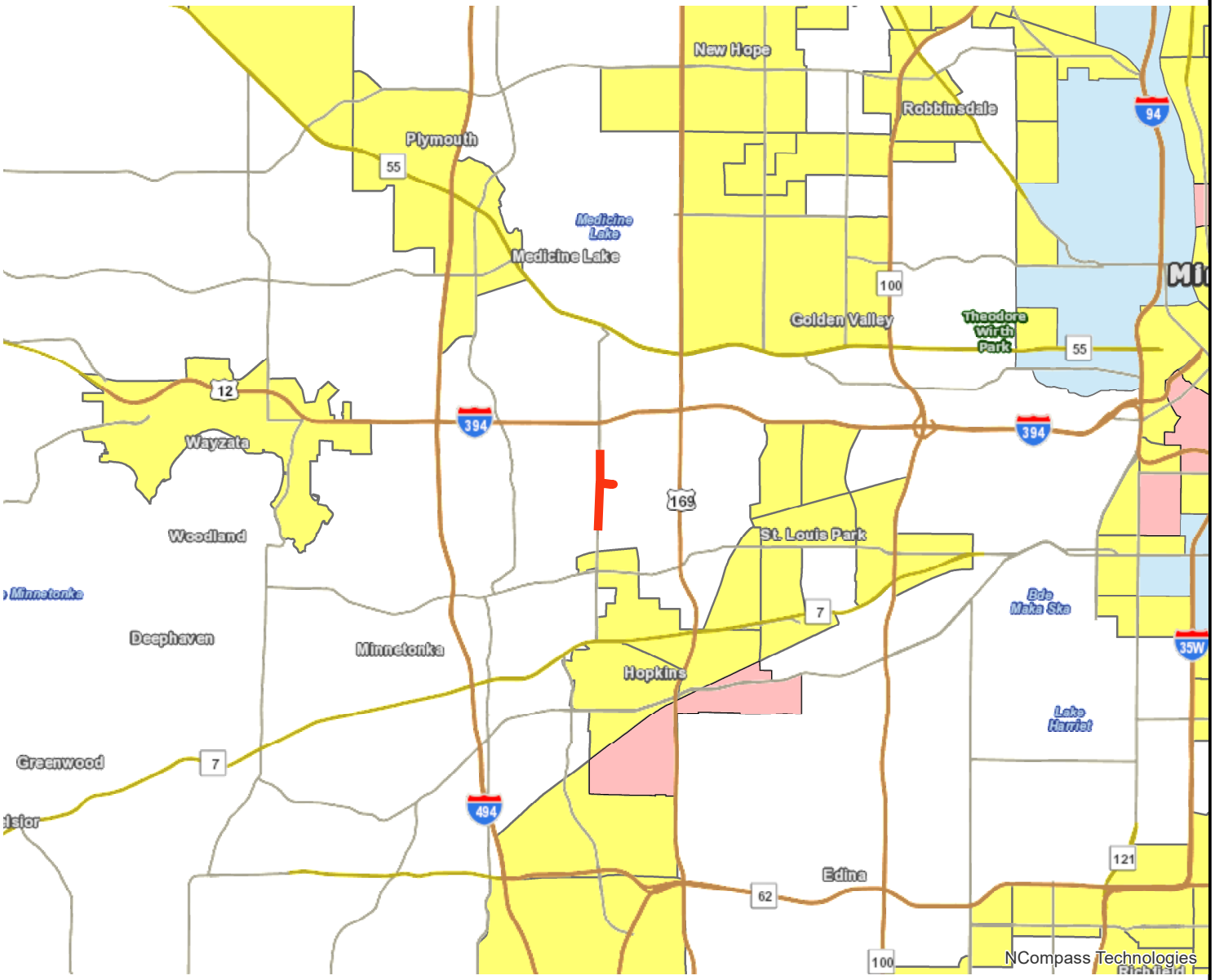
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

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

Tracts within half-mile:
23200 26101 26402
26403 26404



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 5/1/2020
LandscapeRSA2

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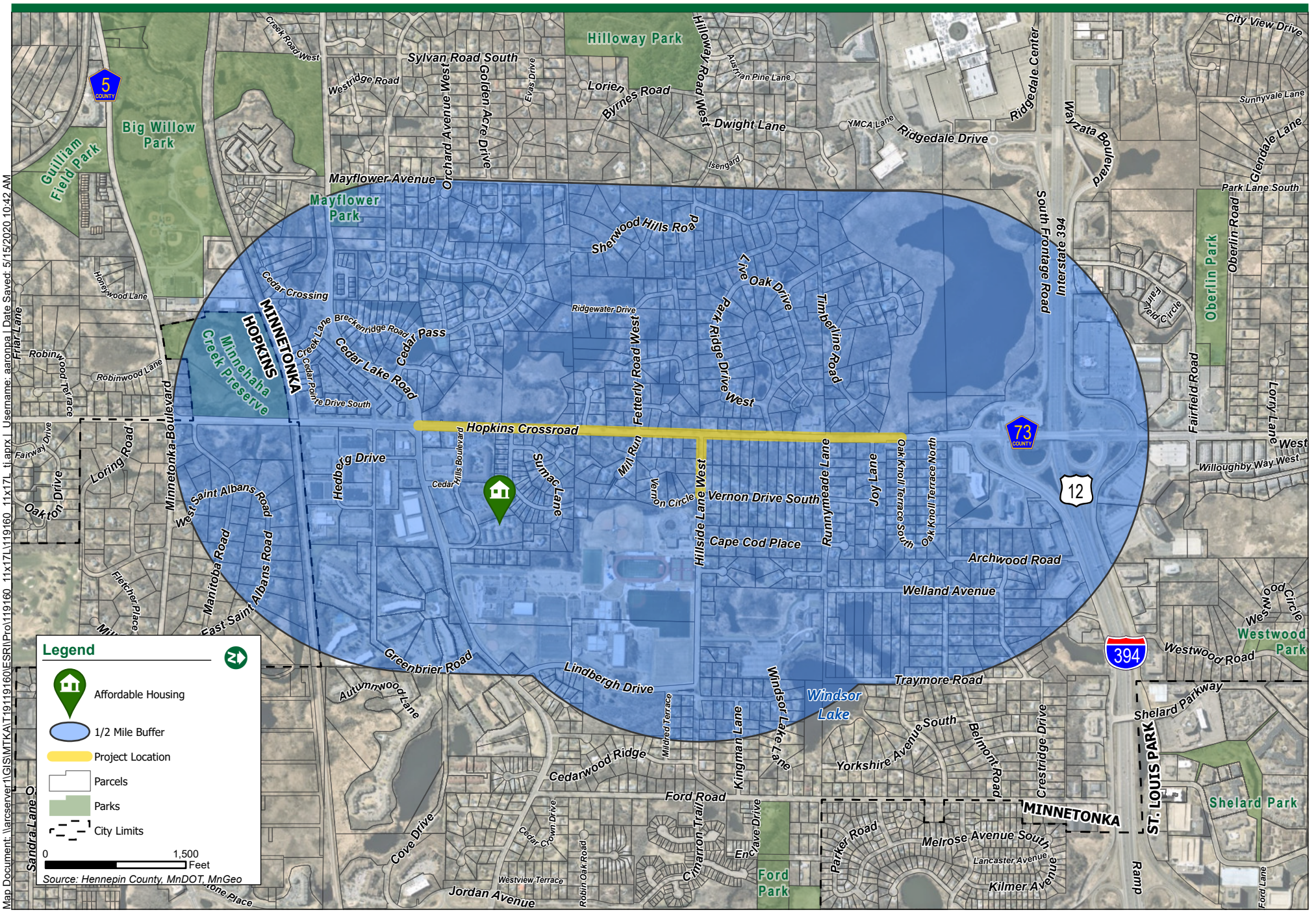
METROPOLITAN COUNCIL

Hopkins Crossroads Trail Improvements

City of Minnetonka, Minnesota

Affordable Housing

May 2020



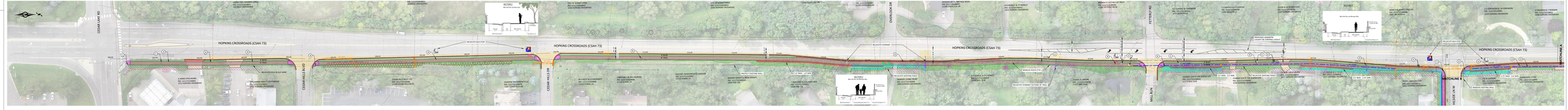
Map Document: \\arcserver1\GIS\MTKA\T19119160\ESRI\Pro\119160_11x17L\119160_11x17L_ti.aprx | Username: aaronpa | Date Saved: 5/15/2020 10:42 AM

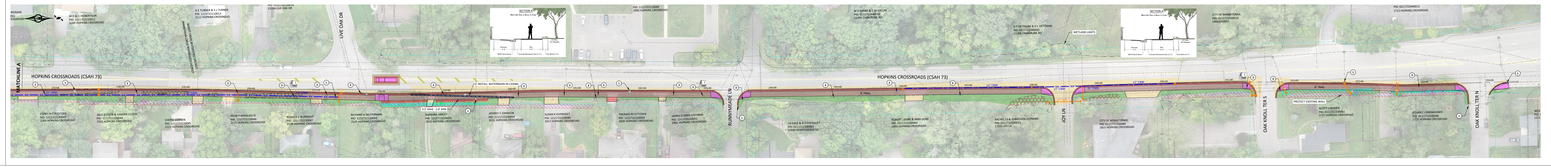
PRELIMINARY LAYOUT:
HOPKINS CROSSROAD (CSAH 73)

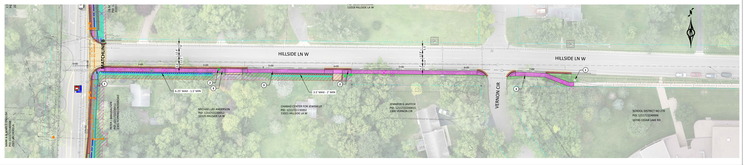
CITY OF MINNETONKA

2020 HOPKINS CROSSROAD (CSAH 73) IMPROVEMENTS

HOPKINS CROSSROAD (CSAH 73)









DRAFT 10/11/19

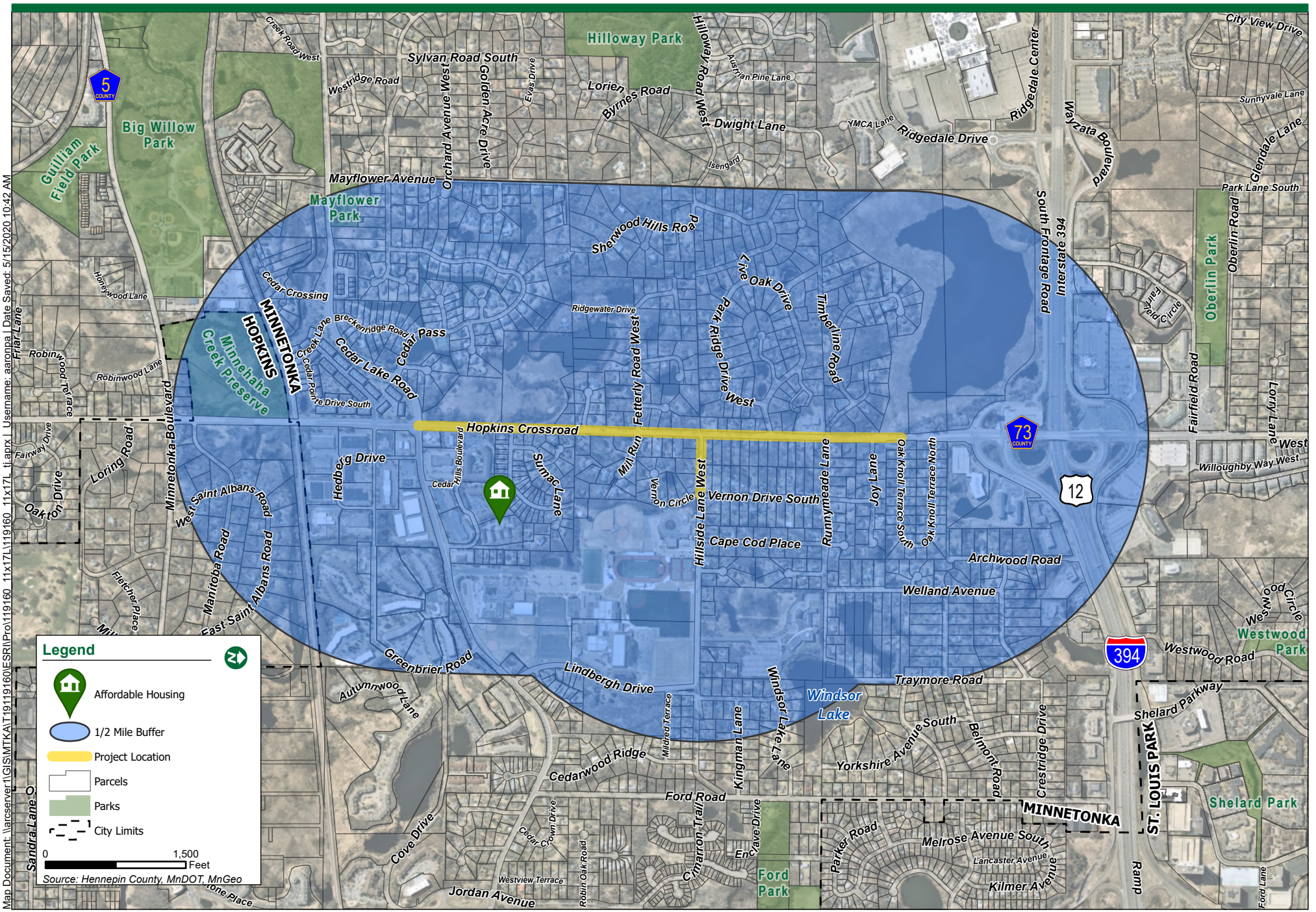
PRELIMINARY LAYOUT:
HOPKINS CROSSROAD (CSAH 73)

Hopkins Crossroads Trail Improvements

City of Minnetonka, Minnesota

Affordable Housing

May 2020



Map Document: \\arcserver1\GIS\MTKA\T19119160\ESRI\Pro\119160_11x17L\119160_11x17L_ti.aprx | Username: aaronpa | Date Saved: 5/15/2020 10:42 AM

CITY OF MINNETONKA
14600 Minnetonka Blvd. | Minnetonka, MN 55345 | 952-939-8200 | minnetonkamn.gov

TO: Carol HejlStone, Park & Trail Planner

FROM: Will Manchester, PE, Director of Public Works

DATE: May 15, 2020

SUBJECT: Memo of Maintenance Support for City of Minnetonka's 2020 Regional Solicitation Application

---

We are supplying this memo as a written commitment that our City Public Works Staff will continuously plan and provide for the year-round maintenance and care for sidewalk, trail, and streetscaping facilities and elements in which Regional Solicitation funding is being requested. This memo also verifies that Public Works is aware of the City of Minnetonka's 2020 Regional Solicitation applications as it relates to these proposed facilities along Hopkins Crossroad.












MERGE




RIGHT LANE
MUST
TURN RIGHT


RIGHT
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TURN






THANK U

HENNEPIN COUNTY
MINNESOTA

April 30, 2020

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2020 Regional Solicitation Application
CSAH 73 (Hopkins Crossroad) Multi-Use Trail Project
From Cedar Lake Road to Wayzata Boulevard (south junction)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minnetonka is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 73 (Hopkins Crossroad) Multi-Use Trail Project as identified in the city's Parks, Open Space, and Tail Plan along with the city's Draft 2019 Trail Improvement Plan.

The project will provide a multi-use trail along CSAH 73 (Hopkins Crossroad) to improve safety and mobility for people walking and biking. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. In addition, Hennepin County will operate and maintain the roadway facilities along CSAH 73 (Hopkins Crossroad) for the useful life of improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Minnetonka continues to include county staff as part of the design process to ensure project success. We look forward to working together to improve safety and mobility for people walking and biking along CSAH 73 (Hopkins Crossroad).

Sincerely,

Carla Stueve

Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us

Hennepin

City of Hopkins
1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834
Web address: www.hopkinsmn.com

March 18, 2020

Phil Olson
City Engineer
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN 55345

RE: Letter of Support for the CSAH 73 (Hopkins Crossroad) Multiuse Trail
2020 Regional Solicitation Funding Application

Dear Mr. Olson,

The City of Hopkins extends its support for the Regional Solicitation federal funding application for the proposed multiuse trail improvements along Hopkins Crossroad (CSAH 73) in the City of Minnetonka. The project will provide a multiuse trail along Hopkins Crossroad that fills a gap in the sidewalk and trail network and enhances safety and mobility for pedestrians and bicyclists. This proposed project would improve current transportation opportunities for pedestrians, bicyclists, and transit riders along Hopkins Crossroad.

The City of Hopkins appreciates your efforts to secure funding for pedestrian and bicycle infrastructure improvements along Hopkins Crossroad, and is supportive of the City of Minnetonka moving forwards with plans for multimodal connections along this arterial roadway.

Sincerely,

Nate Stanley, P.E
City Engineer

City of Hopkins
1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834
Web address: www.hopkinsmn.com

March 18, 2020

Phil Olson
City Engineer
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN 55345

RE: Letter of Support for the CSAH 73 (Hopkins Crossroad) Multiuse Trail
2020 Regional Solicitation Funding Application

Dear Mr. Olson,

The City of Hopkins extends its support for the Regional Solicitation federal funding application for the proposed multiuse trail improvements along Hopkins Crossroad (CSAH 73) in the City of Minnetonka. The project will provide a multiuse trail along Hopkins Crossroad that fills a gap in the sidewalk and trail network and enhances safety and mobility for pedestrians and bicyclists. This proposed project would improve current transportation opportunities for pedestrians, bicyclists, and transit riders along Hopkins Crossroad.

The City of Hopkins appreciates your efforts to secure funding for pedestrian and bicycle infrastructure improvements along Hopkins Crossroad, and is supportive of the City of Minnetonka moving forwards with plans for multimodal connections along this arterial roadway.

Sincerely,

Nate Stanley, P.E
City Engineer

Metro Transit

April 27, 2020

Carol HejlStone
Park and Trail Planner
City of Minnetonka
14600 Minnetonka Boulevard
Minnetonka, MN 55345

RE: Letter of Support for the Hopkins Crossroads (CSAH 73) Multiuse Trail 2024 Regional Solicitation Funding Application

Dear Ms. HejlStone,

Metro Transit extends its support for Minnetonka's Regional Solicitation federal funding application for the proposed multiuse trail improvements along the east side of Hopkins Crossroads (CSAH 73) between Wayzata Boulevard and Cedar Lake Road. The project will provide much needed safety and mobility improvements for pedestrians and cyclists and improve first/last mile connections to transit in the immediate area.

On the north end at Wayzata Boulevard, the project will improve access to routes 645, 652, 673 679. On the south end at Cedar Lake Road, the project will improve access to routes 9, 643 and 663. Additionally, access will be improved to Route 615 which serves the length of the proposed project. Combined, these routes provide over 180 trips per weekend (Fall of 2019) with service operating weekday from 5:00 a.m. to 12:00 a.m., Saturday from 6:45 a.m. to 12:00 a.m. and on Sunday from 7:35 a.m. to 11:00 p.m.

Metro Transit appreciates your efforts to secure funding for pedestrian and bicycle infrastructure improvements along Hopkins Crossroads (CSAH 73) and is supportive of the City of Minnetonka moving forward with plans for multimodal connections along this arterial roadway.

Sincerely,

Cyndi Harper
Manager, Route Planning

CITY OF MINNETONKA

HENNEPIN COUNTY
MINNESOTA

Hopkins Crossroad Multi-Use Trail

Project Location:

East side of Hopkins Crossroad from Cedar Lake Road (CSAH 16) to Oak Knoll Terrace North

Federal $ Request:

Federal: $2,364,700
Local Match: $591,100
Project Total: $2,955,800

Project Benefits:

- Off street Trail construction
- Concrete curb and gutter to provide a buffer from the existing road
- ADA upgrades at all bus stops and street crossings
- Pedestrian refuge to provide safe crossing to and from LH Tanglen Elementary
- Ped Corridor from south to Metro Transit Park & Ride allowing direct access to 120 bus trips/day, 15 min. travel to downtown, and over 140,000 jobs

The need for a trail on Hopkins Crossroad comes directly from the City of Minnetonka residents through input received as part of the City's Trail Improvement Plan. The plan is a multi-year, annually reviewed plan intended to improve walkability and bikeability by maintaining and enhancing the city's trail and sidewalk system. Built from community engagement rooted in a city wide survey, comprehensive planning, individual stakeholder meetings, and routine community input heard by City Staff, the plan includes a citywide, prioritized list of 71 corridors needing trail improvements that will each provide health and safety benefits along corridors.



No facilities or shoulder for pedestrians and cyclists along a Tier 1 corridor or at crossing to three schools

As the 2nd highest unprogrammed corridor on the City's list, a feasibility study for the Hopkins Crossroad trail was completed in 2019 to provide more detailed insight on what it will take to implement the project. In addition to its high standing on the City's Trail Improvement Plan, the Hopkins Crossroad trail is listed in the Hennepin County 2040 Bicycle Transportation Plan and is a Tier 1 Corridor on Metropolitan Council's Regional Bicycle Transportation Network (RBTN) plan. The trail will provide connection to existing regional trails at its southerly limit at Cedar Lake Road, connection to a Metro Transit Park & Ride facility adjacent to its northerly limit at Wayzata Blvd / I-394, and connection to LH Tanglen Elementary / Hopkins High School campus just east of the project.

Extensive coordination with Hennepin County Staff was completed regarding proposed trail and curb geometric requirements, other programmed County safety improvements to the corridor, funding, utility impacts, and right-of-way impacts.



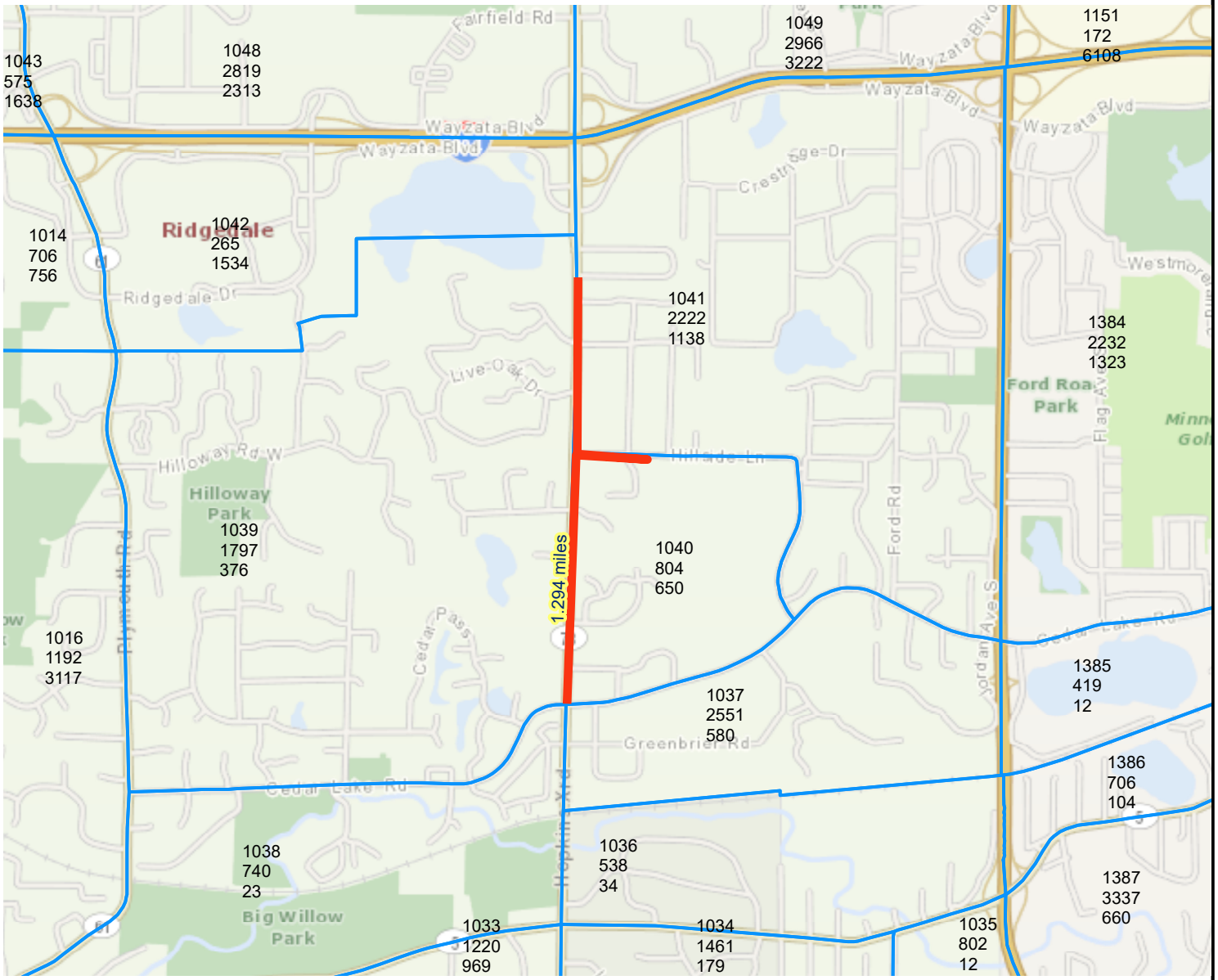
The proposed Hopkins Crossroads Trail on the east side of Hopkins Crossroads (CSAH 73) between Wayzata Boulevard and Cedar Lake Road. The project will provide much needed safety and mobility improvements for pedestrians and cyclists and improve first/last mile connections to transit in the immediate area.

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

Within ONE Mile of project:
Total Population: 20836
Total Employment: 12365



Project Points
Project
Project Area
2016 TAZ

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 5/1/2020
LandscapeRSA4

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

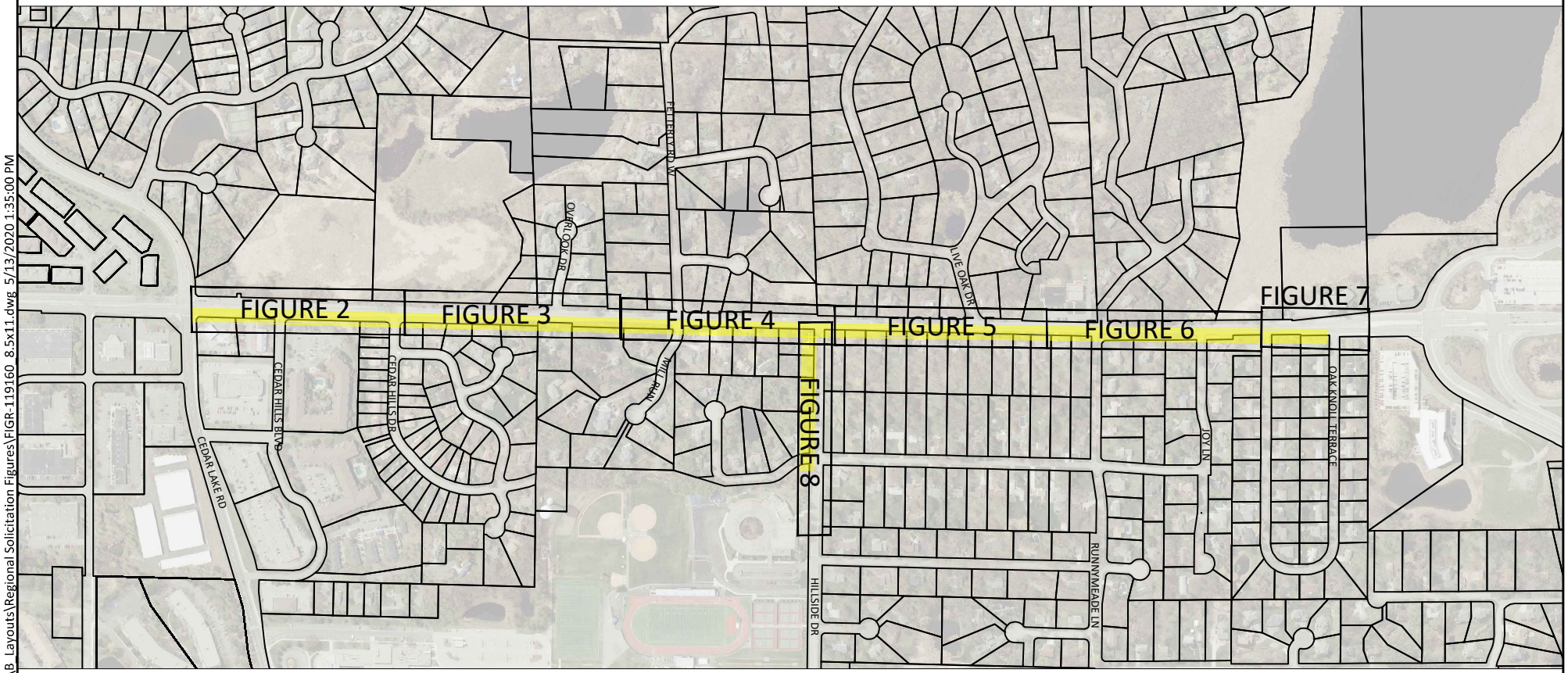
METROPOLITAN COUNCIL

HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 1

December 2019



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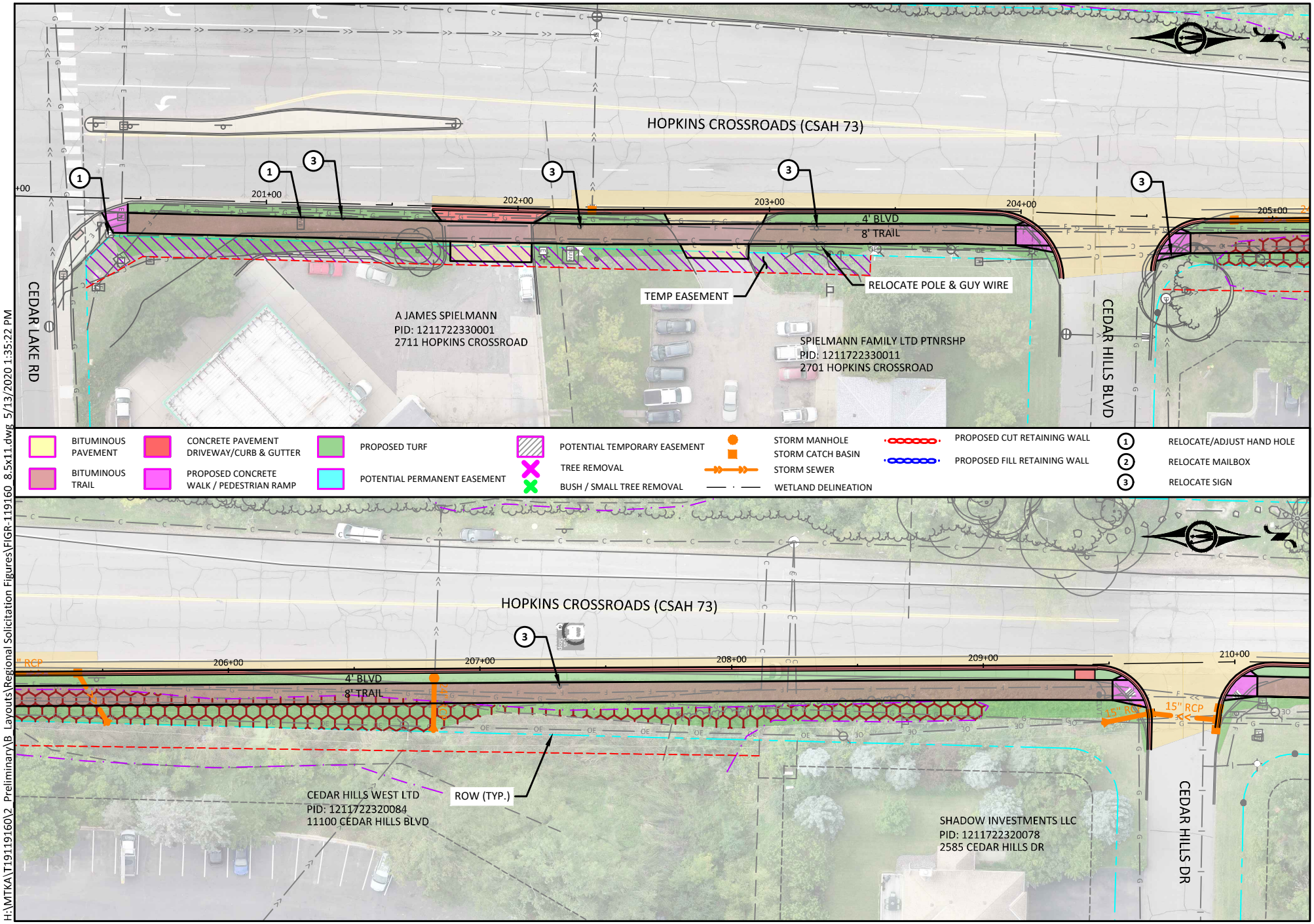
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 2

December 2019

SCALE 0 25 50 FEET



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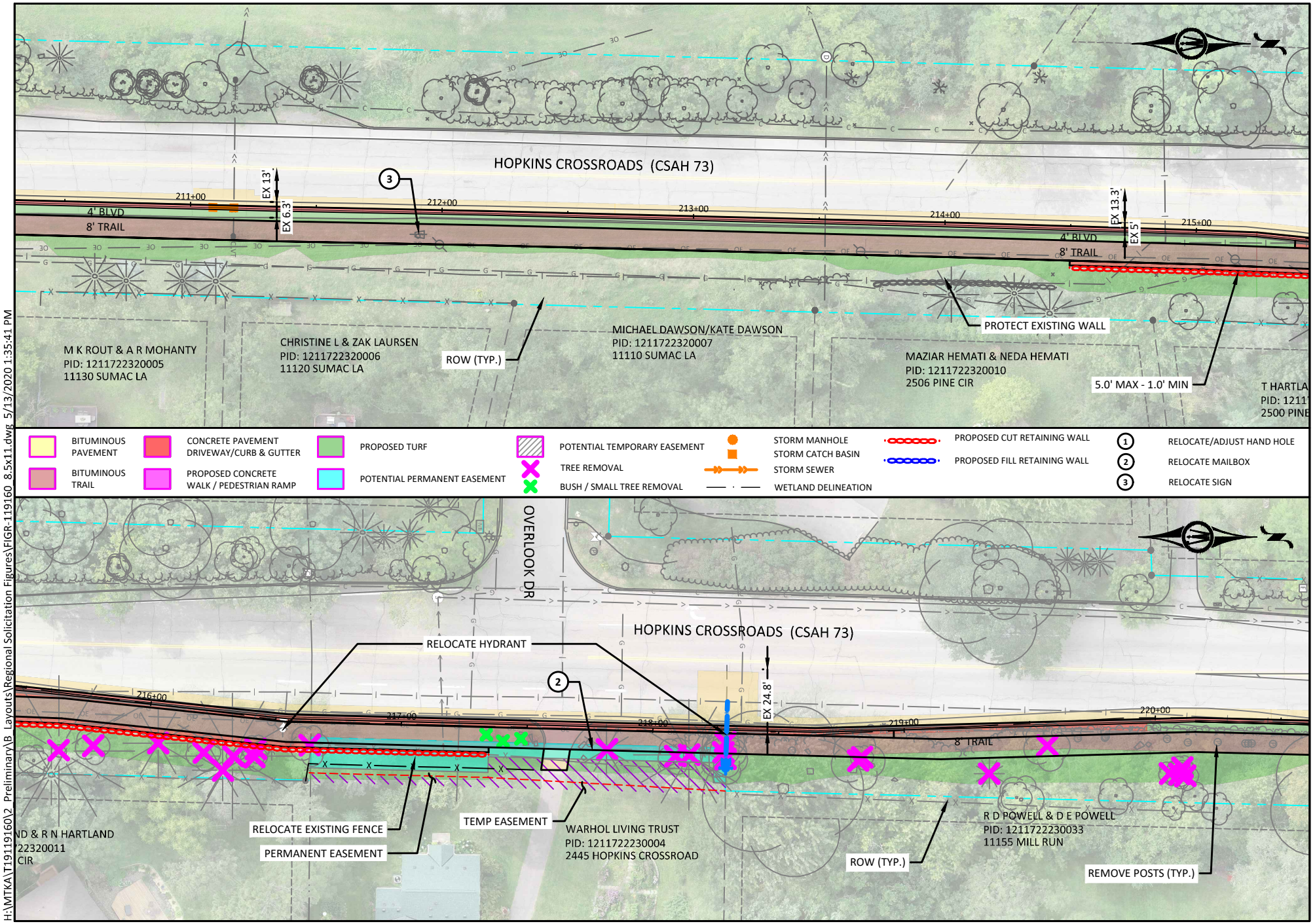
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 3

December 2019

SCALE 0 25 50 FEET



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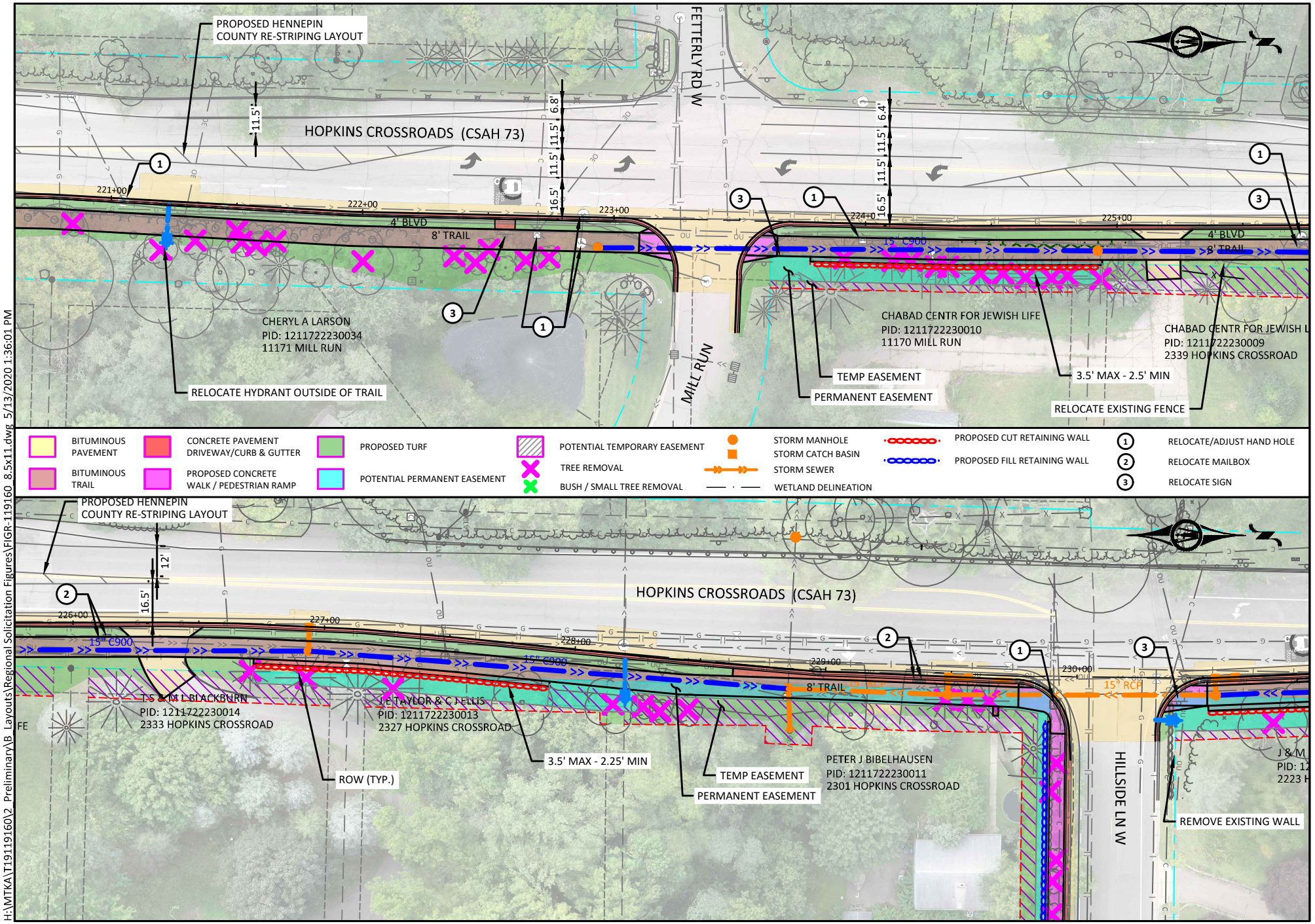
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 4

December 2019

SCALE 0 25 50 FEET



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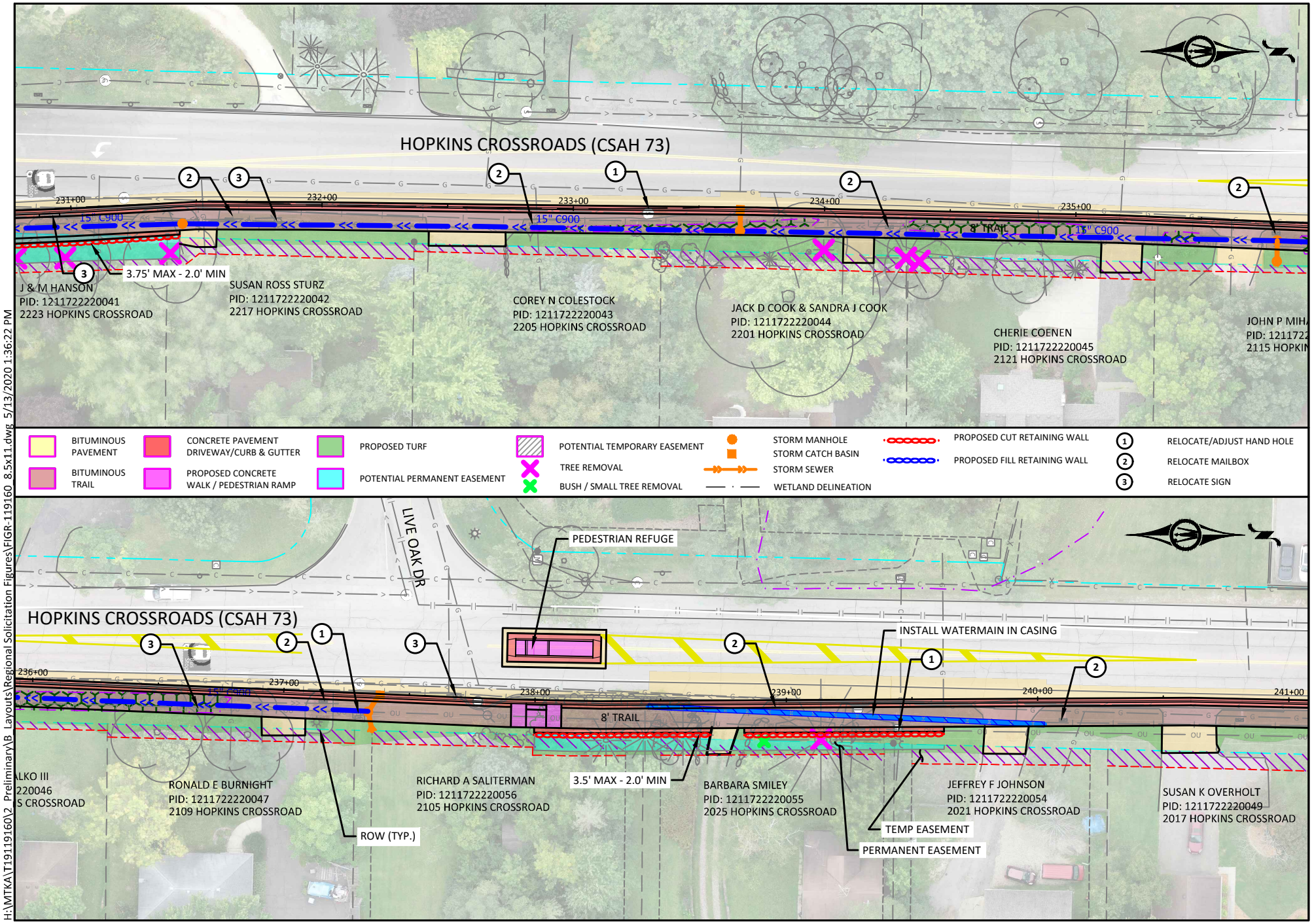
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 5

December 2019

SCALE 0 25 50 FEET



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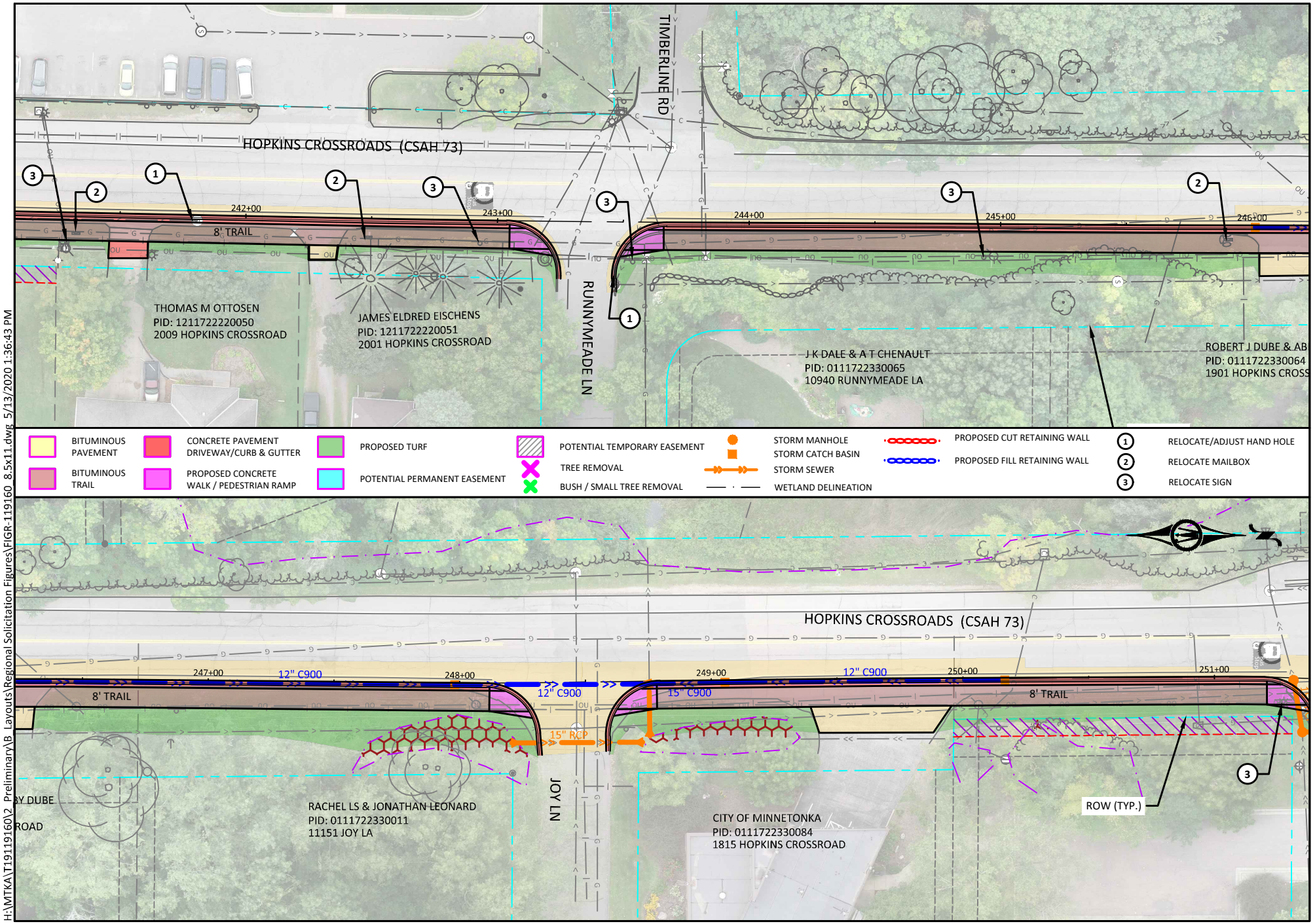
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 6

December 2019

SCALE 0 25 50 FEET



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HOPKINS CROSSROADS TRAIL IMPROVEMENTS

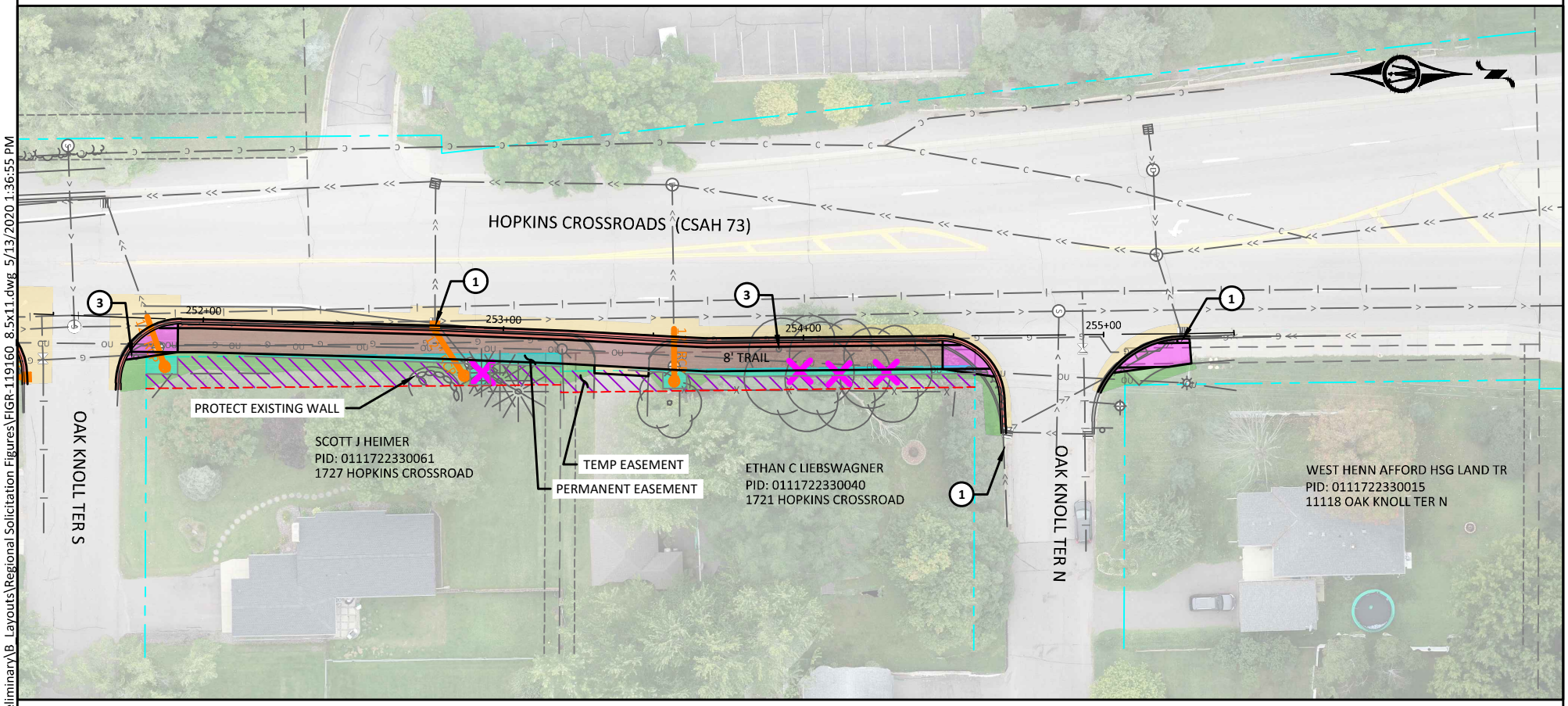
City of Minnetonka

Proposed Trail Layouts: Figure 7

0 25 50
SCALE FEET

December 2019

BOLTON & MENK



BITUMINOUS PAVEMENT
BITUMINOUS TRAIL
CONCRETE PAVEMENT DRIVEWAY/CURB & GUTTER
PROPOSED CONCRETE WALK / PEDESTRIAN RAMP
PROPOSED TURF
POTENTIAL PERMANENT EASEMENT
POTENTIAL TEMPORARY EASEMENT
TREE REMOVAL
BUSH / SMALL TREE REMOVAL
STORM MANHOLE
STORM CATCH BASIN
STORM SEWER
WETLAND DELINEATION
PROPOSED CUT RETAINING WALL
PROPOSED FILL RETAINING WALL
1 RELOCATE/ADJUST HAND HOLE
2 RELOCATE MAILBOX
3 RELOCATE SIGN

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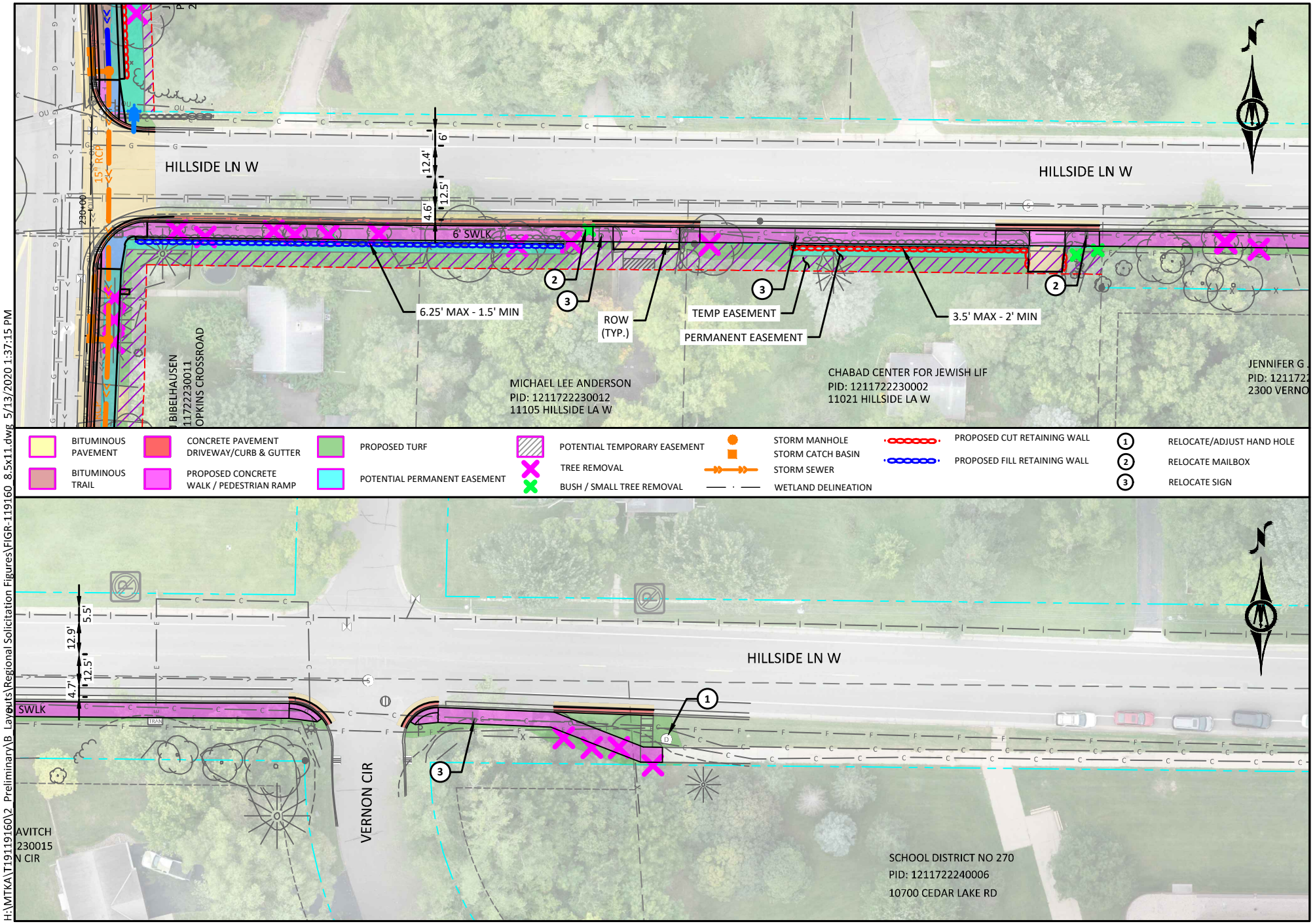
HOPKINS CROSSROADS TRAIL IMPROVEMENTS

City of Minnetonka

Proposed Trail Layouts: Figure 8

December 2019

SCALE 0 25 50 FEET



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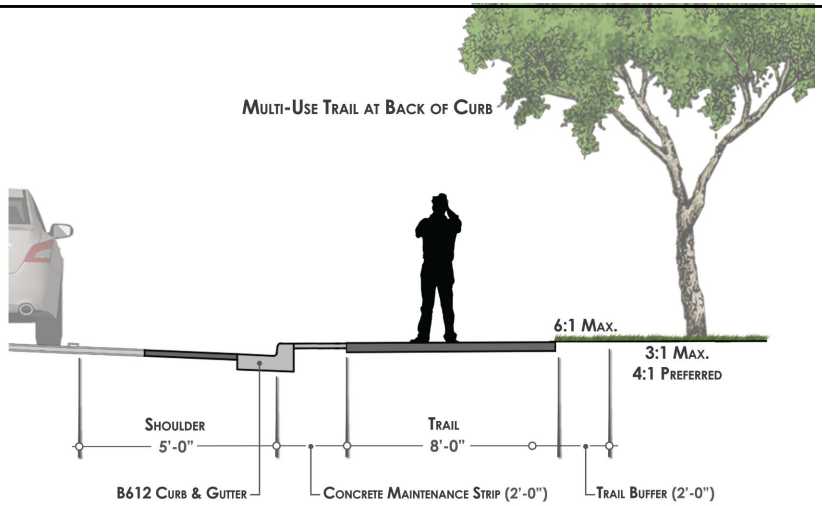
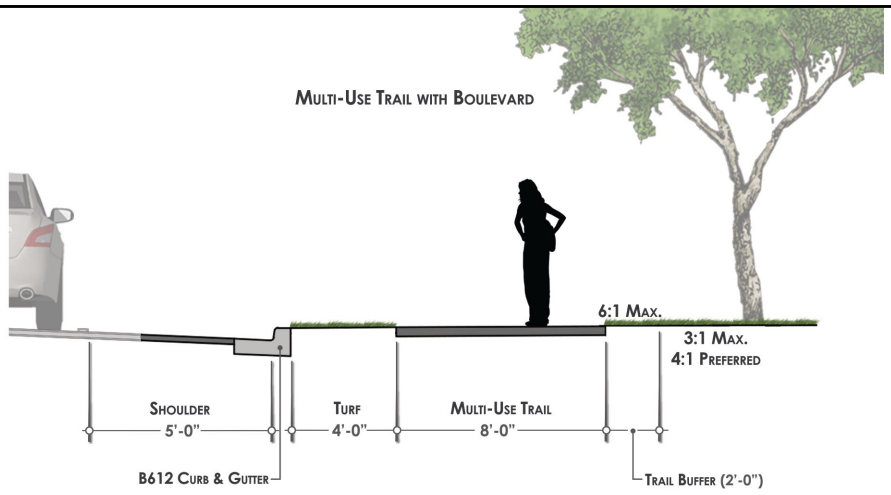
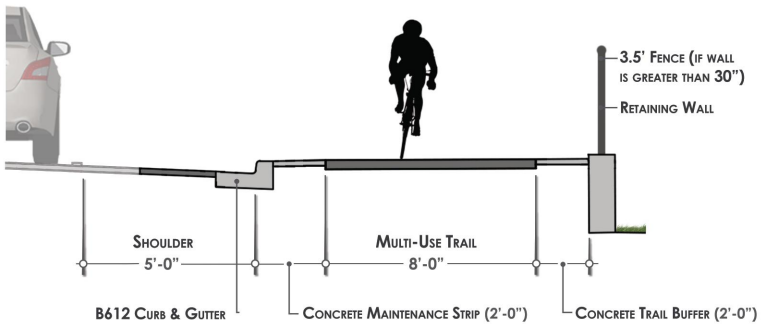
Multi-Use Trail at Back of Curb



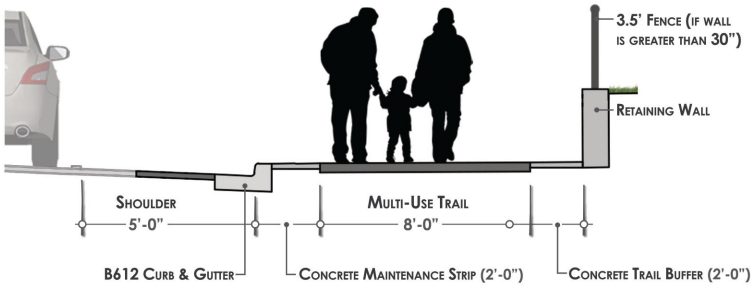
Multi-Use Trail with Boulevard



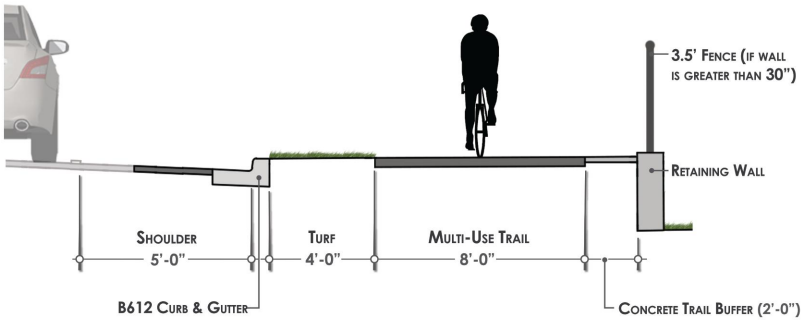
Multi-Use Trail with Retaining Wall



Multi-Use Trail with Retaining Wall



Multi-Use Trail with Retaining Wall



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Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

Project **IN** TIER 1
Bicycle Transport Corridor.



Project
RBTN Tier 2 Alignment
Railroads
RBTN Corridor Centerlines
Principal Arterials
RBTN Tier 1
RBTN Tier 1 Alignment
Minor Arterials
RBTN Tier 2

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 5/1/2020
LandscapeRSA6

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https://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

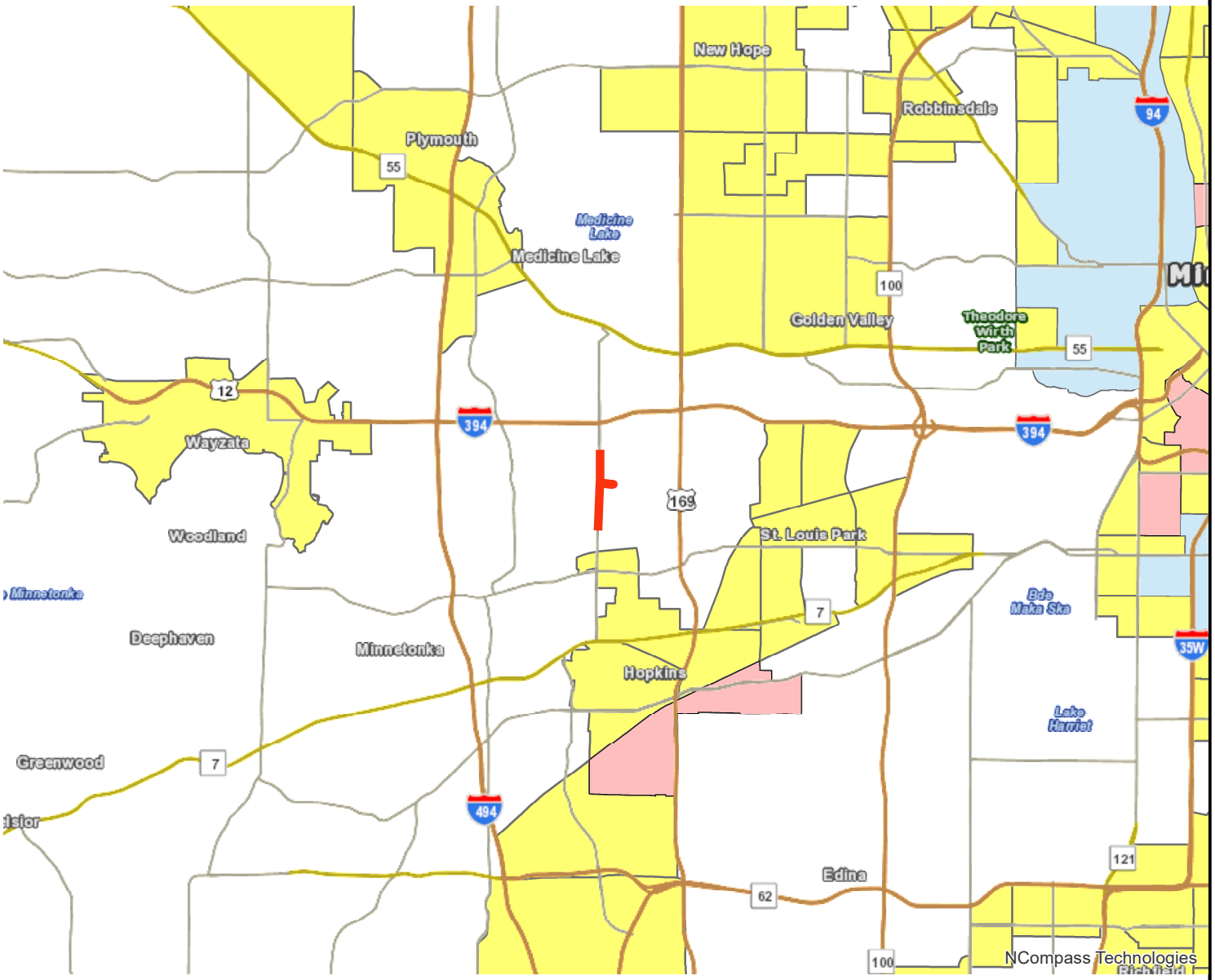
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Hopkins Crossroads Improvements | Map ID: 1588345429851

Results

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

Tracts within half-mile:
23200 26101 26402
26403 26404



Lines

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 5/1/2020
LandscapeRSA2

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

METROPOLITAN COUNCIL