**Hopkins - Public Works**

17th Avenue Improvement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

**ID:** R-2026-05324

**Eric Klingbeil**

**Requested:** $3,370,000

**Status** Initial Review

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**What application category are you applying for.***

Regional Bike Facilities

## General Information

**Organization Name:** Hopkins - Public Works

### ▼ Organization Information

| | |
|---|---|
| Organization Name | Hopkins - Public Works |
| Legal Name | Hopkins - Public Works |
| Street Address | 11100 Excelsior Blvd |
| Street Address 2 | |
| City | Plymouth |
| County | Hennepin |
| State | Minnesota |
| Country | United States of America |
| ZIP Code | 55343 |

### ▼ Contact Information

| Contact | Full Name | Email | Phone |
|---|---|---|---|
| **Primary Grant** | Eric Klingbeil | eklingbeil@hopkinsmn.com | |

| | | |
|---|---|---|
| **Primary Grant Contact** | Eric Klingbeil | eklingbeil@hopkinsmn.com |
| **Authorized User** | Eric Klingbeil | eklingbeil@hopkinsmn.com |
| **Grant Administration** | Eric Klingbeil | eklingbeil@hopkinsmn.com |
| **Developer 1** | | |
| **Developer 2** | | |

## ▼ Project Information

| | |
|---|---|
| **Project Name*** | 17th Avenue Improvement Project |
| **Select Primary county where project is located*** | Hennepin |
| **Cities or Townships where the Project is located*** | Hopkins |
| **Jurisdictional Agency (if different than applicant):** | N/A |

**Brief project description***

The 17th Avenue Improvement Project will construct a 10-foot off-road multiuse trail as part of a 0.8-mile corridor improvement along 17th Avenue North (MSAS 349) from CSAH 3 (Excelsior Boulevard) to TH 7 within the City of Hopkins. The project will establish a critical active transportation connection between a regional employment center in Hopkins and the planned Shady Oak Station on the METRO Green Line Extension. 17th Avenue functions as a “Minor Augmentor” roadway, carrying approximately 8,900 vehicles per day. It currently lacks bicycle facilities and has limited pedestrian facilities.

The proposed trail will also close a key gap in the RBTN, improving safety, comfort, and network reliability. 17th Avenue, within the project area, is a Tier 1 RBTN Corridor. This segment serves as a high-priority connection to regional transit, directly connecting to Shady Oak Station. Regional trail connections at both ends of the project reinforce current and future demand. The project area intersects several Tier 2 Corridors (CSAH 3 west of 17th Avenue and Cedar Lake Road to the north) and several Tier 1 RBTN alignments (the Minnesota River Bluffs LRT Regional Trail, the Lake Minnetonka LRT Regional Trail, Shady Oak Road, and 11th Avenue S). By connecting to the broader RBTN network, this project supports regional mobility by completing a continuous bicycle corridor that links adjacent communities and regional trails.

The project is part of a complete streets reconstruction of the 17th Avenue corridor. Improvements include a new multi-use trail on the west side of the roadway, a continuous sidewalk on the east side, and intersection bump-outs that shorten pedestrian crossing distances. All improvements will meet ADA standards. These changes are intended to address existing safety concerns related to speeding traffic, limited crossing opportunities, and the absence of dedicated facilities for people walking and bicycling. Wide travel lanes and underutilized on-street parking currently contribute to high vehicle speeds and an unsafe environment, while pavement and sidewalk conditions continue to deteriorate. The lack of a continuous, accessible walking and bicycling facility forces users into high-stress traffic and complicates access to Main Street, Excelsior Boulevard, and the Lake Minnetonka LRT Regional Trail. These conditions are especially acute at major intersections, including 17th Avenue at TH 7 and CSAH 3, both of which are identified as high-risk locations with Bicycle and Motor Vehicle Crash Risk Index scores exceeding 25.

**Transportation Improvement Program (TIP) Description***

17th AVENUE S from TH 7 TO CSAH 3, CONSTRUCT MULTI-USE TRAIL FOR PEDS AND BIKES

| | |
|---|---|
| **Provide the project length to the nearest one-tenth of a mile*** | 0.8 |
| **Lead Agency*** | City of Hopkins |
| **ZIP Code where majority of work is being performed*** | 55343 |
| **Approximate begin construction date (mo/yr)*** | 5/31/2028 |

| | |
|---|---|
| **Approximate end construction date (mo/yr)*** | 9/30/2029 |

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

17th Avenue South 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*** | 17th Avenue South |
| **From Cross-Steet*** | Trunk Highway (TH) 7 |
| **To Cross-Street*** | Excelsior Boulevard (CSAH 3) |
| **Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*** | 0.8 |
| **Multiuse trail*** | 0.8 |
| **Separated bicycle facility*** | 0 |
| **On-street bicycle facility*** | 0 |
| **Sidewalk*** | 0.8 |
| **Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*** | 0.8 |
| **Miles of new RBTN facilities*** | 0.8 |
| **Miles of improved existing RBTN facilities*** | 0 |
| **Miles of facility on the regional trail network (nearest 0.1 miles)*** | 0 |
| **Miles of new Regional Trail facilities*** | 0 |
| **Miles of improved existing Regional Trail facilities*** | 0 |
| **AADT on parallel or adjacent roadway*** | 8914 |
| **Number of improved ADA ramps*** | 60 |
| **Number of intersection improvements*** | 8 |

**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 PAVEMENT, CONCRETE WALK, CONCRETE DRIVEWAY, CURB AND GUTTER, TURF, PAVERS, SIDEWALK, BIKE PATH, PEDESTRIAN SCALE LIGHT, OVERHEAD STREET LIGHT, RETAINING WALL

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?***
Yes

**If yes, please identify the sources***
2026 Congressionally Directed Spending

**Grant Request Amount, US$*** $3,370,000.00

**Project Total: $*** $10,440,000.00

*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:** $7,070,000.00

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

**Match percentage:** 68%

*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 Local Funds

**Please check the years that are feasible for your program.*** 2029 (All projects), 2028 (All projects)

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.

**Roadway Costs*** $5,146,000.00

**Bicycle/Pedestrian Costs*** $1,603,000.00

**Transit/TDM Capital Costs*** $0.00

**Transit/TDM Operating Costs*** $0.00

**One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.**

The 17th Avenue Improvement Project includes approximately $1.62 million in PROTECT-eligible improvements, including storm sewer infrastructure ($1,023,500), stormwater management systems ($250,000), retaining walls ($150,000), erosion control and landscaping such as turf restoration and tree plantings ($108,000), and permeable pavement ($90,000).

These elements enhance drainage capacity, reduce stormwater runoff, improve infiltration, and stabilize corridor edges, helping protect transportation infrastructure from flooding and erosion. Collectively, these improvements increase resilience to more frequent and intense precipitation events and support long-term system reliability, consistent with PROTECT program goals.

**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 (11)

10_Opt_Relevant Plans.pdf
**Other Document | Relevant Plans**
Added by Rara Istifadah at 11:39 AM on June 18, 2026

09_Opt_Links to Narrative Resources.docx
**Other Document | Links to Narrative Resources**
Added by Rara Istifadah at 11:38 AM on June 18, 2026

08_Year-Round Maintenance Commitment.pdf
**Year-Round Maintenance Commitment**
Added by Rara Istifadah at 11:38 AM on June 18, 2026

07b_Project Cost Estimate.xlsx
**Total Project Cost Worksheet**
Added by Rara Istifadah at 11:38 AM on June 18, 2026

07a_Total Project Cost Worksheet.xlsx
**Total Project Cost Worksheet**
Added by Rara Istifadah at 11:38 AM on June 18, 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***

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The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required*

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

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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***

- POLICY 9: Quality transportation facilities
- POLICY 15: Bicycle network
- POLICY 16: Eliminate bicycle/pedestrian gaps and barriers
- POLICY 22: Multimodal connections
- OBJECTIVE: A dynamic and resilient region
- OBJECTIVE: Healthy and safe communities

**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***

The project is included in the City's adopted local planning document, Cultivate Hopkins Comprehensive Plan (Appendix B2: Transportation, approved 11/17/20). The plan identifies the corridor and need for bikeway and pedestrian improvements "Along 17th Avenue, from Excelsior Blvd to Hwy 7" with connections to regional destinations (pp. 37, 41), and it documents evaluation of "multiuse trail" options on 17th Avenue (p. 21)

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

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

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

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

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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 FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project 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

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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

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The infrastructure 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. 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 the requirement above.*** Yes

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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 |

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 |

Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

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

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 |

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*** | 4/24/2018 |
| **Link to plan*** | https://bmi.maps.arcgis.com/sharing/rest/content/items/8a9d41bbf698474f8b27ece534ad6a |

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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Regional Bike Facilities: The proposed project in the Regional Bike Facilities application category must be identified on the Regional Bicycle Transportation Network (RBTN), Regional Bike Barrier Study (RBBS), or council-approved regional trail plan. For projects that implement or improve RBTN facilities, at least 50% of the total project length must follow an existing or planned alignment or extend along and within an RBTN corridor. Projects including less than 50% of total project length to improving the RBTN (excluding regional trails that are not on the RBTN) should apply in the Local Bicycle Facilities application category.

**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 Regional Bicycle Facilities application category is intended to fund construction of and improvements to the regional bicycle system, and projects must either build out the Regional Bicycle Transportation Network (RBTN), address barriers identified in the Regional Bicycle Barrier Study (RBBS), or construct regional trails identified in the Regional Parks and Trails System Plan.

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.

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
- Bicycle or multiuse trail facility bridges or underpasses
- Dedicated on- or off-street bicycle facilities, including separated or protected bikeways
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a trail corridor

## ▼ Evaluative Criteria

**1. Regional Bicycle Priorities**

This criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on established regional policies and priorities.

Regional Bicycle Transportation Network (RBTN) is the official regional bikeway network that sets the region's priority vision for planning and investment. The network was established in 2014 based on a Regional Bicycle System Study analysis and prioritization of potential corridors. This analysis was based on factors such as bicycle trip demand, network connectivity, social equity, population and employment density, and connections to transit.

Regional Trails are part of the Regional Parks system and include planned alignments from the 2050 Regional Parks and Trails Policy Plan.

Regional Bicycle Barrier Crossings are the barrier segments within the “Regional Bicycle Barrier Crossing Improvement Areas” as adopted in 2025 and shown in the Regional Bike Boulevard Study (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 bicycle facility treatment, to receive points.

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 figure 6 of the Bicycle Investment Plan within the 2050 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.

**Measure A Identified Network Priorities**

**Select the category that best applies, based on the project’s location***

RBTN Corridor (Tier 1), Regional Bicycle Barrier Crossings (Tier 1)

**Provide an optional narrative to explain why multiple boxes were selected:**

The 17th Avenue Improvements Project is located entirely within a Tier 1 RBTN Corridor, extending approximately 0.8 miles from Excelsior Boulevard (CSAH 3) to TH 7 in the City of Hopkins. This corridor has been identified by the Metropolitan Council as a high-priority regional bicycling investment based on its strong bicycle trip demand, role in network connectivity, proximity to population and employment centers, and its importance in linking local and regional destinations. 17th Avenue serves a critical north–south multimodal function in the southwest metro, connecting multiple Tier 1 RBTN alignments, regional trails, and the near-term Shady Oak Station on the METRO Green Line Extension. By closing a key north–south gap adjacent to TH 7, the project reduces out-of-direction travel, improves wayfinding, and ensures that people bicycling can approach the highway crossing via a continuous, intuitive, and lower-stress facility. The project is also located immediately adjacent to a Tier 1 Regional Bicycle Barrier at TH 7, a multi lane arterial that presents a significant constraint to safe and comfortable north–south bicycle travel in this part of the region. The TH 7 and 17th Avenue intersection is identified within the Regional Bicycle Barrier Crossing Improvement Areas as a high-priority barrier due to traffic volumes, crossing width, and limited bicycle accommodations.

(Note: Projects that create or improve a bicycle barrier crossing AND an RBTN facility of differing tiers will receive points for the higher tier level improvement.)

**Measure A Scoring Guidance**

The applicant will receive points based on the project’s ability to advance previously defined regional bicycle priorities. Projects that include more than one type of improvement will receive the point value of the highest scoring improvement (e.g., RBTN Tier 1 alignment and Regional Trail would get the highest of those point totals based on the table below). In cases where a Regional Trail alignment that runs along and adjacent to a roadway does not match exactly with the parallel RBTN alignment in the same roadway corridor, the trail alignment may be interpreted as the RBTN alignment at the scorer’s discretion. The scoring for regional trails will be revisited next funding cycle based on the results of the planning project to add RBTN corridors and alignments in rural communities.This regional effort will evaluate additions to the RBTN network in the rural parts of the region.

- 30 Points Projects with 50% or more of the project’s length within and along a Tier 1 RBTN alignment Improvements to a Tier 1 Regional Bicycle Barrier or Major Bicycle Barrier Crossing
- 25 Points Projects with 50% or more of the project’s length within and along a Tier 1 RBTN corridor or Tier 2 RBTN alignment, or a non-RBTN Regional Trail Corridor or alignment Improvements to a Tier 2 Regional Bicycle Barrier
- 20 Points Projects with 50% or more of the project’s length within and along a Tier 2 RBTN corridor Improvements to a Tier 3 Regional Bicycle Barrier
- 10 Points N/A Non-tiered bicycle barriers
- 0 Points Project does not implement a regional facility or address a regional barrier

Scorers may use discretion to apply a lower point value to projects that are located at a defined barrier crossing, but do not meaningfully improve upon existing condition

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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** (in the Document Requirements section), 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 17th Avenue Improvements Project will significantly expand safe, convenient access to over 30 essential destinations relied on by local residents every day. See the Key Destinations Map attachment. By closing a critical gap in the regional bikeway network and building a continuous, ADA-compliant, off-street trail along 17th Avenue, the project connects neighborhoods to daily needs, community anchors, and regional transit in ways that haven't been possible before.
The new trail provides a safe, separated walking and biking route to grocery stores and retail outlets that serve diverse community needs, including Paradise Market (locally-owned Eastern European market), Hopkins Halal (locally-owned East African market), Driskill's Downtown Market, Lunds & Byerly's, Hopkins Center Drug, Walgreens, AFC Urgent Care, banks, and the Hopkins Post Office. With these services easily reachable without a car, the project will benefit older residents, families with limited vehicle access, and nearby low-income households by reducing barriers to healthy food, healthcare, and financial services.
The trail will also link directly to beloved community destinations. It connects to Hopkins Public Library and Eisenhower Community Center, multiple parks (e.g. Downtown Park's farmers market and summer concerts, Hopkins Pavilion sports complex, and neighborhood parks like Maetzold Field and Central Park), and Ubah Academy (serving West Metro East African families). It also creates safe routes to local places of worship, including several churches and the area's only mosque, as well as to the Hopkins Activity and Senior Center.
Finally, by connecting to the Green Line Extension Shady Oak Station, the project provides residents with safe first- and last-mile access to regional jobs, education, and services via the light rail. The 17th Avenue trail will greatly enhance access to the destinations that define the community's daily life, health, and prosperity, while strengthening Hopkins's connections to the broader region. These destinations are essential community anchors because they support everyday needs, cultural identity, social connection, recreation, learning, and independent mobility for residents of all ages and backgrounds.

**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.

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**3. All Ages & Abilities Design**

This criterion measures how well the project provides bicycling infrastructure for all ages and abilities. Guidance from sources such as the following may be referenced as part of the written explanation, but the applicant should, at a minimum, provide the information requested below.

- Minnesota Department of Transportation's Bicycle Facility Design Manual
- National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide 3rd Edition
- American Association of Highway and Transportation Officials' (AASHTO) Guide for the Development of

Bicycle Facilities 5th Edition
- Federal Highways Administration's Bikeway Selection Guide
- FHWA guidance provides authorization for use of alternate roadway design guides in federally-funded projects. See Alternate Roadway Design Publications Recognized by FHWA under IIJA and FAST Act for details.

**Measure A – Facility Type**

**Describe the minimum level of protection this facility will provide. If your project proposes more than one facility type, provide the following information for each segment. Applicants are encouraged to consider how the project development process may affect the final layout after application to minimize need for scope changes.***

- Proposed facility types: Multiuse trail, sidepath, off-street bikeway, on-street bikeway protected with permanent materials, on-street bikeway protected with temporary materials, on-street bikeway with painted buffer, constrained bike lane, advisory bike lane, bike boulevard, shared space.
- Roadway AADT: Use the highest value from the most recent count available.
- Motor vehicle design speed: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of design speed. If state aid rules require a design speed greater than 25 mph, the applicant should acknowledge risk of a scope change if their application bases facility selection on a lower design speed on premise of receiving a variance.
- Number of lanes in each direction: This is collected only to score facility types other than off-street bikeways or on-street bikeways protected with permanent materials, which will receive high scores regardless of number of lanes. If state aid rules require or the project development process could lead to requiring more than one lane in any direction, the applicant should acknowledge risk of a scope change if their application bases facility selection on the premise of having no more than one lane per direction.

The table below shows the minimum recommended level of separation based on roadway features and operational characteristics.

| Facility Type | Target Motor Vehicle Speed | Motor Vehicle Lanes in Same Direction | Motor Vehicle AADT |
|---|---|---|---|
| **Off-street (multiuse trail, sidepath, or bikeway)** | Any | Any | Any |
| **Protected Bike Lane (with permanent materials)** | Any | Any | Any |
| **Bike Lane with Buffer or temporary protection** | ≤25 mph | Single lane | ≤6,000 |
| **Bike Lane** | ≤20 mph | Single lane | ≤1,500-3,000 |
| **Advisory Bike Lane or Bicycle Boulevard** | ≤20 mph | Single lane or no centerline | ≤500-2,000 |
| **Shared Spaces** | ≤10 mph | No centerline | ≤1,000 |

**Click the + button below to add and provide details of the Proposed Facilities. Add all of the facilities required.***

## Proposed Facilities*

- 17th Avenue — Edit | View

| Segment Name/Description | Proposed Facility Type | Proposed Facility Length | Roadway AADT | Motor Vehicle Design Speed | Number of Lanes in Each Direction |
|---|---|---|---|---|---|
| 17th Avenue | Multiuse trail | 0.8 | 8914 | 30 | 1 |

**Measure A Scoring Guidance**

The project will be scored based on the following guidance. Projects may be rated at any point along the scale based on their performance against the stated criteria.

Single facility type

- High: All off-street multiuse trails, sidepaths, or bikeways and on-street bike lanes separated with permanent materials will receive high scores. All on-street facilities matching the recommended facility type or providing a higher level of protection will receive high scores.
- Medium-High
- Medium: Projects that do not adhere to the facility type guidance but provide an accepted justification for why they are providing the “next best facility type,” such as the examples listed in the prompt above, will receive a medium score.
- Medium: Applicants who are not in alignment with the recommended facility types may receive a medium score if they cite alternate guidance along with a clearly stated and accepted explanation of why that guidance is appropriate for the project.
- Medium-Low
- Low: Projects that do not adhere to the facility type guidance and do not provide an accepted justification.

Multiple facility types

Projects that include multiple facility types will receive length proportionate points based on the score of each proposed segment.

**Measure B - Design Features and roadway crossings**

**Provide a brief description (400 words or less) outlining the ways the project will meet or exceed the applicable design standards, specifically focusing on ways the project provides facilities suitable for users of all ages and abilities.***

The description should include the best available information on the facility’s proposed width, buffer or separation, pavement markings and signage, facility transitions, ADA considerations, intersection design, driveways and conflict points, and any traffic calming elements.

In order to implement the Imagine 2050 Transportation Policy Plan actions seeking to provide a bicycle network suitable for riders of all ages and abilities, applicants are encouraged to meet or exceed the outlined guidance wherever possible.

The project is designed to provide a low stress, intuitive, and accessible bicycle facility suitable for users of all ages and abilities, consistent with Imagine 2050 Transportation Policy Plan goals. As shown in the Concept Drawing attachment, the primary bicycle facility is a continuous, off road, 10 foot wide multiuse trail located along the west side of 17th Avenue.

The proposed multiuse trail exceeds minimum state design standards and provides a comfortable operating environment for bicyclists, pedestrians, and people using mobility devices. The trail is physically separated from motor vehicle traffic by a curb and landscaped boulevard, providing strong horizontal and vertical separation while minimizing exposure to traffic speed, noise, and conflicts. The project also narrows vehicle travel lanes from 14 feet to 11 feet and constructs a continuous ADA compliant sidewalk on the east side of the roadway. These changes calm traffic speeds, reduce the likelihood and severity of crashes, and shorten crossing distances for pedestrians and bicyclists. Street trees and pedestrian-scale lighting will also be added where possible along the corridor.

The project reconstructs the intersections of Main Street and 1st, 2nd, and 3rd Streets with curb extensions (bump outs) that reduce vehicle turning speeds and crossing distances. Treatments include shortened pedestrian and bicycle crossings, ADA-compliant curb ramps aligned with travel paths, high-visibility crosswalks, enhanced lighting, and Rapid Rectangular Flashing Beacons (RRFBs) at Lake Minnetonka LRT Regional Trail crossings. These elements create a simple, intuitive corridor with protected crossing opportunities and lower traffic speeds.

Driveway access along the corridor is consolidated where feasible to reduce conflict points, including a few driveways at the Main Street intersection. Where driveways remain, the side path maintains a consistent grade and visual priority, reinforcing pedestrian and bicyclist priority.

**Measure B Scoring Guidance**

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

- High: High rated projects will provide low-stress facilities suitable for riders of all ages and abilities, provide simple to navigate and/or protected crossings, and provide strong vertical and horizontal separation from traffic or a low-speed, low-volume traffic place to ride.
- Medium-High
- Medium: Medium rated projects will provide bicycle facilities that are suitable for most adults, provide crossings that are easy for an adult to navigate, and provide a place to ride separated with permanent materials from higher speed and multilane traffic.
- Medium-Low
- Low: Low-rated projects have elements that meet minimum state design standards, but do not provide a low-stress facility. This may include providing facilities with adequate width and temporary or painted separation, but few improvements to roadway crossings or other conflict points.

- Non-responsive/Not relevant: Projects that do not meet minimum state design standards should receive zero points for this measure.

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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*)**:**

Crash Risk Index >15, Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.

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

In 2018, the City conducted a Feasibility Study for the 17th Avenue corridor to identify appropriate improvements to enhance connectivity following the recently completed 17th Avenue extension with a cycle track connecting to the Shady Oak LRT Station. Currently, 17th Avenue North lacks dedicated bicycle facilities and has incomplete sidewalk coverage. Today, people traveling north–south must either ride in mixed traffic on a minor arterial or divert to indirect routes, creating safety and comfort barriers for users of all ages and abilities.

Multiple adopted City plans have identified this corridor and its deficiencies as a priority. The City of Hopkins 2040 Comprehensive Plan identifies the 17th Avenue corridor as a priority for trail and sidewalk improvements (Appendix B2: Transportation, pp. 40 and 44), recognizing the need to address gaps in the active transportation system. The project is included in the City's 2025-2029 Capital Improvement Plan as Project #24 CIP S010 (p. 66), demonstrating commitment to implementation.

More recently, the 2025 Shady Oak Station Area Development Strategy Update highlights the lack of continuous pedestrian and bicycle facilities as a barrier to safe and effective access between surrounding neighborhoods and Shady Oak Station (pp. 38 and 53). This project directly addresses these identified needs by delivering off-street, 10-foot multiuse trails and other traffic-calming elements, creating a cohesive corridor that enhances regional connectivity and safety for all ages and modes. See Links to Narrative Resources attachment for links to the plans and studies mentioned.

The City is also currently developing a Safety Action Plan, which will include updates to the Pedestrian and Bicycle Plan, with completion expected in 2027. Together, these efforts demonstrate an ongoing commitment to deliver the 17th Avenue improvements and provide a safe, accessible corridor for all users, including children and older adults.

**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

Currently, no dedicated bicycle facilities exist along the corridor, and the sidewalk system is incomplete and not ADA-compliant. See Project Summary attachment. The project's primary safety improvement is a continuous off-road, 10-foot multiuse trail on the west side of 17th Avenue, paired with a continuous ADA-compliant sidewalk on the east side. The multiuse trail is separated from traffic with a curb and a 5-foot boulevard, creating strong horizontal separation and significantly reducing conflicts between people outside vehicles and motor vehicles. This approach directly addresses the corridor's current lack of dedicated bicycle space and incomplete sidewalks, reducing exposure to traffic for people outside vehicles.

The project improves crossing conditions at eight key intersections by reconstructing the intersections of Excelsior Blvd, 1st St S, 1st St N, 2nd St N, 3rd St N, 4th St N, and TH 7 with curb extensions and geometric changes that shorten crossing distances and increase visibility. These changes reduce exposure time for pedestrians and bicyclists on the roadway, while also reducing turning speeds and improving yielding behavior. The Rectangular Rapid Flashing Beacon (RRFB) addition at the Lake Minnetonka Regional Trail crossing provides a protected, user-activated crossing treatment at a key non-motorized desire path. High-visibility crossing markings and upgraded ADA curb ramps are included in the corridor safety package to improve accessibility and reduce safety risks.

Motorist speed management is built into the corridor design by narrowing travel lanes from 14 feet to 11 feet, removing excess operating width that contributes to speeding. At intersections, curb extensions (bump-outs) tighten turning movements and reduce turning speeds, thereby lowering the risk of severe crashes for people outside vehicles at conflict points. Pedestrian-scale lighting and streetscape elements provide additional visual narrowing and improve driver awareness of people walking and biking.

Additionally, the project reduces conflict points by closing or consolidating driveways where feasible, including near the Main Street area, and by maintaining a continuous, predictable trail alignment across remaining driveways. This improves safety by reducing the number of locations where turning vehicles cross pedestrian and bicycle travel paths and by making remaining crossings more legible to all users.

These improvements will address documented non-motorized safety risks. Two pedestrian and two bicycle crashes were reported in the last 10 years, resulting in one fatality, two severe injuries, and one minor injury to non-motorized users. The project's core safety treatments are proven to reduce pedestrian and bicycle crashes by 25% (CMF ID 9250), while the proposed RRFB treatment is cited as potentially decreasing pedestrian crashes by 47%, with 98% driver yielding compliance. Sidewalks, RRFBs, crosswalk visibility enhancements, and intersection lighting are also identified as FHWA Proven Safety Countermeasures.

**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.

Over the past 20–30 years, the 17th Avenue corridor in Hopkins has become one of the west metro's most diverse and vibrant neighborhoods. Affordable, older housing has attracted immigrant and working-class families, contributing to significant cultural diversity. The census tract containing the 17th Avenue Improvement Project includes approximately 5,800 residents within about one square mile, encompassing downtown Hopkins and the immediate project area. About 50% of residents are renters; 17.9% are adults age 65 or older; 7.5% of households have incomes below the poverty level; and 12.3% include people with disabilities. Roughly 52.5% of households rely on one or no vehicles for daily travel. Nearly 20% of residents are BIPOC, and 6% of households speak Spanish, Somali, or Hmong at home. Six affordable multifamily housing buildings are located within one mile of the project area, primarily east of downtown Hopkins.

Downtown Hopkins' historic Main Street serves as a community hub, hosting farmers markets, concerts, and festivals that bring together long-time residents and newer immigrant communities. Culturally specific businesses, including Paradise Market and Hopkins Halal, and an East African–focused charter school (Ubah Academy) reflect the area's growing Russian and East African populations. Additional community assets include multiple churches, the area's only mosque (Eden Prairie Islamic Center, just beyond the half-mile project radius), parks, the Hopkins Pavilion, a senior activity center, and the public library.

Despite these assets, many residents along the corridor have experienced transportation inequities. Auto-oriented design, wide roadways, and incomplete pedestrian infrastructure have limited safe mobility, particularly for renters, low-income households, non-English speakers, and non-drivers who have historically been underrepresented in infrastructure decision-making. Corridors such as 17th Avenue and Excelsior Boulevard fragment neighborhoods, create long, unsafe crossings, and contribute to higher crash rates, reducing access to community destinations. Adding a dedicated multi-use path along 17th Avenue helps address these inequities by improving safety, access, and connectivity for all users, including historically underserved residents.

Today, 17th Avenue includes wide 14-foot travel lanes, missing sidewalks, and no dedicated bicycle facilities. People walking, biking, or rolling must share space with higher-speed traffic, increasing crash risk and disproportionately affecting seniors, youth, and people with disabilities, especially in a community where more than half of households rely on one or no vehicles. The lack of safe, ADA-compliant connections limits access to transit, jobs, food, education, healthcare, and cultural and faith destinations. The 17th Avenue Improvements Project directly addresses these harms by closing a critical infrastructure gap and restoring safe, equitable access for 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:
- 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).***

Throughout the planning process for the Shady Oak METRO Green Line Extension station in 2015, community engagement revealed strong support for improving safety and connectivity on 17th Avenue. Public open houses highlighted that residents prioritize bike and pedestrian improvements. In 2018, the City of Hopkins commissioned a feasibility study for bicycle and pedestrian concepts along 17th Avenue, which led to deeper engagement for the 2040 comprehensive plan. A survey with 413 responses, along with numerous pop-up events and targeted workshops, demonstrated overwhelming demand for safer, more walkable and bikeable neighborhoods. Survey results showed a clear desire to shift to biking, walking, and transit, if safety concerns and traffic issues are addressed. The community’s support underscores the importance of developing better bike and pedestrian routes to parks, schools, and transit hubs. Implementing a multi-use trail along 17th Avenue is a key step toward these goals, providing a crucial link between the Lake Minnetonka LRT Regional Trail and Shady Oak Station, ultimately creating a safer, more connected community.

In 2023, engagement focused on communities most affected by conditions along the 17th Ave corridor, including residents, renters, transit users, seniors, people with disabilities, multilingual households, and families. See Links to Narrative Resource attachment. Outreach at the Consult level of the IAP2 spectrum included open houses, pop-ups at the downtown farmers market and Ubah Academy, an on-street demonstration along 17th Avenue, online maps, direct mail to multifamily housing, translated materials, and door-to-door outreach at local businesses. In Fall 2025, further engagement involved a bike tour and Fire Station Open House.

Project updates will be shared on the city website once the design is finalized, ensuring transparent and accessible communication as the project advances toward construction. Three open houses are planned for summer 2026 to provide the community with multiple opportunities to review final design details, ask questions, and share feedback before construction begins. The City of Hopkins will continue ongoing, relationship-based engagement throughout the project. This work is supported by dedicated staff who lead outreach, coordinate stakeholder input, and ensure communication across multiple channels.

Engagement efforts are grounded in the City’s Race & Equity Initiative and informed by the Multicultural Advisory Committee, which provides direct insight from community members representing historically underrepresented populations. These structures help ensure that engagement is inclusive, culturally responsive, and reflective of the diverse communities served by the corridor. All outreach and decision-making processes are further guided by the City’s adopted Complete Streets Policy. Together, these ongoing efforts ensure that community input remains central to final design decisions and continues through construction and implementation.

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 17th Avenue Improvements Project will deliver tangible benefits that directly address the needs identified by local residents. The project narrows 14-foot lanes and builds a continuous, ADA-compliant 10′ off-street multi-use trail, creating a calmer, more pedestrian-friendly street. Seniors and people with disabilities highlighted difficult crossings and a lack of accessible paths, and the project provides shorter, safer, ADA-accessible crossings to places like the downtown library, restoring independence and mobility. Youth and families sought safe routes to schools and parks, and will gain an off-road path to both, without dangerous gaps. Transit riders identified first- and last-mile barriers to transit and downtown jobs, and the trail closes these gaps, enabling reliable car-free commutes and connecting neighborhoods to regional opportunities. BIPOC and immigrant residents noted challenges reaching culturally specific stores and the area’s only mosque. By providing safe walking and biking connections to these destinations, like Hopkins Halal Market, the project fosters inclusive access to daily needs and community life.

The project also incorporates community-informed, context-sensitive features to enhance quality of life and maximizes green boulevard space with new tree plantings, pedestrian-scale lighting, and wayfinding signage, improving safety and helping people navigate downtown and the LRT station comfortably. Collectively, these elements reflect community input and ensure 17th Avenue becomes not just a thoroughfare but a welcoming part of the neighborhood.

The 17th Avenue corridor residents face safety risks stemming from outdated roadway design, wide travel lanes that encourage speeding, and deteriorating pavement and sidewalks. Incomplete and non-ADA-compliant sidewalks, along with the absence of dedicated bicycle facilities, force people walking and biking into high-stress traffic conditions. These barriers are most acute at major intersections near CSAH 3 and TH 7, where crash rates exceed statewide averages and where pedestrian and bicycle crashes, have occurred. These conditions reflect a history of underinvestment and disproportionately impact people with limited transportation options, including lower income households, seniors, people with disabilities, and transit dependent residents. Small businesses along the corridor are similarly affected by high vehicle speeds and poor pedestrian access, which reduce safety and comfort for customers and employees.

The 17th Avenue Improvements project intends to address these longstanding burdens, but construction will have temporary impacts. The community identified concerns related to noise, dust, detours, driveway access, emergency and school bus operations, and potential changes to parking, landscaping, or business access. These impacts are expected to be short term and will be mitigated through careful staging, access management, and ongoing communication.

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 – Connection to Key Destinations:**

**Measure A – Identified Network Priorities:**

**Measure A – Connection to existing safety planning efforts:**

**Measure B – Safety improvements for people outside of vehicles:**

**Measure A – Facility Type:**

**Measure B – Design Features and roadway crossings:**

**Evaluative Criteria Total:** 0

## **Dates & Financials** - Internal Only

**Start Date:**

**End Date:**

**Amount Requested:** $3,370,000.00

**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 Rara Istifadah at 8:33 AM on June 23, 2026

HISTORY

Show History

| | |
|---|---|
| **Updated By:** | Rara Istifadah |
| **Created By:** | Rara Istifadah |
| **Updated At:** | 6/23/2026 |
| **Created At:** | 6/15/2026 |