Minnetonka - Public Works

Excelsior Boulevard (CSAH 3) Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05311

Mitch Hatcher

Requested: $3,500,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Minnetonka - Public Works

▼ Organization Information

Organization Name	Minnetonka - Public Works
Legal Name	Minnetonka - Public Works
Street Address	11522 Minnetonka Blvd
Street Address 2	
City	Minnetonka
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55305

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Mitch Hatcher	mhatcher@minnetonkamn.gov	952-939-8232
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Developer 1	Mike Waltman	Michael.Waltman@bolton-menk.com	612-221-6946
Developer 2	Matt Blazer	Matt.Blazer@bolton-menk.com	612-756-4823

▼ Project Information

Project Name* Excelsior Boulevard (CSAH 3) Reconstruction

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Minnetonka

Jurisdictional Agency (if different than applicant): Hennepin County

Brief project description*

Excelsior Boulevard (CSAH 3) is a Hennepin County major collector corridor located in the City of Minnetonka, extending two miles from County Road 101 to Eden Prairie Road (CSAH 4). The project is a collaborative reconstruction effort between the City of Minnetonka and Hennepin County to address aging infrastructure and implement a safe, complete, and multimodal transportation corridor. The project will complete a continuous two-mile segment of trails and bikeable shoulders along a Tier 2 corridor of the Regional Bicycle Transportation Network (RBTN), significantly improving safety and accessibility across a broader seven-mile stretch of Excelsior Boulevard connecting the west metro toward the urban core.

The project includes construction of continuous 8-foot-wide multi-use trails along both sides of Excelsior Boulevard, creating separated facilities for people walking, bicycling, and rolling. These improvements will connect to existing and planned facilities, including a direct connection to the Bryant Lake Regional Trail near the County Road 101 terminus, strengthening regional trail connectivity and expanding access to the Three Rivers Park District system. In addition, 6-foot paved shoulders will be provided to accommodate on-road bicyclists and support a range of user preferences.

Additional improvements include full roadway reconstruction to current county standards, installation of curb and gutter, and a comprehensive storm sewer system with water quality treatment features. Intersection improvements, including roundabouts at Scenic Heights Drive, Woodland Road, and Williston Road, will reduce vehicle speeds and improve safety for all users.

The project also incorporates enhanced pedestrian crossings, including refuge medians and improved connections to an existing grade-separated underpass at Purgatory Park. Collectively, these improvements transform an aging corridor without non-motorized infrastructure into a safe, accessible, and connected active transportation corridor serving local and regional travel.

Provide the project length to the nearest one-tenth of a mile* 2.1

Lead Agency* City of Minnetonka

ZIP Code where majority of work is being performed* 55345

Approximate begin construction date (mo/yr)* 5/3/2027

Approximate end construction date (mo/yr)* 11/30/2028

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

Excelsior Boulevard Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include

name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	Excelsior Boulevard (CSAH 3)
From Cross-Steet*	CSAH 101
To Cross-Street*	Eden Prairie Road (CSAH 4)
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	4
Multiuse trail*	4
Separated bicycle facility*	0
On-street bicycle facility*	4
Sidewalk*	0.1
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	4
Miles of new RBTN facilities:	2
Miles of improved existing RBTN facilities:	
Miles of facility on the regional trail network (nearest 0.1 miles)*	2
Miles of new Regional Trail facilities*	2
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	8500
Number of improved ADA ramps*	90
Number of intersection improvements*	21

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.)*

Gradd, AGG Base, Bit Base, Bit Surf, Multi-use Trail, Utilities, Ped Ramps

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project*	More
Within 1/2 mile of project*	More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

Project Funding

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

No

Grant Request Amount, US$*	$3,500,000.00
Project Total: $*	$35,397,727.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: $31,897,727.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage: 90%

Source of Match Funds (For federally funded projects, 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)

Source of Match Funds* City of Minnetonka and Hennepin County

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax Projects)

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have “Other Bicycle and Pedestrian Elements” in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question “Project Name” above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5’’X11’’pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council’s online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any

bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (10)

Excelsior_Ex Condition Photos Combined.pdf
Photo Existing Conditions
Current version added by Mike Waltman at 7:39 AM on June 25, 2026

Excelsior Blvd Total-Project-Cost-Worksheet (1).xlsx
Total Project Cost Worksheet
Current version added by Mike Waltman at 4:44 AM on June 25, 2026

Support Letter_Henn Co ATC.pdf
Optional Attachments
Added by Mike Waltman at 1:44 PM on June 24, 2026

ID_52_LOS_Minnetonka_CSAH 3_signed_w_attachments.pdf
Resolution of Support
Added by Mike Waltman at 1:40 PM on June 24, 2026

MTKA Excelsior_One Page Summary_fit.pdf
Project Summary
Added by Mike Waltman at 4:13 AM on June 24, 2026

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▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Improve safety for all users by reducing fatal and serious injury crashes and enhancing comfort for people walking, bicycling, and rolling.

Expand and enhance multimodal transportation options by providing high-quality bicycle and pedestrian facilities that serve regional travel needs.

Increase access and connectivity to jobs, schools, parks, and community destinations through improvements to the regional bicycle network and local trail systems.

Eliminate gaps and barriers in the bicycle and pedestrian network to create a safe, continuous, and connected system.

Support equitable transportation outcomes by improving connections for historically underserved populations and individuals with disabilities or limited mobility.

Promote Complete Streets principles to provide safe and accessible transportation infrastructure for users of all ages and abilities.

Improve public health and environmental outcomes by encouraging active transportation and reducing reliance on single-occupant vehicle travel.

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

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

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List the applicable document(s) and pages*

City of Minnetonka 2040 Comprehensive Guide Plan – Transportation Chapter (pages 3, 7, 12 of PDF and others)
City of Minnetonka 2040 Comprehensive Guide Plan – Parks, Trails, and Open Space Chapter (pages 5, 11, 18 of PDF and others)
City of Minnetonka 2040 Comprehensive Guide Plan – Implementation Chapter (pages 4, 9, 15 of PDF and others)
City of Minnetonka Trail Improvement Plan (2024) (pages 5, 12, 13 of PDF)
Excelsior Boulevard Reconstruction Feasibility Report (2025) (pages 16, 17, 20 of PDF)
Excelsior Boulevard Corridor Study (2024–2025) (pages 1, 3, 5 of PDF and others)
Hennepin County Bicycle Transportation Plan (pages 2, 8, 13 of PDF and others)
City of Minnetonka Purgatory Park Master Plan (pages 32, 46, 47, 49, 50, 51, 52, 53)

The project complies with the Americans with Disabilities Act (ADA).

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

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

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

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

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

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 other construction elements to be delivered for the proposed project to be achieved.

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

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

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

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the

original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

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

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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 the requirement above.* Yes

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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 transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one* 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.

Date plan completed by governing body* 10/31/2017

Link to plan* https://www.minnetonkamn.gov/home/showpublisheddocument/1088/6370500602880700

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

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

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All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects 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 the requirement above.* Yes

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Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature.

This application contributes to these 2050 TPP Objectives or Policies:
- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices.

If you do not have a link, please attach your complete streets policy in the Documents section below.

Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

https://www.hennepincounty.gov/-/media/Hennepin-Headless/Hennepin-Gov/government/about/policies/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf?rev=999e2ec2552a47bcb2a5f9c4be9d3227&hash=A7C32C2616C037AD68BDA18722D2

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices

will be applied to the project.*

The City of Minnetonka implements its Complete Streets policy and principles through its Comprehensive Guide Plan (Transportation and Parks/Trails chapters), Trail Improvement Plan, and corridor-level studies. In addition, Excelsior Boulevard (CSAH 3) is a Hennepin County facility and is therefore guided by Hennepin County's Complete and Green Streets Policy.
Minnetonka Trail Improvement Plan: https://www.minnetonkamn.gov/home/showdocument?id=14511&t=638629449122504684
2040 Comprehensive Plan, Transportation Chapter: https://www.minnetonkamn.gov/home/showpublisheddocument/1767/638757243269400000
2040 Comprehensive Plan: Parks/Trails Chapter: https://www.minnetonkamn.gov/home/showpublisheddocument/1765/637061690048270000
Hennepin County Complete Streets and Greent Streets Policy: https://www.hennepincounty.gov/-/media/Hennepin-Headless/Hennepin-Gov/government/about/policies/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf?rev=999e2ec2552a47bcb2a5f9c4be9d3227&hash=A7C32C2616C037AD68BDA18722D29618

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- High: The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- Medium-High
- Medium: Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Medium-Low
- Low: Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Non-responsive/Not relevant: Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

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2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

The Excelsior Boulevard (CSAH 3) project provides direct access to a high concentration of key community destinations within ½ mile of the corridor, serving both daily transportation and recreational needs. These destinations include Minnetonka High School, one of the largest high schools in Minnesota; Scenic Heights

Elementary and Gatewood Elementary; the Hennepin County Library; the Glen Lake commercial district; and the CSAH 101/Excelsior/Highway 7 commercial district, which together include grocery stores, childcare, senior housing, employment centers, and a wide range of retail and service businesses. The corridor also houses Purgatory Park, a major regional park with planned reinvestment, Glen Lake Park with regional recreational amenities, and multiple neighborhood parks that function as important local gathering spaces. In addition, the project will provide a direct connection to the Bryant Lake Regional Trail near County Road 101, linking local destinations to the Three Rivers Park District regional trail system and expanding access to regional-scale recreational and transportation opportunities.

In addition to these destinations, the corridor is surrounded by established residential neighborhoods, including hundreds of single-family homes and multifamily housing, generating consistent demand for safe, non-motorized access to nearby services and community resources.
Despite this high concentration of destinations, the project area currently lacks continuous east–west pedestrian and bicycle facilities between Highway 7 and County Road 62. Existing conditions include discontinuous sidewalks, narrow or absent shoulders, and limited safe crossing opportunities, making walking and bicycling impractical or unsafe for many users. As a result, most trips to these destinations are currently made by automobile, even for short distances.

The proposed project will create the only continuous east–west active transportation corridor in this part of Minnetonka, providing safe and direct connections between neighborhoods, these key destinations, and the regional trail network. By introducing separated trails, bikeable shoulders, and improved crossings, the project significantly enhances access and enables safe, comfortable travel for users of all ages and abilities.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-High
- Medium: Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-Low
- Low: Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

Measure B - Connection to K-12 schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply*

This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property., This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Direct Connection - List the school(s):

Scenic Heights Elementary School

Indirect Connection - List the school(s):

Scenic Heights Elementary
Minnetonka High School
Gatewood Elementary School

Measure B Scoring Guidance

Consider the information provided by the applicant and rate projects based on the guidance provided below.

- 5 points: Project provides a direct connection to a K-12 school.
- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

Identify the project location's score on MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) tool (https://mndotspace.mn.gov/). This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.*
Measure C Scoring Guidance

The applicant with the highest SPACE score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

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3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities., This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

The Excelsior Boulevard (CSAH 3) project fills a critical gap in both the local and regional active transportation network by constructing continuous new facilities where none currently exist. The corridor today lacks any complete east–west pedestrian or bicycle infrastructure between Highway 7 and County Road 62, with existing conditions consisting of discontinuous sidewalks, shoulder widths as narrow as two feet, and limited safe crossing opportunities. These conditions create a significant barrier for people walking and bicycling, particularly for users of all ages and abilities, and effectively prevent non-motorized travel along this corridor.

The project is located along a Tier 2 Regional Bicycle Transportation Network corridor that currently has a complete gap in facilities through Minnetonka, with connectivity to Hopkins, St Louis Park, and Minneapolis via this corridor. The proposed project will fill this gap by constructing continuous 8-foot multi-use trails on both sides of the roadway, along with consistent bikeable shoulders and enhanced crossings throughout the corridor. Upon completion, this segment will connect to existing and planned facilities at both ends of the corridor and provide a continuous east–west route that enables users to travel beyond the project limits.

In addition to closing a regional network gap, the project directly connects users to a high concentration of key community destinations, including schools, parks, commercial areas, and residential neighborhoods located along and adjacent to the corridor. Enhanced crossings, including median refuges, roundabouts with trail crossings, and integration with an existing grade-separated underpass, reduce barriers to crossing and improve safety and comfort for non-motorized users.

By delivering continuous, separated facilities, improving crossings, and connecting to both local destinations and the regional network, the project transforms Excelsior Boulevard from a significant barrier into a safe, accessible, and comfortable multimodal corridor.

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (*note an online map is being developed and a link will be provided in final application*):

Identified on Regional Top 25 Priority lists, Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes., Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

The Excelsior Boulevard (CSAH 3) project provides a safe alternative route for people walking and bicycling by addressing a significant gap in the existing transportation system where no safe facilities currently exist. Existing conditions along the corridor include narrow and inconsistent shoulders, non-existent or discontinuous pedestrian accommodations, and constrained crossing opportunities, creating conditions that are unsafe for most users. These deficiencies are documented through the Excelsior Boulevard corridor study and feasibility analysis, which identified the need for separation, improved crossings, and safer multimodal design.

The corridor currently functions as a barrier to non-motorized travel despite serving a high concentration of destinations, including schools, parks, and commercial areas. As a result, users are forced to either travel adjacent to traffic in unsafe conditions or detour approximately 1.5 miles to reach the nearest comparable east–west corridor with safer bicycle or pedestrian facilities. This detour is impractical for most users and effectively limits access to active transportation options.

The proposed project addresses this system-level deficiency by constructing continuous, separated multi-use trails, adding bikeable shoulders, and providing enhanced crossing treatments including median refuges, roundabouts, and a connection to an existing grade-separated underpass. These improvements create the only continuous and practical east–west active transportation route in the area, significantly improving safety and accessibility.

The project is consistent with local and county safety planning efforts that emphasize separation of modes, improved crossings, and reduced exposure to traffic as key strategies for reducing crashes and improving safety outcomes. By addressing a documented barrier and providing a safe alternative route, the project advances these goals and creates a safer transportation network for all users.

Please describe and provide reference or link to the plan.*

The City of Minnetonka 2040 Comprehensive Plan – Transportation Chapter specifically identifies Excelsior Boulevard (Williston Road to Glenview Drive) – designated as an 'On-street Bikeway System Gap'. The City of Minnetonka Trail improvement Plan identifies the project segments of Excelsior Bouelvard as a prioritized segment for trail improvements recognizing the same gap.

The Excelsior Boulevard (CSAH 3) project is strongly aligned with Hennepin County's Toward Zero Deaths (TZD) Action Plan (https://beheardhennepin.org/24367/widgets/107105/documents/73992) by directly addressing the systemic risk factors that contribute to fatal and serious injury crashes. Existing conditions along the corridor include relatively high traffic volumes and speeds, narrow or absent shoulders, limited pedestrian accommodations, and constrained crossing opportunities. These conditions create elevated risk for people walking and bicycling by increasing exposure to vehicle traffic and reducing opportunities for safe crossings. The TZD Action Plan emphasizes the importance of reducing exposure, managing speeds, and improving crossings as key strategies to reduce severe crashes. The proposed project directly implements these strategies through the construction of continuous, separated multi-use trails on both sides of the roadway, which significantly reduces user exposure to traffic. The project also incorporates multiple speed management and traffic calming elements, including roundabouts, narrower lane widths, and center medians, which help reduce both through and turning speeds and improve overall safety outcomes.
The project also improves crossing safety through the addition of enhanced crossing treatments, including pedestrian refuge medians, crossings at roundabouts, and integration with an existing grade-separated underpass. These features reduce crossing distances, improve visibility, and provide safer opportunities for pedestrians and bicyclists to cross the corridor, consistent with TZD emphasis on reducing conflict points and improving user predictability.

Overall, the project applies a Safe System approach by incorporating multiple layers of protection, including separation, speed reduction, and conflict management. These improvements directly support the TZD programmatic goal of reducing fatal and serious injury crashes and improving safety for all roadway users, particularly vulnerable users such as pedestrians and bicyclists.

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering

Countermeasures

The Excelsior Boulevard project mitigates existing safety risks by implementing a comprehensive system of proven countermeasures focused on reducing exposure, lowering vehicle speeds, improving crossing conditions, and enhancing overall comfort for people walking, bicycling, and rolling. Existing conditions include discontinuous or absent pedestrian and bicycle facilities, limited crossing opportunities, constrained shoulders, and vehicle speeds that create challenging and potentially unsafe conditions for non-motorized users.

The project provides continuous, separated multi-use trails along both sides of the corridor, removing the need for pedestrians and bicyclists to share the roadway or travel directly adjacent to vehicle traffic. This separation significantly reduces exposure to conflicts and improves comfort and usability for a wide range of users. The addition of consistent facilities also eliminates gaps in the network that currently require users to navigate unsafe or unclear conditions.

Crossing opportunities are improved through the addition of enhanced crossings at key intersections and mid-block locations that align with community destinations such as parks, schools, and neighborhoods. Compared to existing conditions, crossings are more frequent and better located relative to user desire lines, reducing the need for long out-of-direction travel. Crossing distances are reduced through the use of refuge medians and improved geometric design, which shortens exposure time and increases user safety. The project also incorporates the existing grade-separated crossing at Purgatory Park into the trail system, providing a safe and convenient option for crossing the corridor without creating excessive detour.

Vehicle speeds are actively managed through the use of geometric design and traffic calming strategies. Roundabouts are proposed at key intersections, which are a proven safety countermeasure that reduce severe crashes by lowering approach speeds and eliminating high-speed conflict points. Additional features such as narrower lane widths, center medians, and corridor design elements create a self-enforcing driving environment that encourages lower speeds for both through movements and turning vehicles. Reduced speeds improve driver yielding behavior and decrease the severity of potential conflicts with pedestrians and bicyclists.

The project also reduces conflict points and improves visibility through refined intersection geometry, access management, and enhanced sightlines. Pedestrian crossings are designed to be clearly visible and intuitive, helping to reduce unsafe crossing behaviors while improving driver awareness. The consistent placement of crossings near destinations supports predictable user behavior and reduces the likelihood of mid-block crossings in less controlled locations.

All pedestrian facilities will meet ADA requirements, with accessible connections, curb ramps, and trail design that supports users of all ages and abilities. The combination of physical separation, improved crossings, reduced speeds, and enhanced visibility creates a safer and more comfortable environment, particularly for youth, older adults, and individuals with mobility limitations.

Collectively, these improvements apply multiple layers of protection consistent with the Safe System approach, resulting in a substantial improvement in safety conditions compared to existing conditions.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community

Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project's ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The Excelsior Boulevard (CSAH 3) corridor is located in the City of Minnetonka and serves a mix of established residential neighborhoods, community destinations, and local-serving commercial uses. The project corridor connects residents to key destinations including Purgatory Park, local schools, places of worship, small businesses, and community gathering spaces. The corridor also serves as an important east–west connection within the city, linking neighborhoods to County Road 101 and Eden Prairie Road and providing access to broader regional destinations.

The surrounding community includes a mix of families, older adults, and individuals with mobility challenges who rely on safe and accessible transportation options for daily needs such as recreation, school access, and local services. Purgatory Park is a major regional and local destination within the corridor, drawing users of all ages and abilities, including youth, families, and older adults. The presence of residential neighborhoods along both sides of the corridor further emphasizes the importance of safe and accessible crossings and continuous pedestrian and bicycle facilities.

Existing conditions along Excelsior Boulevard present barriers to safe and equitable access for these community members. The corridor currently lacks consistent pedestrian and bicycle infrastructure, with limited or discontinuous facilities and constrained shoulders in several segments. This creates safety challenges for people walking, bicycling, or rolling, particularly for youth, older adults, and individuals with disabilities. Crossing the corridor to access destinations such as Purgatory Park, schools, and community facilities is also difficult due to higher vehicle speeds, limited controlled crossings, and gaps in the pedestrian network.

Community engagement conducted as part of the corridor study and feasibility analysis identified strong support for improved walking and bicycling facilities. Residents emphasized the need for separated trails, safer crossings, and improved connectivity between neighborhoods and destinations. This feedback highlights an existing inequity in transportation options, where individuals who do not drive or prefer to walk or bike face limited and less safe travel choices.

The project addresses these needs by providing continuous, separated multi-use trails, enhanced crossing locations, and a safer corridor design that reduces vehicle speeds and conflicts. These improvements will better serve community members who rely on active transportation, including youth traveling to parks and schools, older adults seeking safe recreational opportunities, and individuals with mobility limitations. By improving access to key destinations and reducing barriers within the corridor, the project advances a more equitable and inclusive transportation system for the Minnetonka community.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The Excelsior Boulevard project was identified through a combination of long-range planning, capital programming, and targeted corridor-level study. The need for improved pedestrian and bicycle facilities is documented in the City of Minnetonka’s Citywide Trail Improvement Plan and Capital Improvement Program, which identify this corridor as a priority for trail expansion and multimodal improvements. The project was further refined through the Excelsior Boulevard Corridor Study and Feasibility Report (2025), which evaluated existing deficiencies, safety concerns, and opportunities to improve access and connectivity along the corridor.

Community needs were directly informed through an extensive engagement process conducted by the City of Minnetonka in coordination with Hennepin County. Outreach included mailed notices to corridor residents, project website updates, posted signage along the corridor, and use of an interactive mapping platform to collect location-specific input. This process resulted in over 180 comments from community members. A consistent theme in the feedback was the need for safe, continuous, and separated facilities for walking and bicycling, along with improved crossings to access destinations such as Purgatory Park, schools, and local businesses. Community members also identified concerns related to vehicle speeds, limited visibility at intersections, and overall corridor safety.

The engagement process focused on individuals who live, work, and recreate within the corridor, including families, older adults, and individuals with mobility limitations. Input from these community members directly informed the project’s multimodal design approach, including the provision of separated multi-use trails on both sides of the corridor, enhanced pedestrian crossings at key locations, and intersection improvements designed to reduce speeds and improve safety.

Consistent with the Imagine 2050 Equity and Environmental Justice Framework, the project will continue to advance along the engagement spectrum from “inform” and “consult” toward “involve” and “collaborate” as design progresses. Future engagement activities will include additional public meetings, continued use of the project website as a central information hub, direct coordination with adjacent property owners, and targeted outreach to community destinations such as schools, parks, and places of worship. Engagement efforts will focus on ensuring that those most impacted by the project—particularly people walking, rolling, or accessing community destinations—have opportunities to provide input on final design decisions.

The City of Minnetonka and Hennepin County maintain established organizational structures that support ongoing community engagement, including public engagement policies, dedicated project management and communications staff, and standard practices for stakeholder coordination throughout design and construction. These structures ensure that engagement is not a one-time activity but an ongoing process integrated into project development, consistent with regional policies supporting shared decision-making and equitable distribution of project benefits.

Through this process, the project responds directly to demonstrated community needs and ensures continued engagement to refine project outcomes, minimize potential impacts, and maximize benefits to the surrounding community.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with “specific communities” helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:
- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with “specific communities” that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The Excelsior Boulevard (CSAH 3) project will provide significant safety, access, and connectivity benefits to adjacent communities by addressing long-standing transportation barriers for people walking, bicycling, and rolling. Today, the corridor lacks continuous non-motorized facilities, with narrow or absent shoulders, limited crossings, and minimal separation from traffic. These conditions create an ongoing burden for nearby residents, students, and park users who are effectively restricted from safely accessing key destinations without relying on a vehicle. The project directly repairs this barrier by providing continuous, separated multi-use trails, improved crossings, and lower-speed intersection design, enabling safe and equitable access to schools, parks, commercial areas, and community services.

The project significantly improves access to priority destinations identified through community engagement, including Scenic Heights Elementary, Minnetonka High School, Purgatory Park, Glen Lake Park, and nearby commercial districts. Engagement conducted through corridor study outreach and public meetings confirmed strong demand for safe walking and biking facilities, particularly for youth, families, and park users. Parents of children who live near the corridor specifically noted that they are currently unable to walk their children to school due to the lack of safe facilities. The addition of separated trails on both sides of the corridor, enhanced crossings aligned with key destinations, and improved connections to the regional trail system directly respond to these community-identified needs and will enable safe, convenient non-motorized access for students and families.

The project also incorporates context-sensitive design elements that extend beyond basic transportation improvements. These include boulevard space for landscaping and trail buffers, improved connections to park facilities, integration with the existing Purgatory Park underpass, and coordination with planned park and watershed investments. These features enhance the user experience, contribute to community character, and improve comfort for users of all ages and abilities.

Potential project burdens have been identified and mitigation strategies have been incorporated early in project development. Construction impacts are a primary consideration due to the corridor’s proximity to schools, parks, and commercial uses. A detailed, multi-phase construction plan has been developed to maintain access throughout construction. Key mitigation measures include scheduling work adjacent to Scenic Heights Elementary during summer months when school is not in session, maintaining access to Purgatory Park from at least one direction at all times, and providing temporary access to Glen Lake businesses to ensure continued operations. Ongoing one-on-one coordination with stakeholders has been conducted and will continue throughout design and construction.

The project also addresses an existing operational burden related to school access at Scenic Heights Elementary. While the proposed roundabout at Scenic Heights Drive improves safety and crossing conditions, coordination with the school district identified existing queuing challenges during peak periods. In response, the District has committed to separate site improvements to address internal circulation, coordinated with the corridor project. This partnership ensures that both roadway and site-level conditions are improved, resulting in safer access for students and families.
Together, these improvements reduce existing disparities in safe access, enhance mobility for nearby communities, and deliver long-term safety and quality-of-life benefits while proactively addressing potential impacts.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers

- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $3,500,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Mike Waltman at 8:10 AM on June 25, 2026

HISTORY

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Updated By: Mike Waltman

Created By: Mike Waltman

Updated At: 6/25/2026

Created At: 6/14/2026