



## Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20482 - 17th Avenue Multiuse Trail Green Line Connection Project  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 2:15 PM

## Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using [My Alerts](#).

**Name:** He/him/his Kurt Andrew Howard  
Pronouns First Name Middle Name Last Name

**Title:** Planner

**Department:** Planning and Economic Development

**Email:** khoward@hopkinsmn.com

**Address:** 1010 1st Street S

**\***

**Phone:** Hopkins Minnesota 55343  
City State/Province Postal Code/Zip

952-548-6339  
Phone Ext.

**Fax:**

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

## Organization Information

**Name:** HOPKINS, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** CITY HALL  
1010 1ST ST S

**\***

**County:** Hennepin

**Phone:** HOPKINS Minnesota 55343  
City State/Province Postal Code/Zip

612-935-8474  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020952A1

## Project Information

**Project Name** 17th Avenue Multiuse Trail Green Line Connection Project

**Primary County where the Project is Located** Hennepin

**Cities or Townships where the Project is Located:** Hopkins

**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** The 17th Avenue Multiuse Trail Green Line Connection Project will construct an off-road 10-foot multiuse trail connection as part of a 0.8 mile corridor improvement effort along 17th Avenue North (MSAS 349) from Hennepin County State Aid Highway No. 3 (Excelsior Boulevard) to Minnesota State Trunk Highway 7 (TH 7) within the City of Hopkins. 17th Avenue is an "Other Arterial" carrying up to 7,200 vehicles per day. The proposed project is routing a critical connection between a regional job center in Hopkins and the near-term Shady Oak Station (METRO Green Line Extension).

Comprehensively, the 17th Avenue corridor will be a road-diet/complete streets reconstruction effort including a new multiuse trail connection on the west side of the road and a continuous sidewalk connection on the east side of the road in addition to intersection bump-outs to reduce crossing distances, all meeting ADA compliance. This project aligns the 17th Avenue corridor with local and regional investments, while reducing the cost of transportation for people who live and work in Hopkins. Improvements to multimodal connectivity will directly support the METRO Green Line Extension (GLE) project. The GLE will connect Hopkins to an estimated 81,000 jobs along to the corridor in communities like Eden Prairie, Minnetonka, St. Louis Park, while also accessing employment opportunities in downtown Minneapolis and Saint Paul. This project will also connect jobseekers in the region to the estimated 7,000 jobs provided in Hopkins. Regional investments like the GLE require local system investments for the communities to access this vast transit amenity. Without the 17th Avenue trail project, the community would not realize the full benefit of the Shady Oaks Station and the GLE.

Today, demand for pedestrian and bicycle travel along 17th Avenue in the project area is driven by the existing regional trail connections that terminate at both the northern and southern extents of this project. North of TH 7 a north-south trail along Hopkins Crossroad connects into the Lake Minnetonka LRT Regional Trail, which stretches over 15 miles between Hopkins and Carver Park Reserve in Victoria. At the southern extent of this project, a trail continues along Excelsior Boulevard through Hopkins and into the Cities of Minnetonka and Edina. With completion of the Shady Oak Station, this proposed 17th Avenue Trail will further connect into the Minnesota River Bluffs LRT Regional Trail spanning nearly 20 miles from Hopkins to Chanhassen and Chaska.

(Limit 2,800 characters; approximately 400 words)

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.** 17th AVENUE S from TH 7 TO CSAH 3, CONSTRUCT MULTI-USE TRAIL FOR PEDS AND BIKES

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

**Project Length (Miles)** 0.8  
to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	MnDOT Local Road Improvement Program
Federal Amount	\$1,960,000.00
Match Amount	\$490,000.00
Minimum of 20% of project total	
Project Total	\$2,450,000.00
For transit projects, the total cost for the application is total cost minus fare revenues.	
Match Percentage	20.0%
Minimum of 20%	
Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	City budget
A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources	
Preferred Program Year	
Select one:	2028, 2029
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)  
Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

City of Hopkins

Name of Trail/Ped Facility:

17th Avenue Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

MSAS

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

17

(Example: 53 for CSAH 53)

Name of Road

17th Avenue S

(Example: 1st ST., Main Ave.)

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

From:

Road System

TH

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

7

(Example: 53 for CSAH 53)

Name of Road

Highway 7

(Example: 1st ST., Main Ave.)

To:

Road System

CSAH

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

Road/Route No.

3

(Example: 53 for CSAH 53)

Name of Road

Excelsior Boulevard

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Hopkins

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:  
Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Yes

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Yes

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55343

<u>Approximate Begin Construction Date (MO/YR)</u>	05/01/2028
<u>Approximate End Construction Date (MO/YR)</u>	10/31/2028
<u>Miles of Pedestrian Facility/Trail (nearest 0.1 miles):</u>	0
<u>Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):</u>	0.8
<u>Is this a new trail?</u>	Yes

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages: - Goal A. Transportation System Stewardship. Objectives: A. Strategies A1, A2; pp. 2.2, 2.3

- Goal B. Safety and Security. Objectives: A, B. Strategies: B1, B6; pp. 2.5, 2.8.

- Goal C. Access to Destinations. Objectives: A, D, E. Strategies: C1, C2, C4, C6, C15, C16, C17; pp. 2.10, 2.11, 2.14, 2.15, 2.22-2.24.

- Goal D. Competitive Economy. Objective: B. Strategy: D3; p. 2.27.

- Goal E. Healthy and Equitable Communities. Objectives: C and D. Strategies: E1, E3, E6; pp. 2.30, 2.31, 2.34.

- Goal F. Leveraging Transportation Investments to Guide Land Use. Objective C. Strategies: F5, F6; pp. 2.3, 2.38.

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

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

From a comprehensive planning perspective, 17th Avenue is an arterial roadway in the City of Hopkins transportation network connecting two facilities on the Regional Bicycle and Trail Network (RBTN). The City of Hopkins formed an advisory committee as part of its "Cultivate Hopkins" 2040 comprehensive planning process. The advisory committee reviewed and considered needs for bicycle and pedestrian connections throughout the community in consideration of neighborhood needs, roadway functional classifications, existing unsafe crossings coupled with consideration of origins and destinations, and connectivity to existing facilities. A list of priority improvements were developed, including three related to 17th Avenue:

1. Development of a bicycle facility between Excelsior Blvd and the Lake Minnetonka Regional Trail

2. Focusing installation of sidewalk along both sides of arterial and collector roadways where they do not exist today, specifically including filling of a sidewalk gap between Excelsior Blvd and Mainstreet along the west side of 17th Avenue

3. Planning for and connection to a future multi-modal trail along Hopkins Crossroad (continuation of 17th Avenue) north of Highway 7

(Limit 2,800 characters; approximately 400 words)

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

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

Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

Yes

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

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

Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

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

**Safe Routes to School:** \$250,000 to \$1,000,000

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

Yes

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

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

Yes

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

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

Yes

Date plan completed:

03/29/1994

Link to plan:

<https://lf.hopkinsmn.com/WebLink/DocView.aspx?id=48394&dbid=0&repo=Hopkins&cr=1>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

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

Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

Yes

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5. All school's benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$100,000.00
Removals (approx. 5% of total cost)	\$80,250.00
Roadway (grading, borrow, etc.)	\$80,000.00
Roadway (aggregates and paving)	\$26,775.00
Subgrade Correction (muck)	\$16,000.00
Storm Sewer	\$342,800.00
Ponds	\$250,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$129,500.00
Traffic Control	\$17,000.00
Striping	\$49,200.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$14,000.00
Bridge	\$0.00
Retaining Walls	\$218,800.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$100,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$215,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,639,325.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$120,000.00
Sidewalk Construction	\$25,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$21,150.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$100,000.00
Pedestrian-scale Lighting	\$310,000.00
Streetscaping	\$25,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$109,525.00
Other Bicycle and Pedestrian Elements	\$100,000.00
<b>Totals</b>	<b>\$810,675.00</b>

## Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## PROTECT Funds Eligibility

One of the new 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. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

*INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).*

<b>Response:</b>	The 17th Avenue Multiuse Trail Green Line Connection Project has PROTECT eligible items including storm sewer, ponding, erosion control/landscaping, and retaining walls at the estimated cost of \$825,600.
------------------	--

## Totals

Total Cost	\$2,450,000.00
Construction Cost Total	\$2,450,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Yes

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1702435126240\_02\_RBTN Map.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

29200

Existing Employment Within One Mile (Integer Only)

25943

Upload the "Population Summary" map

1702435282097\_01\_Population Map.pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

- 1. What engagement methods and tools were used?
- 2. How did you engage specific communities and populations likely to be directly impacted by the project?
- 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
- 4. How were the project's purpose and need identified?
- 5. How was the community engaged as the project was developed and designed?
- 6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
- 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
- 8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

Demographics within 1-mile of the project; 10 percent Black, 8 percent Asian, 2 percent Native American/Pacific Islander/2 or more races. Approximately 23 percent of households have 1 or more persons with a disability. Households below the poverty level are at 10 percent with 8 percent receiving food stamps. Youth residents make up 19 percent and 32 percent are 55 or older. 12 properties provide 816 affordable units. The City of Hopkins is roughly 60 percent white and 40 percent non-white which is comparable to Hennepin County. UBAH Academy is located on 17th Ave in the project area with 300 students, 99% of which are persons of color.

A public engagement plan was developed and informed by the demographics and the following. Of the population 91 percent have a smart phone and 97 percent have internet access at home. All project information and meeting materials were posted online including a recorded presentation providing project area issues and opportunities, timeline, potential funding sources, and how to share feedback or get in touch with staff. The project website utilized interactive comment maps to collect feedback on the existing conditions and potential improvement solutions.

While a significant amount of the population has access to the internet, the project team went beyond online engagement and held one public open house and four pop-up meetings at community events and businesses along the corridor that drew 155 attendees. The city also hosted a one-day demonstration event in which cones, paint, and chalk paint temporarily reconfigured the corridor to show space and location of an on-street bicycle facility. The demonstration event had 125 attendees.

Opportunities to engage with the project were promoted via 98-yard signs and sidewalk decals, 50 posters at local businesses, 3 mailings, 30 restaurant table toppers, 5 eblasts to 244 subscribers, and 2 Facebook ads targeting people living and traveling within a 1-mile radius of the project.

602 written comments were collected influencing selection of an off-street multiuse trail. The other two improvement options included an off-street two-way cycle track (with adjacent sidewalk) and on-street bike lanes. Public approval of the off-street multiuse trail was due to consistency with the surrounding trail system and space for more boulevard green space in the corridor. Public concern for the off-street two-way cycle track (with adjacent sidewalk) was the amount of corridor space required.

Once funding is secured, the project will further design to adhere to NEPA or Title VI regulations for future engagement activities through construction.

---

## Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

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

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

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

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

**Response:**

Currently no dedicated bicycle facilities exist along the corridor and the sidewalk system is incomplete and not ADA compliant. This project will provide a new, safe and ADA-accessible multi-use trail separated from traffic. A boulevard separating the trail from the roadway, intersection bump-outs for traffic calming and reduced pedestrian crossings, and implementation RFBs will improve safety and accessibility for all modes abilities.

The new multi-use trail connection to the near-term Shady Oak Green Line Station will provide a direct connection to an affordable and accessible regional transportation option. This transit amenity has strong potential for life changing opportunities to populations with transportation barriers due to affordability and disabilities for access to more job choices, entertainment centers, educational schools, healthcare facilities, and friends and family throughout the region. Specifically, the METRO Green Line Extension project is estimated to connect riders to 81,000 jobs along to the corridor in communities like Eden Prairie, Minnetonka, St. Louis Park, while also accessing employment opportunities in downtown Minneapolis and Saint Paul. Access to regional job centers via a fixed guideway light rail transit will increase travel time reliability in comparison to congested freeways and regional highways.

The 17th Avenue Multi-Use Trail Project will fill a gap between Hopkins' largest residential area and the Shady Oak Green Line Station making the choice to use transit convenient for the 29,200 residents (20 percent people of color) and 25,943 employees within one mile of the project. As such, this project will contribute to the success of a \$2.7 billion regional transit investment.

Increased transit use will result in reduced vehicle miles traveled further resulting in reduced greenhouse gas pollution. Environmental improvements coupled with encouragement for active transportation use will result in this project making a high contribution to improving public health and the overall quality of life for Hopkins residents and workforce.

Finally, this project's multi-use trail gap closure between the existing Lake Minnetonka LRT Regional Trail and Minnesota River Bluffs LRT Regional Trail which will provide residents and regional trail travelers continuous connection from the western fringe of Victoria into Edina.

No negative impacts or new barriers are anticipated during or after construction. The demonstration project and robust public engagement ensured selection of an alternative that supports how residents want to use the trail system and access transit.

## Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

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

### Response:

The Metropolitan Council's Socio-Economic Conditions map recognizes 598 publicly subsidized rental units within a half mile of the project area. Streams.com (Housing Link) reports 12 properties providing 816 affordable units within one mile of the project area. The Vista 44 east of Central Park is currently under construction. Vista 44 is a 4-story 50-unit multifamily apartment building and will provide rental housing to families who make less than \$30,000 a year, will include one, two and three-bedroom apartment units, and individualized on-site support services through Volunteers of America.

The surrounding neighborhood has a sidewalk system and much lower volume roads that connect into the 17th Avenue corridor making the proposed multi-use trail highly accessible to residents of the vast number of affordable housing options.

Similarly, this population will be provided new multi-use trail connection to the near-term Shady Oak Green Line Station that will provide affordable and accessible regional access to more job choices, entertainment centers, educational schools, healthcare facilities, and friends and family throughout the region. Specifically, the METRO Green Line Extension project is estimated to connect riders to 81,000 jobs along to the corridor in communities like Eden Prairie, Minnetonka, St. Louis Park, while also accessing employment opportunities in downtown Minneapolis and Saint Paul. As such, this project will contribute to the goals and success of a \$2.7 billion regional transit investment.

Local destinations along or near the corridor of which the new multi-use trial will provide access to include four schools (UBAH Medical Academy, the Atelier Academy of Beauty, Chesterton Academy of the Twin Cities Catholic School, and the Hopkins Minnetonka Family public education institution).

Within a half-mile east of the project area along Main Street and Excelsior Boulevard, which has connected wide sidewalks and trail systems on each side

Boulevard, which has connected wide sidewalk and trail systems on each side, are seven healthcare facilities. Including a chiropractor, general clinic, youth clinic, a pregnancy care center, hearing aid specialists, and a grocery store.

According to Hopkins 2020 Comprehensive Plan, the city provides more than 7,000 jobs and is Metropolitan Council recognized cluster of manufacturing and distribution centers in the metropolitan area. Directly south of the project extents is the city's largest industrial area which is home to Thermotech, a top employer providing over 400 jobs

Finally, this project's multi-use trail gap closure between the existing Lake Minnetonka LRT Regional Trail and Minnesota River Bluffs LRT Regional Trail which will provide residents and regional trail travelers continuous connection from the western fringe of Victoria and into Edina.

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

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

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

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

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

1702438480772\_03\_Socio Economic Map.pdf

---

## Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
  - Providing a safer, more protected on-street facility or off-road trail;
  - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
  - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.*

**Response:**

The 17th Avenue Multi-Use Trail Project is within a RBTN Tier 2 corridor and provides a new connection between several RBTN Tier 1 Alignments. The project fills a significant gap in the regional trail system providing continuity across several jurisdictions. The project's connection to and across Trunk Highway 7, at its northern extent, fills a gap between the existing Hopkins Crossroads trail and the near-term Shady Oak Green Line Station. This north-south connection connects Minnetonka residents and visitors into Hopkins and the Green Line LRT. This north-south connection also aids in addressing an identified Expressway Regional Bicycle Barrier of Highway 7.

The Hopkins Crossroad trail connection into the Lake Minnetonka LRT Regional Trail connects Hopkins with the communities of Minnetonka, Deephaven, Greenwood, Excelsior, Shorewood and Victoria. At the southern extent of this project, a trail continues along Excelsior Boulevard through Hopkins and into the Cities of Minnetonka and Edina. With completion of the Shady Oak Station, this proposed 17th Avenue Trail will further connect into the Minnesota River Bluffs LRT Regional Trail connecting Hopkins through the communities of Eden Prairie, Chanhassen and Chaska.

The project will improve bikeability to better serve all abilities and experience levels by providing a new, safe, and ADA-accessible multi-use trail separated from traffic along an "Other Arterial" where no dedicated bicycle facilities exist today. A boulevard separating the trail from the roadway, intersection bump-outs for traffic calming and reduced pedestrian crossings, and new marked crosswalks with RRFBs at major intersections will improve safety and accessibility for all modes abilities.

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

**PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings**

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the ?Regional Bicycle Barrier Crossing Improvement Areas? as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1** **Yes**

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

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

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

**Multiple**

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

---

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

Response:

Currently no dedicated bicycle facilities exist along the corridor and the sidewalk system is incomplete and not ADA compliant. This project will provide a new, safe and ADA-accessible multi-use trail separated from traffic. A boulevard separating the trail from the roadway, intersection bump-outs for traffic calming and reduced pedestrian crossings, and implementation of RRFBs will improve safety and accessibility for all modes abilities. Curb extensions shorten crossing distances and corridor lighting, and furniture will provide traffic calming, reducing traffic speeds and further increasing pedestrian and vehicle safety.

Two pedestrian and two bicycle related crashes have occurred within the project area in the last 10 years, resulting in one fatality, two severe injuries and one minor injury to non-motorized users. Providing a separated bike facility greatly reduces the opportunity for bicycle related crashes by removing many bicyclists from the roadway. Installing a shared path or bike facility is shown to reduce pedestrian and bike related crashes by 25% (CMF ID 9250). The proposed RRFB system at the Lake Minnetonka Regional Trail crossing may decrease pedestrian crashes by 47% as these systems are shown to provide 98% driver compliance for yielding to pedestrians or bicyclists. RRFBs, along with walkways (sidewalks), crosswalk visibility enhancements, and intersection lighting are all countermeasures included in the full corridor improvement project that are listed as FHWA Proven Safety Countermeasures.

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

---

**Measure A: Multimodal Elements**

Response:

The 17th Avenue Multi-Use Trail Project is an independent element within a larger corridor reconstruction project. Complimentary to this proposed multi-use trail on the west side of 17th Avenue, the corridor will be reconfigured with narrower 11-foot drive lanes and remove on-street parking from one side to allow space for a continuous 6-foot sidewalk on the east side of the street. This roadway section, paired with intersection bump-outs, RRFBs, 6-foot boulevards, street trees, and new roadway and pedestrian lighting will provide a complete streets corridor safely integrating all modes of transportation including those who walk, bike, roll, drive, or utilize existing and near-term transit.

Currently there are multiple active bus transit stops in the project area for transit lines 612, 615, and 667 serving market areas 2 and 3. Additionally, this project is one of many completed or current investments the City of Hopkins has made to prepare the community to realize the full benefits of the near-term Shady Oak Green Line Station. As part of the current \$2.7 billion dollar METRO Green Line Extension project, Hopkins will be a link in the new light rail extension from Eden Prairie to Target Field Station in Minneapolis, where the line will continue as the METRO Green Line and connect to the METRO Blue Line, Northstar Commuter Rail, local bus routes, and downtown St. Paul.

The extension of 17th Avenue and the Shady Oak Station south of Excelsior Boulevard are currently under construction including a 2-way separated bike lane along the west side to link into this proposed multi-use trail from Excelsior Boulevard to Trunk Highway 7. At Shady Oak Station, a plaza will be constructed at the intersection of 17th and the park and ride entrance serving as a threshold between TOD and the station platform. A weather protected bike station will include a large amount of bicycle parking. This structure may include ancillary uses such as a cafe. Future development will gradually repurpose some of the aging industrial uses to new residential and office developments.

The Shady Oak Station is in a recognized mobility-oriented district building upon existing and planned assets such as this project's dedicated ADA compliant routes and the existing regional system that includes the Lake Minnetonka LRT Regional Trail and Minnesota River Bluffs LRT Regional Trail which will provide residents and regional trail travelers continuous connection from Victoria and Chaska into Edina and Eden Prairie.

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

**Upload Transit map**

1702581923494\_04\_Transit Connection Map.pdf

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

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

100%

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

50%

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

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

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

Response:

The following engagement opportunities were provided:

- September 2023 Open House - 35 attendees
- 4 pop up events at UBAH Academy (15 attendees), LTD Brewing (15 attendees), Farmers Market (75 attendees), Lake Minnetonka (15 attendees).
- 1 day demonstration event - 125 attendees
- Interactive comment map - 1,341 views, 61% interacted
- 2 City Council presentations - the first was to gain support for the engagement plan and the second was to present the public feedback and desire for concept B the boulevard separated multi-use trail

The following public notifications were provided:

- 3 postcard mailings - engagement kick off (2077 recipients), open house invite (107 recipients), demonstration event invite (107 recipients)
- Yard signs and sidewalk decals with QR codes to website - 60 signs and over 400 QR scans
- 2 Facebook ads targeting people living or traveling within one mile of the project - 63,779 impressions, 21,754 people reached, 1,208 clicks
- 50+ business posters
- 30 tabletop notifications in downtown restaurants
- 5 eblasts sent to 244 recipients.

Project website - <https://clients.bolton-menk.com/hopkins17thave/>

During this phase of the project, 602 comments were collected from the public via the interactive comment map, at in-person pop-up events and through direct communications with project staff. To identify the level of support for the project and specific design concepts, the data was organized to understand new opinions and perspectives and amount of support or opposition for the project improvement concepts or the project in general.

Out of the 602 comments received the following shows the summary of these comments.

- 39% supported concept A (two-way cycle track with adjacent sidewalk)
- 51% supported concept B (boulevard separated multi-use trail currently requesting Regional Solicitation funds)
- 4% supported concept C (on-street bicycle lanes)
- The remaining 6% opposed the project

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

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

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

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

Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

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

75%

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

50%

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

25%

Layout has not been started

0%

Attach Layout

1702583414132\_07\_Layout\_131272\_MULT\_USE\_TRAIL.pdf

Please upload attachment in PDF form

Additional Attachments

1702583414122\_Hennepin County Letter of Support\_Signed.pdf

Please upload attachment in PDF form

### 3. Review of Section 106 Historic Resources (15 Percent of Points)

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

Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

100%

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

Yes

50%

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

25%

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

0%

### 5. Railroad Involvement (15 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

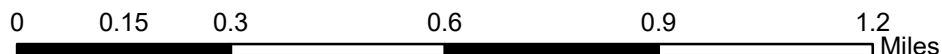
Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,450,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,450,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
05_Affordable_Housing_8X11P.pdf	Map of Affordable Housing Options Existing and In Development	929 KB
06_Hopkins 17th Ave_One Pager_RS_12-15.pdf	One-page Project Summary with Photo and Map	904 KB
09_Project Support.pdf	Resolution and Letters of Support	2.9 MB
Public Works Letter of Support_Signed.pdf	Facility Owner Commitment to Maintenance	57 KB

Multiuse Trails and Bicycle Facilities Project: 17th Avenue Multiuse Trail Green Line Connection Project | Map ID: 17003677185



Created: 11/18/2023  
LandscapeRSA6



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

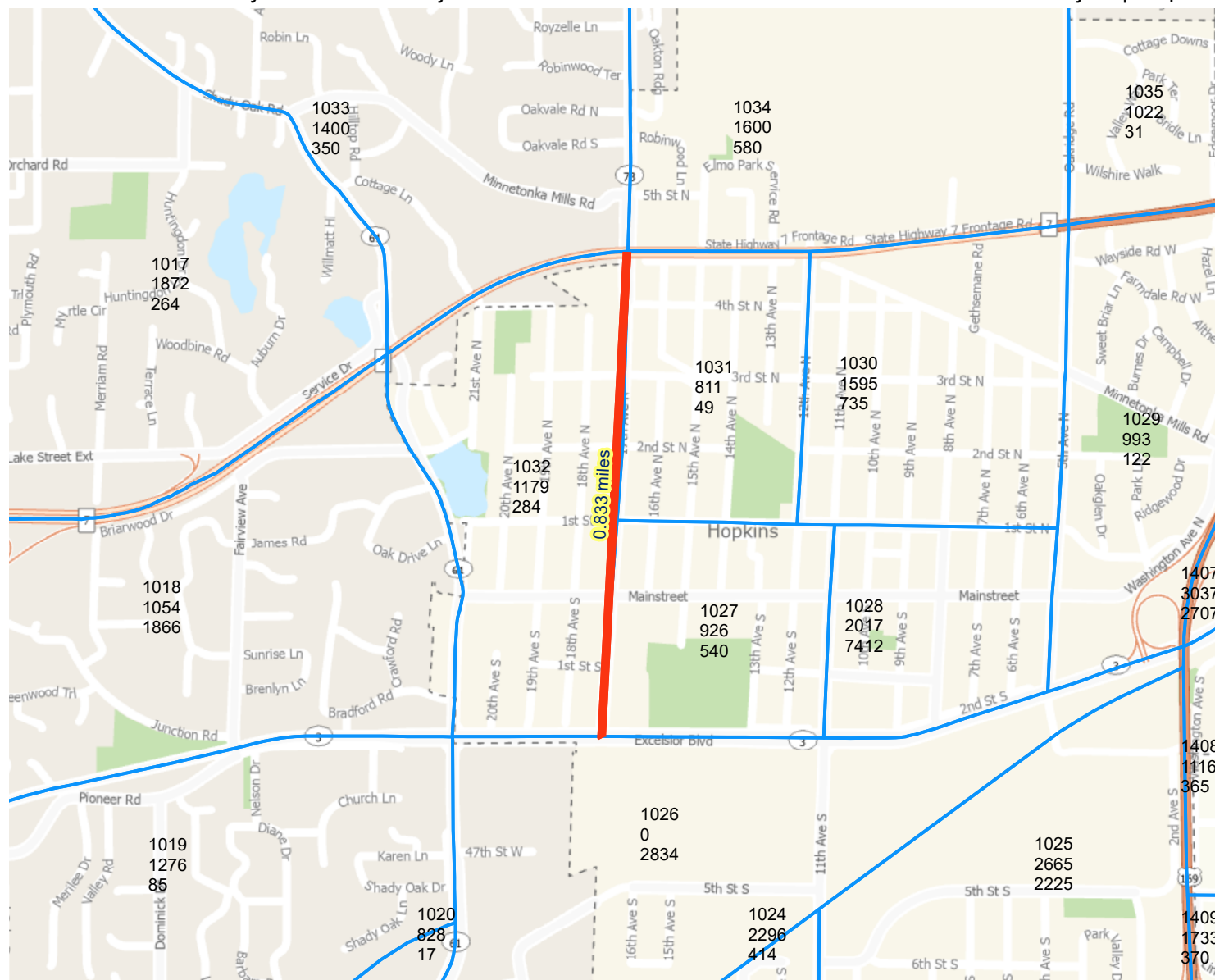


# Population/Employment Summary

## Results

Within ONE Mile of project:  
Total Population: 29200  
Total Employment: 25943

Multiuse Trails and Bicycle Facilities Project: 17th Avenue Multiuse Trail Green Line Connection Project | Map ID: 170



Project Points
 Project Area
 Project
 2016 TAZ

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 11/18/2023  
LandscapeRSA4



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



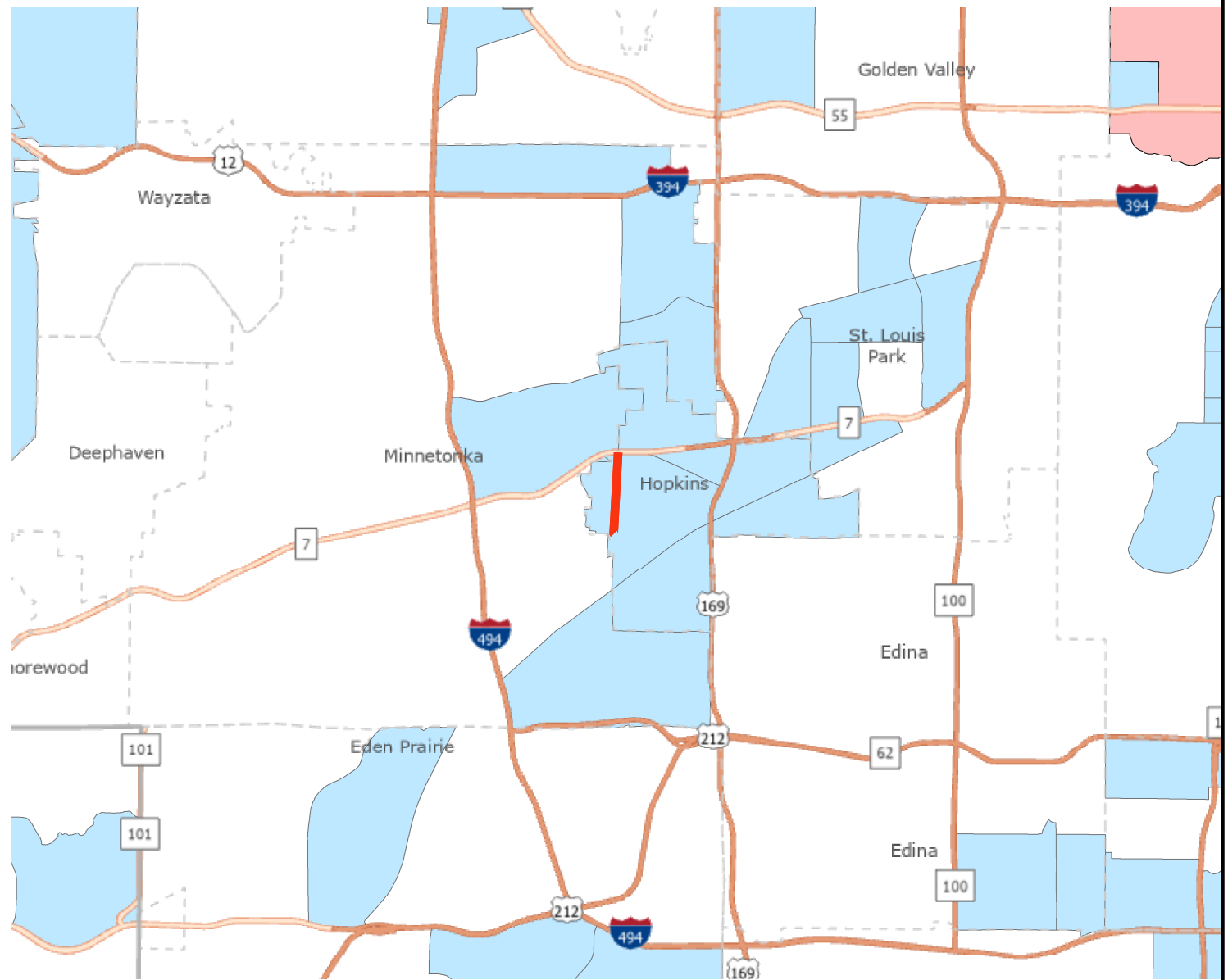
## Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 17th Avenue Multiuse Trail Green Line Connection Project | Map ID: 1700367718

### Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 598

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



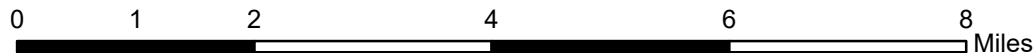
— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty



Created: 11/18/2023  
LandscapeRSA2



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



# Transit Connections

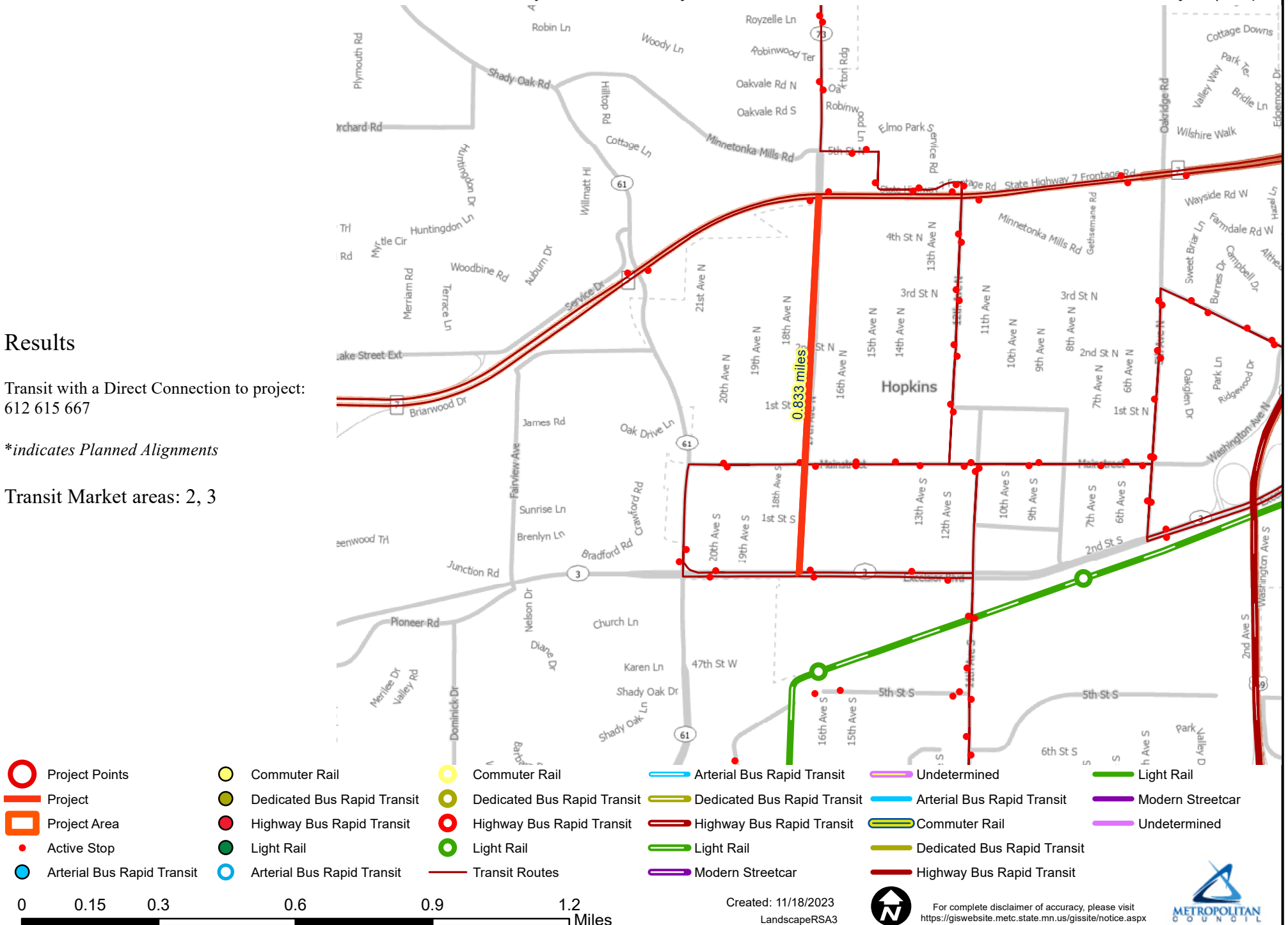
Multiuse Trails and Bicycle Facilities Project: 17th Avenue Multiuse Trail Green Line Connection Project | Map ID: 17

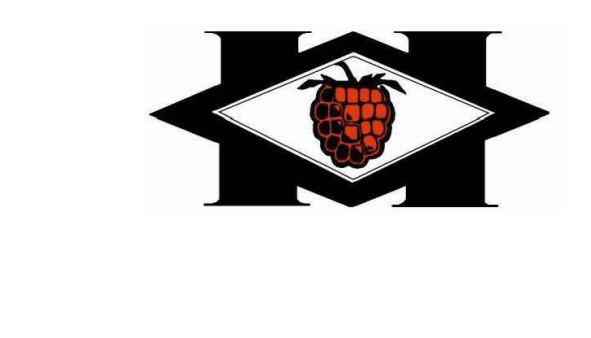
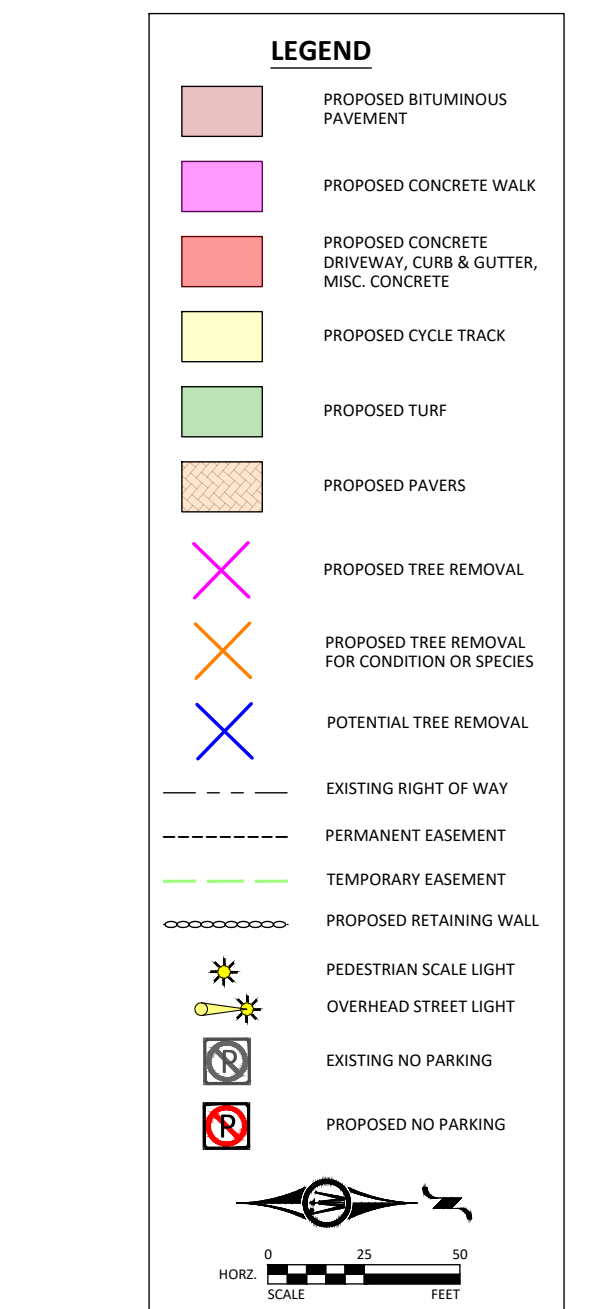
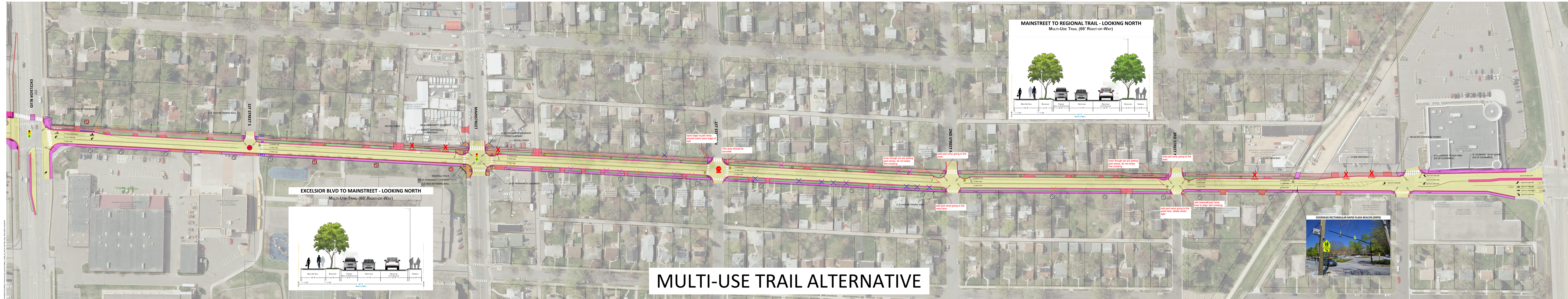
## Results

Transit with a Direct Connection to project:  
612 615 667

*\*indicates Planned Alignments*

Transit Market areas: 2, 3





# HENNEPIN COUNTY

## MINNESOTA

December 6, 2023

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

Re: Support for 2024 Regional Solicitation Application  
17th Avenue Multimodal Improvements Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Hopkins is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project: 17th Avenue Multimodal Improvements, will construct multimodal safety improvements along 17th Avenue from CSAH 3 (Excelsior Boulevard) to TH 7.

As proposed, it is understood that this project is anticipated to impact Excelsior Boulevard that is currently under Hennepin County jurisdiction. Of specific note are improvements involving Excelsior Boulevard that may include removal of free right turns, enhancements to pedestrian crossings, and upgraded ADA. These improvements will complement the Green Line Extension LRT project, particularly first/last mile connections to the nearby Shady Oak Station.

Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of the improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in the project. At the time of application, the county does not have any planned improvements in the vicinity of this project; noting that programming of new projects is subject to change.

We look forward to working with the city to improve the accessibility, safety, and mobility for all modes in the city of Hopkins. Please include county staff in the project development process for the 17th Avenue Multimodal Improvements Project to discuss impacts to county roadways and ensure success.

Sincerely,



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

cc: Dan Soler, P.E. – Transit and Mobility Director

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us





## 17th Avenue Improvements

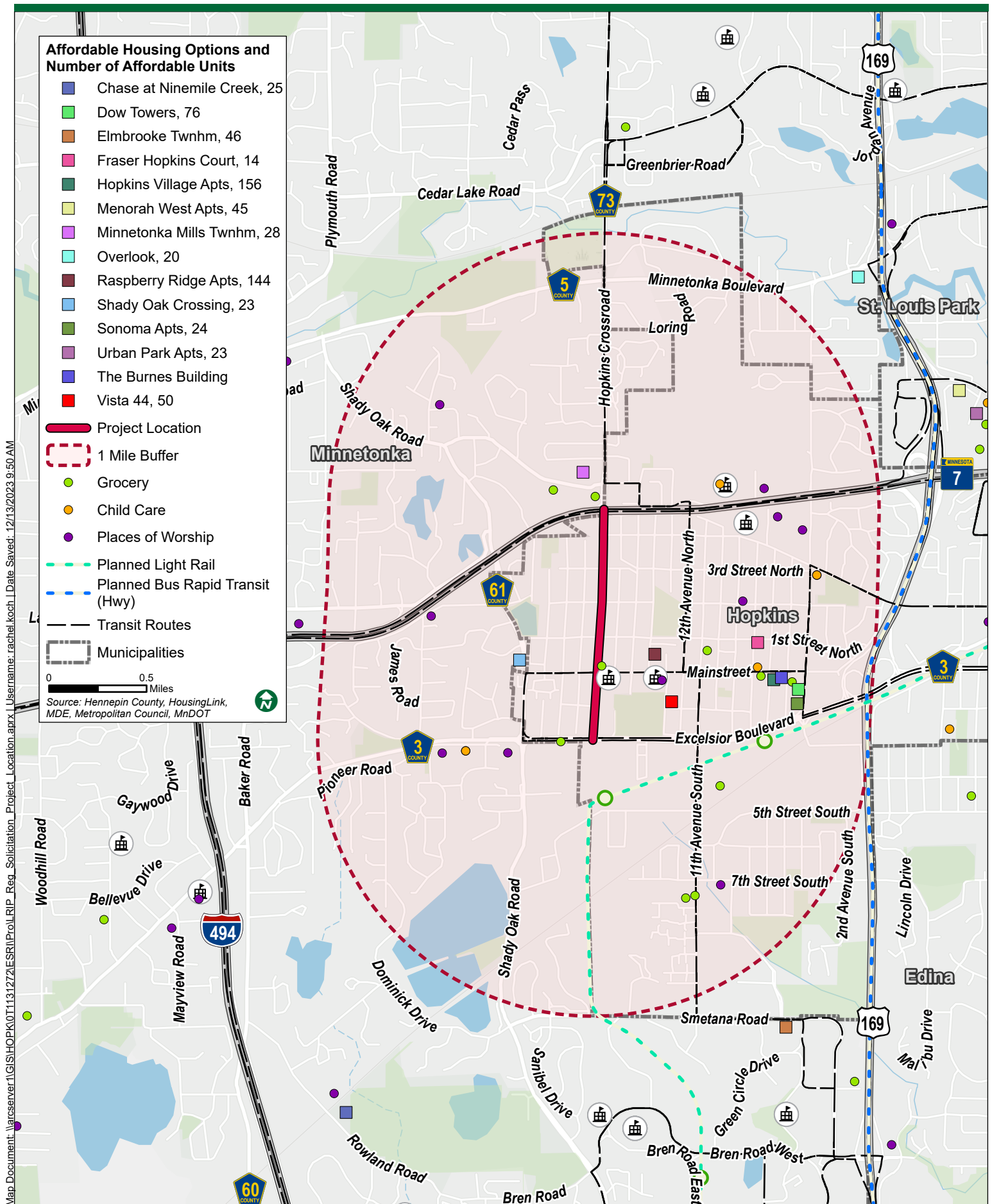
Hopkins, Minnesota

Affordable Housing

December 2023



**BOLTON  
& MENK**



# 17th AVENUE IMPROVEMENTS

City of Hopkins

Application Category: Multi-use Trails & Bicycle Facilities



BEFORE

**Primary Contact:**  
**Eric Klingbeil**  
1010 1st Street South  
Hopkins, MN 55343  
952-548-6357  
eklingbeil@hopkinsmn.com

**Funding Information:**  
**Requested Award Amount:**  
**\$1,960,000**  
**Local Match: \$490,000**  
**Total Construction Cost:**  
**\$2,450,000**

## PROJECT OVERVIEW

The City of Hopkins is requesting Regional Solicitation funds to build a multi-use trail as part of a corridor reconstruction of 17th Ave from Excelsior Blvd to Hwy 7.

As part of the METRO Green Line Extension project, 17th Ave will be extended south of Excelsior Blvd to the planned Shady Oak Station. The City sees the need for reconstruction as an opportunity to consider improvements that support users of all ages, abilities, and transportation modes.

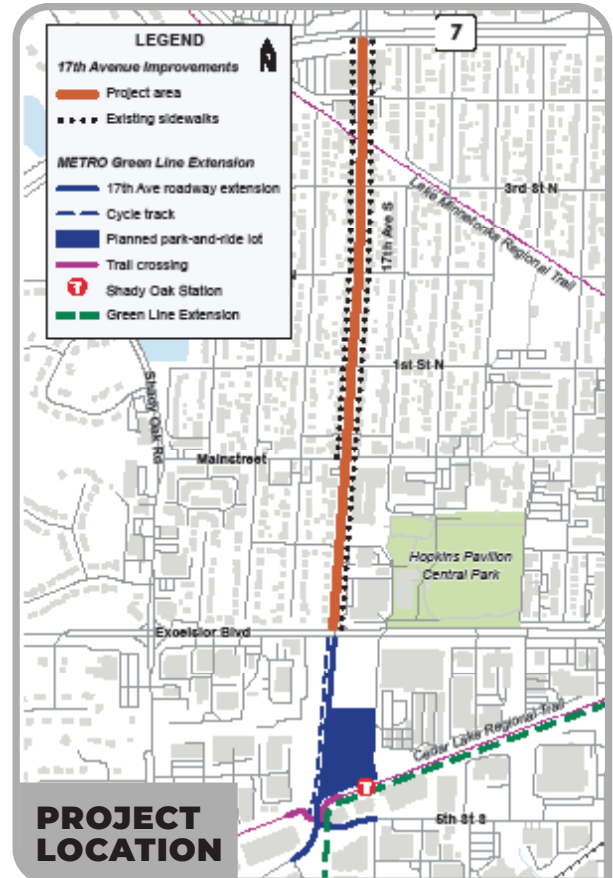
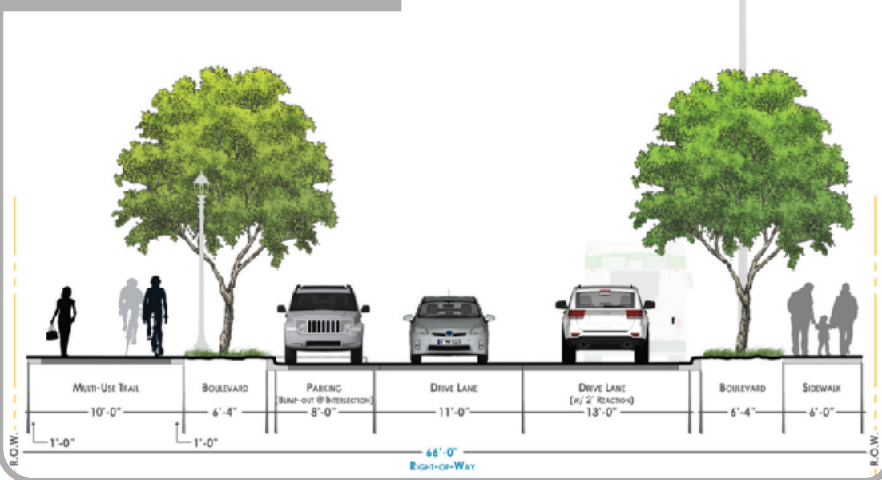


To learn more scan  
the QR code or visit:  
[Hopkins17thAve.com](https://Hopkins17thAve.com)

## Schedule

- Summer/early fall 2023  
Public input on preliminary design concepts
- September 2023  
Pedestrian/bicycle improvements temporary installation
- Late fall/winter 2023-2024  
Confirm preferred preliminary design and apply for funding
- 2026 - Final Design
- 2028 - Construction

## PROPOSED SECTION



**CITY OF HOPKINS  
HENNEPIN COUNTY, MINNESOTA**

**RESOLUTION 2023-044**

**RESOLUTION OF SUPPORT FOR THE PURSUIT OF 2023 REGIONAL  
SOLICITATION FUNDING FOR THE 17<sup>TH</sup> AVENUE IMPROVEMENTS PROJECT**

**WHEREAS**, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

**WHEREAS**, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2028-2029 and providing up to 80 percent of the project construction cost for transportation projects; and

**WHEREAS**, the City of Hopkins is seeking Regional Solicitation funds to reconstruct 17<sup>th</sup> Avenue from Hennepin County State Aid Highway No. 3 (Excelsior Boulevard) to Minnesota State Trunk Highway 7 (TH 7) through the City of Hopkins; and

**WHEREAS**, the 17<sup>th</sup> Avenue Improvements project will rebuild the failing collector roadway, make improvements to water main, sanitary sewer, and storm sewer, fill sidewalk gaps, address ADA deficiencies, install street lighting, and install a paved shared use path along the west of 17<sup>th</sup> Avenue; and

**WHEREAS**, the proposed year for project construction is 2029,

**NOW THEREFORE BE IT RESOLVED**, that the City Council of the City of Hopkins hereby supports the reconstruction and rehabilitation of 17<sup>th</sup> Avenue through the City of Hopkins.

**NOW THEREFORE BE IT FURTHER RESOLVED**, that the City Council of the City of Hopkins hereby supports the City's pursuit of FY 2028-2029 Regional Solicitation funding and authorizes staff to prepare and submit such application.

Adopted by the City Council of the City of Hopkins this 14<sup>th</sup> day of November, 2023.

By: \_\_\_\_\_

  
Patrick Hanlon, Mayor

ATTEST:

  
\_\_\_\_\_  
Amy Domeier, City Clerk

DEAN PHILLIPS  
3RD DISTRICT, MINNESOTA  
2452 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-2871  
(202) 225-6351 FAX  
13911 RIDGEDALE DRIVE, SUITE 200  
MINNETONKA, MN 55305  
(952) 656-5176



COMMITTEE ON FOREIGN AFFAIRS  
RANKING MEMBER OF THE SUBCOMMITTEE ON  
MIDDLE EAST, NORTH AFRICA, AND CENTRAL ASIA

COMMITTEE ON SMALL BUSINESS  
VICE RANKING MEMBER

PROBLEM SOLVERS CAUCUS

## Congress of the United States House of Representatives

November 21, 2023

Charlie Zelle  
Metropolitan Council Chair  
390 Robert Street North  
Saint Paul, MN 55101

RE: City of Hopkins' 17th Avenue Reconstruction Project – Pursuit of Funding

Dear Chair Zelle:

I write in support of the City of Hopkins' application through the Metropolitan Council's Regional Solicitation for funding for the 17th Avenue Reconstruction Project. The funding will address maintenance needs and redefine 17th Avenue as a bikeable, walkable connection between communities along the corridor, existing destinations, and the future Shady Oak Transit Station on the new Green Line Extension LRT.

Currently, 17th Avenue serves as the primary connection between two major regional roadways, Excelsior Boulevard (CSAH 3) and Minnesota Highway 7, as well as two regional bicycle trails. As both a part of the regional network and a local street, 17th Avenue is an essential roadway for the City of Hopkins' economic vitality and the ongoing livability of the community. If awarded funding, the project will improve operations along the roadway while bringing its function in line with its new role as a connector to a regional transit resource. The project would address a major gap in the regional trail network, linking the numerous residential areas west of downtown Hopkins to the Minnesota River Bluffs LRT Regional Trail and the Lake Minnetonka LRT Regional trail, greatly enhancing non-motorized mobility to the greater southwest metro area.

For these reasons, I encourage your strong consideration of the City of Hopkins' funding request under the Metropolitan Council's Regional Solicitation process. If you have any questions or need additional information, please contact Hnu Vang at [hnu.vang@mail.house.gov](mailto:hnu.vang@mail.house.gov) or by phone at (952) 207-9960.

Sincerely,

A stylized handwritten signature in black ink, appearing to be 'D' followed by a long horizontal stroke.

Dean Phillips  
Member of Congress



November 29, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Avenue Reconstruction Project – Pursuit of Funding**

Dear Mr. Klingbeil,

I am writing in support of the City of Hopkins's pursuit of funding for the 17th Avenue Reconstruction Project. The City of Hopkins needs these funds to address maintenance needs and redefine 17th Avenue as a bikeable, walkable connection between communities along the corridor, existing destinations, and the future Shady Oak Transit Station on the new Green Line Extension LRT. Today, 17th Avenue serves as the major connection between two major regional roadways, Excelsior Boulevard (CSAH 3) and Minnesota Highway 7, as well as two regional bicycle trails. As both a part of the regional network and a local street, 17th Avenue is an essential roadway for the City of Hopkins's economic vitality and the ongoing livability of the community.

The project proposed requires funding to correct poor road surface conditions, improve the underlying infrastructure, fill gaps in the sidewalk network, and install dedicated cycling and pedestrian facilities along the corridor. The project will improve operations along the roadway while bringing its function in line with its new role as a connector to a regional transit resource. The project would address a major gap in the regional trail network, linking the numerous residential areas west of downtown Hopkins to the Minnesota River Bluffs LRT Regional Trail and the Lake Minnetonka LRT Regional trail, greatly enhancing non-motorized mobility to the greater southwest metro area.

Considering the benefits this project would offer to the local community, I strongly support the City of Hopkins's request for funding.

Thank you for your time and consideration in reviewing the city's application for funding. We look forward to working with City of Hopkins on this important project.

Sincerely,

Representative Cheryl Youakim  
Minnesota House of Representatives



## City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834  
Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

November 14, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Reconstruction Project– Pursuit of Funding**

Dear Mr. Klingbeil,

As the Mayor of the City of Hopkins, I am pleased to enthusiastically express my support for your pursuit of funding for the 17th Avenue Reconstruction Project. The improvements include sidewalks, bump-outs, streetscape improvements, narrowed drive lanes, and modernizing the water main and sanitary sewer through the corridor. I fully support the City of Hopkins's pursuit of funding for the 17th Avenue Reconstruction, as the improvements will improve traffic safety, promote a bicycle and pedestrian friendly corridor, and benefit residents and businesses along the corridor.

The proposed 17th Avenue Reconstruction Project will improve the accessibility, appearance, and function of 17th Avenue between Excelsior Boulevard and Highway 7. This is a key corridor for connecting Hopkins residents to the regional highway network, regional bicycle network, and will serve as the connection the future Shady Oak Station on the new Green Line Extension. For this reason, connectivity, good repair, and safe mobility of all road users along 17th Avenue is a vital investment not just for the city, but also for supporting other investments in the region.

The City of Hopkins greatly appreciates your time and consideration in the pursuit of funding for the 17th Avenue Reconstruction.

Sincerely,

Patrick Hanlon  
Mayor



October 31, 2023

Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Avenue Reconstruction Project – Pursuit of Funding**

Dear Mr. Klingbeil,

I am writing to express Metro Transit's support for the City of Hopkins's pursuit of Regional Solicitation funding for the 17th Avenue Reconstruction Project. This project will increase biking and walking access to the new Shady Oak LRT Station, in addition to linking several regional trails. The 17th Avenue Reconstruction Project aligns with Metro Transit's goals of removing barriers to biking and walking and increasing access to transit options.

17th Avenue will be the primary access to the future Shady Oak Station on the new Green Line Extension LRT Project, a generational investment that will connect Eden Prairie, Minnetonka, Hopkins, and St. Louis Park to Downtown Minneapolis, Downtown Saint Paul, and everything in between. As both a part of the regional network and a local street, 17th Avenue is an essential roadway in the City of Hopkins's bicycle and pedestrian network, and thus, key to connecting members of the community to this future transit resource.

The project will address a major gap in the regional trail network, linking the residential area west of downtown Hopkins to the Shady Oak Station in addition to Minnesota River Bluffs LRT Regional Trail and the Lake Minnetonka LRT Regional trail, greatly enhancing non-motorized mobility to the greater southwest metro area.

Considering the benefits this project would offer to the local community and how it aligns with the goals and vision of Metro Transit, we express our support for the City of Hopkins's pursuit of funding.

Thank you for your time and consideration in pursuing funding for this project. We look forward to working with City of Hopkins on this important project.

Sincerely,

Lesley Kandaras  
General Manager, Metro Transit

*Equal Opportunity Employer*



October 26, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Avenue Reconstruction Project – Pursuit of Funding**

Dear Mr. Klingbeil,

I am writing to express Access Hopkins's support for the City of Hopkins's pursuit of funding for the 17th Avenue Reconstruction Project. This project will increase biking and walking access to two regional trails. These investments align with Access Hopkins's belief that abundant biking and walking contributes to a healthy environment, a strong economy, and a more vibrant community.

Today, 17th Avenue serves as the key connection between two major regional roadways, Excelsior Boulevard (CSAH) and Minnesota Highway 7, as well as two regional bicycle trails. As both a part of the regional network and a local street, 17th Avenue is an essential roadway in the City of Hopkins's bicycle and pedestrian network, and thus, key to the community's continued economic vitality and ongoing livability.

The project would address a major gap in the regional trail network, linking the residential area west of downtown Hopkins to the Minnesota River Bluffs Regional Trail and the Lake Minnetonka Regional trail, greatly enhancing non-motorized mobility to the greater southwest metro area. It would also attract a more diverse array of users by increasing safety and comfort through the use of grade separation between non-motorized travelers and the high volumes of motorized vehicle traffic that is currently present on 17<sup>th</sup> Avenue.

Considering the benefits this project would offer to the local community and how it aligns with the goals and vision of Access Hopkins, we strongly support the City of Hopkins's pursuit of funding.

Thank you for your time and consideration in pursuing funding. We look forward to working with City of Hopkins on this important project.

Sincerely,

Chris Nelson  
Access Hopkins

# HENNEPIN COUNTY

## MINNESOTA

December 6, 2023

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

Re: Support for 2024 Regional Solicitation Application  
17th Avenue Multimodal Improvements Project

Dear Ms. Koutsoukos,

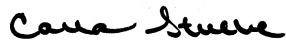
Hennepin County has been notified that the City of Hopkins is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project: 17th Avenue Multimodal Improvements, will construct multimodal safety improvements along 17th Avenue from CSAH 3 (Excelsior Boulevard) to TH 7.

As proposed, it is understood that this project is anticipated to impact Excelsior Boulevard that is currently under Hennepin County jurisdiction. Of specific note are improvements involving Excelsior Boulevard that may include removal of free right turns, enhancements to pedestrian crossings, and upgraded ADA. These improvements will complement the Green Line Extension LRT project, particularly first/last mile connections to the nearby Shady Oak Station.

Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of the improvements. At this time, Hennepin County has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in the project. At the time of application, the county does not have any planned improvements in the vicinity of this project; noting that programming of new projects is subject to change.

We look forward to working with the city to improve the accessibility, safety, and mobility for all modes in the city of Hopkins. Please include county staff in the project development process for the 17th Avenue Multimodal Improvements Project to discuss impacts to county roadways and ensure success.

Sincerely,



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

cc: Dan Soler, P.E. – Transit and Mobility Director

Hennepin County Public Works  
1600 Prairie Drive | Medina, MN  
612-596-0356 | hennepin.us





## City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834  
Web address: [www.hopkinsmn.com](http://www.hopkinsmn.com)

October 26, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
11100 Excelsior Boulevard  
Hopkins, MN 55343

**Re: City of Hopkins 17th Avenue Reconstruction – Pursuit of Funding**

Dear Mr. Klingbeil,

As the Director of Planning and Economic Development for the City of Hopkins, I am pleased to express my support for the City of Hopkins's pursuit of funding for the 17th Avenue Reconstruction Project.

The proposed 17th Avenue Reconstruction Project will significantly improve the local and regional mobility in the City of Hopkins. The reconstruction project will improve conditions for all road users and include sidewalks, a separated bikeway, bump-outs, streetscape improvements, narrowed drive lanes, and modernizing the water main and sanitary sewer through the corridor. I fully support the pursuit of funding the 17th Avenue Reconstruction, as the improvements will improve traffic safety, deliver a bicycle and pedestrian friendly corridor, benefit residents and businesses, and increase multimodal access to the Shady Oak Station on the new Green Line Extension LRT, supporting multiple goals from our 2040 Comprehensive Plan for land use, transportation, sustainability, parks and trails, and quality of life.

Reconstructing 17th Avenue to introduce improved pedestrian and bicycle facilities will provide enhanced mobility within the city and make non-motorized travel more accessible for our diverse community. 17th Avenue links hundreds of households to the regional transportation network, the regional multimodal network, and soon, the regional transit network. For this reason, connectivity, good repair, and safe mobility of all road users along 17th Avenue is a vital investment not just for the city, but also for supporting other investments in the region.

This project is a priority improvement for the livability and equitability of the community. I greatly appreciate your efforts in pursuing funding for the 17th Avenue Reconstruction Project.

Sincerely,

Kersten Elverum  
Director of Planning and Economic Development



October 19, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Ave Reconstruction – Pursuit of Funding**

Dear Mr. Klingbeil,

The City of Hopkins Public Works Department supports your application funding for the 17th Avenue Reconstruction Project in the City of Hopkins. Our staff works continuously to balance maintenance with new construction and development in the city. We already assume responsibility for the maintenance and operation of 17th Avenue as it exists today and will continue to do so for any new facilities constructed as part of the 17th Avenue Reconstruction. We will ensure that the improvements proposed by this project will be maintained and kept in a good state of repair including snow and ice removal for year-round bicycle and pedestrian use.

The reconstruction of 17th Avenue will address longstanding maintenance needs in the community, replacing outdated sanitary sewer and watermain, addressing concrete pavement that is in poor condition, and improving walking and biking conditions by narrowing travel lanes, installing intersection bump-outs, filling sidewalk gaps, and adding cycling infrastructure.

This project will improve operations and safety along 17th Avenue and increase multimodal access to both recreational opportunities along the corridor as well as to the future Shady Oak Station on the new Green Line Extension LRT. Improving 17th Avenue for biking and walking has been a strong desire expressed by the community through many years of planning for the area, starting with the 2018 17th Avenue Bicycle Facilities Feasibility Report.

The City of Hopkins has the full support of the Public Works Department in its efforts to acquire funding for the 17th Avenue Reconstruction Project.

Sincerely,

Chuck Autio  
Public Works Director



Three Rivers  
Park District  
Board of  
Commissioners

October 30, 2023

Marge Beard  
District 1

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

Jennifer DeJournett  
Vice Chair  
District 2

**Re: City of Hopkins 17th Avenue Reconstruction Project – Pursuit of Funding**

Dear Mr. Klingbeil,

Erin Kolb  
District 3

I am writing to express Three River Parks District's support of the City of Hopkins's pursuit of funding for the 17th Avenue Reconstruction Project. This project will increase biking and walking access to the Lake Minnetonka and Minnesota River Bluffs Regional Trails and this investment aligns with the Park District's goals of making parks, trails, and natural resources accessible to all people.

Louise M. Segreto  
District 4

The City of Hopkins will use these funds to address maintenance needs and redefine 17th Avenue as a bikeable, walkable connection between communities along the corridor, the future Shady Oak Station on the new Green Line Extension LRT, and two regional biking and walking trails. Today, 17th Avenue serves as the connection between two major regional roadways, Excelsior Boulevard (CSAH 3) and Minnesota Highway 7. As both a part of the regional network and a local street, 17th Avenue is an essential roadway for the City of Hopkins's economic vitality and the ongoing livability of the community.

John Gibbs  
Chair  
District 5

This project would address a major gap in the regional trail network, linking the numerous residential areas west of downtown Hopkins to the Minnesota River Bluffs Regional Trail and the Lake Minnetonka Regional trail, greatly enhancing non-motorized mobility to the greater southwest metro area.

Jan Guenther  
Appointed  
At Large

The Park District strongly supports the City of Hopkins's pursuit of funding.

Jesse Winkler  
Appointed  
At Large

Sincerely,

*Danny McCullough*

Boe Carlson  
Superintendent

Danny McCullough  
Regional Trail System Manager  
Three Rivers Park District



October 19, 2023

Attn: Eric Klingbeil, City Engineer  
City of Hopkins  
1010 First Street South  
Hopkins, MN 55343

**Re: City of Hopkins 17th Ave Reconstruction – Pursuit of Funding**

Dear Mr. Klingbeil,

The City of Hopkins Public Works Department supports your application funding for the 17th Avenue Reconstruction Project in the City of Hopkins. Our staff works continuously to balance maintenance with new construction and development in the city. We already assume responsibility for the maintenance and operation of 17th Avenue as it exists today and will continue to do so for any new facilities constructed as part of the 17th Avenue Reconstruction. We will ensure that the improvements proposed by this project will be maintained and kept in a good state of repair including snow and ice removal for year-round bicycle and pedestrian use.

The reconstruction of 17th Avenue will address longstanding maintenance needs in the community, replacing outdated sanitary sewer and watermain, addressing concrete pavement that is in poor condition, and improving walking and biking conditions by narrowing travel lanes, installing intersection bump-outs, filling sidewalk gaps, and adding cycling infrastructure.

This project will improve operations and safety along 17th Avenue and increase multimodal access to both recreational opportunities along the corridor as well as to the future Shady Oak Station on the new Green Line Extension LRT. Improving 17th Avenue for biking and walking has been a strong desire expressed by the community through many years of planning for the area, starting with the 2018 17th Avenue Bicycle Facilities Feasibility Report.

The City of Hopkins has the full support of the Public Works Department in its efforts to acquire funding for the 17th Avenue Reconstruction Project.

Sincerely,

Chuck Autio  
Public Works Director