



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

10850 - City of Minnetonka Excelsior Blvd Multi-Use Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

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

Organization Information

Name: MINNETONKA, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

14600 MINNETONKA BLVD

*

MINNETONKA

Minnesota

55345

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-939-8200

Ext.

Fax:

PeopleSoft Vendor Number

0000020972A1

Project Information

Project Name

Excelsior Boulevard Multi-Use Trail

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Minnetonka

Jurisdictional Agency (If Different than the Applicant):

The City of Minnetonka is proposing to construct a 10-foot wide bituminous multi-use trail along Excelsior Boulevard (CSAH 3) that will improve mobility, accessibility, and safety of non-motorized users along this A-Minor Arterial roadway between Kinsel Road and Shady Oak Road. The project consists of constructing a multi-use trail along the south side of Excelsior Boulevard to eliminate gaps that exist in the current network. The trail will connect to existing trails at both ends of the project and also utilizes an existing trail segment between Caribou Drive and Pioneer Road in between the two current gaps.

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

The project consists of constructing two multi-use trail segments. Segment 1 is from Pioneer Road to Shady Oak Road and is approximately one mile in length. Segment 2 is from Kinsel Road to Caribou Drive and is approximately 0.6 miles in length. The construction of approximately 1.6 miles of trail over the 2-mile project area will significantly improve regional connectivity for all users. The result will be a continuous trail approximately 3.5 miles long between the Glen Lake neighborhood in Minnetonka and downtown Hopkins that supports multi-modal, active transportation and increases mobility.

Between the years of 2011 and 2015, there were a total of 23 crashes along Segment 1 and 2. Four of these crashes involved bicyclists and pedestrians. The proposed trail will provide a curb-separated trail facility for bicyclists and pedestrians to utilize, enhancing safety and reducing level of traffic stress to a 1, which is comfortable for all users.

The trail will serve as the alignment for a Tier 2 Regional Bicycle Transportation Network (RBTN)

Corridor that connects Minnetonka and Hopkins and ties into the Minnesota River Bluffs LRT regional trail network (Tier 1 RBTN alignment) near downtown Hopkins. Excelsior Boulevard is also identified as a bikeway corridor in the Hennepin County 2040 Bicycle Transportation Plan.

The project will also enhance access for transit users to reach the adjacent bus stops along Excelsior Boulevard for Route 670. In addition, the project will provide multi-modal connections to the planned Southwest LRT Shady Oak Station near the east end of the project limits. Improved job access will be provided to the nearby Innovation hub planned at the Shady Oak Station. In addition, increased mobility options will be provided for disadvantaged populations and seniors living in the Glen Lake and downtown Hopkins neighborhoods.

Both trail segments within this project are proposed for construction in the City of Minnetonka Trail Improvement Plan (2019-2023). The project is supported by the City of Hopkins, Hennepin County, and Metro Transit.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Construct multi-use trail along Excelsior Boulevard (CSAH 3) between Kinsel Road and Shady Oak Road in the City of Minnetonka.

Project Length (Miles)

2.0

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$2,956,000.00

Match Amount

\$739,000.00

Minimum of 20% of project total

Project Total \$3,695,000.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City of Minnetonka

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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Minnetonka

Zip Code where Majority of Work is Being Performed 55343

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 11/15/2022

Name of Trail/Ped Facility: Excelsior Boulevard (CSAH 3)

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Kinsel Road

To:
(Intersection or Address) Shady Oak Road

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

Or At:

Primary Types of Work GRADE, AGG BASE, BIT BASE, BIT SURF, RETAINING WALL, BIKE PATH, PED RAMPS

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a

New Bridge/Culvert No.: n/a

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

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 (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

Goal: The regional transportation system is safe and secure for all users

Objective: A

Strategy B1 page 2.20; B6 page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multi-modal transportation system that connects them to destinations throughout the region and beyond

Objective: A, D, E

Strategy: C2 page 2.25; C15 page 2.36; C16 page 2.36; C17 page 2.37

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives: A, B, C, D

Strategy: E3 page 2.42; E5 page 2.25; E7 page 2.47

List the goals, objectives, strategies, and associated pages:

(Limit 2500 characters; approximately 750 words)

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

City of Minnetonka Capital Improvements Program
2019-2023: Page 5-7

List the applicable documents and pages:

City of Minnetonka 2030 Comprehensive Plan -
Future Trail System Map (Page VII-14); Trail Map
(Page VIII-12)

(Limit 2500 characters; approximately 750 words)

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

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

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

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 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, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

08/01/2017

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

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

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

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

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

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

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

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

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

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

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

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

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

[Upload Agreement PDF](#)

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

Safe Routes to School projects only:

3. *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.

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$3,029,000.00

Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$50,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$616,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$3,695,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$3,695,000.00
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Construction Cost Total	\$3,695,000.00
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 Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map 1530295811093_RBTN Project.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 25995

Existing Employment Within One Mile (Integer Only) 17963

Upload the "Population Summary" map 1530295848655_PopEmp Project.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan. Excelsior Boulevard is identified as a priority route for snow removal in the City's policy.

Upload Maintenance Plan (if no link is available) 1530296144202_SnowControlPolicy.pdf

Please upload attachment in PDF form.

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

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score)

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

Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

As the project enters the design phase, the City of Minnetonka will host public meetings at accessible locations to provide residents and multi-modal users the opportunity to be engaged in the design process and understand potential impacts to property and current roadway operations. Other public engagement opportunities to be used include updates on the City's website, direct mailings, Senior Script newsletter, announcements on the City's social media feeds, meetings with city officials, and one-on-one meetings with property owners and neighborhood groups.

Response:

The City utilizes both traditional meetings and web-based content to ensure all interested populations have the opportunity to provide input. The City encourages community participation from disadvantaged populations and will consider special meetings at alternate locations to enhance engagement. Translation and interpretation services will be utilized as needed.

The City's recent community-wide visioning process showed a strong desire for more sidewalks and trails. The City Council is committed to this resident demand by implementing this and similar projects to enhance walking and biking in the City.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

This project is not directly located in a census tract with high levels of poverty or concentrations of people of color. However, some of the surrounding tracts are impacted by higher levels of poverty and concentrations of people of color.

There is a high-concentration of senior housing in the Glen Lake neighborhood. This multi-use trail will benefit these disadvantaged groups by providing regional multi-modal connectivity and eliminating a barrier to mobility options. Within one mile of the project, the population is 25,995 and the total employment is 17,963. This trail will be a key link for persons travelling to and from work and other daily travel needs.

The existing network is a barrier for pedestrians and all but the most confident bicyclists. Pedestrians are forced to walk along the shoulder (with varying widths) of this busy two-lane roadway with 11,000 vehicles per day. While some bicyclists are comfortable riding alongside this type of vehicle traffic, a vast majority prefer being separated from high-speed high-volume traffic. The multi-use trail will remove this barrier to mobility, providing an additional opportunity for walking and biking along this key corridor. Because this project is resolving a gap in the regional multi-modal network, this trail will provide mobility and increased safety to disadvantaged populations, including the elderly and the disabled, and will provide safer access to nearby schools and childcare facilities.

Disadvantaged populations are more likely to rely on transit and other modes for mobility. This project area serves a large volume of employment and population and will benefit those who are unable to own or operate a motor vehicle. This project not only provides a local connection to the businesses

Response:

and schools along Excelsior Boulevard; but as a Tier 2 RBTN corridor, can provide access and mobility to disadvantaged populations on a regional scale. First/last mile connections to bus stops along Excelsior Boulevard will be improved, as will the boarding area itself through the implementation of ADA pads. As a part of the link in the multi-modal network, this trail will provide direct access to the Shady Oak Station for the Southwest LRT (Green Line Extension) and the connections to opportunity that transit investment provides.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

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

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

Increased noise.

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

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

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

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

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

This project is not expected to create negative externalities on disadvantaged populations or the general public. The project elements are intended to enhance safety and improve pedestrian and bicyclist access.

The project construction is expected to require additional right of way from adjacent properties. The project will be designed to minimize property impacts as much as possible by installing a curb to keep the trail closer to the roadway. The City will work directly with property owners to discuss potential impacts and adequately compensate owners per federal requirements. Property impacts are not expected to have a disproportionate effect on disadvantaged populations.

During project construction, there may be temporary impacts that will be mitigated including increased levels of noise and dust and traffic disruptions. The City will require the contractor to utilize best management practices for dust control, erosion control, traffic control, and follow local ordinances to meet all relevant noise regulations.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530296649796_SocioEconomic Project.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Minnnetonka	2.0	1.0	96.0	96.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.0

Affordable Housing Scoring

Total Project Length (Miles) or Population 2.0

Total Housing Score 96.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

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

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The proposed project along Excelsior Boulevard (CSAH 3) will eliminate trail gaps to improve connectivity, mobility, and accessibility for non-motorized users along this A-Minor Arterial roadway. Excelsior Boulevard is located along a RBTN Tier 2 corridor and there are bicycle and pedestrian facilities at both ends of the project area. The proposed project will close these gaps and provide better connectivity to the regional bikeway system. With the new multi-use trail, the east end of the project will directly connect the regional trail system in downtown Hopkins via RBTN Tier 1 alignments that extend all the way to Minneapolis. The project will also provide connectivity to a north-south RBTN Tier 1 alignment along Baker Road (CSAH 60) connecting to Eden Prairie.

Response:

In addition, the multi-use trail will eliminate I-494 as a major bicycle and pedestrian barrier. There are limited options to cross I-494 in Minnetonka. While the Excelsior Boulevard roadway bridge over I-494 does currently include pedestrian facilities, the trail ends just west of the bridge at Caribou Drive. This results in users being forced to use the grass boulevard or walk along the roadway after crossing the bridge. The project will complete the gaps on both sides of I-494, resulting in a continuous multi-use trail route of over 3.5 miles along Excelsior Boulevard and utilizing the current overpass infrastructure.

Located along several residential neighborhoods, the proposed trail will also enhance connectivity to various local destinations. West of Kinsel Road, the trail connects to the City's existing sidewalk and trail network with access to the Glen Lake neighborhood commercial district. At Shady Oak Road on the east end of the project, improved access will be provided to several churches and commercial properties near the west end of

Hopkins Main Street. In addition, multi-modal access will be provided to Notre Dame Academy, Glen Lake Elementary School, and several parks including Glen Lake Station Park, Glen Lake Park, Kinsel Park, and Pioneer Park along the project area.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Pedestrians and bicyclists traveling along Excelsior Boulevard must use the shoulder or walk on the grass boulevard/ditch. The shoulder fluctuates in width and in many locations transitions into turn lanes. The current facilities discourage users of all ages and abilities who are not comfortable riding with high-speed automobile traffic. The lack of dedicated facilities limits safe non-motorized mobility along the corridor including nearby schools, childcare facilities, senior housing, businesses, and other residential areas.

Response:

Daily traffic along Excelsior Boulevard ranges between 9,000 and 11,000 vehicles per day with posted speed limits at 40 mph and 45 mph in the project area. Between the years 2011 and 2015, there were a total of 23 crashes within the road segments where the two trail gaps exist. Of these crashes, four crashes involved pedestrians and bicyclists. One crash resulted in a serious injury to the pedestrian and two involved less serious injuries. The crash reports indicate crashes occurred between vehicles and pedestrians/bicyclists using the shoulder. To prevent future crashes between vehicles and non-motorized users on the roadway, the proposed multi-use trail will provide a curb-separated dedicated surface to allow for pedestrians and bicyclists to travel along the roadway outside of the shoulder. This will play an integral role in addressing safety on Excelsior Boulevard due to limited sidewalk and bikeway network connectivity.

The addition of a trail to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014). The trail will be a 10-foot wide multi-use trail which meets or exceeds the state-aid standards and will allow for two-way bicycle and walking traffic to limit

conflicts between bicycle and walking users of all ages and abilities. Type A cyclists will still be able to utilize the shoulder if they choose. The trail will be designed to meet ADA requirements, upgrading existing conditions of Excelsior Boulevard to be accessible for all users.

The elimination of trail gaps along Excelsior Boulevard will make it less intimidating for bicyclists and pedestrians. The multi-use trail will create a built environment in which all individuals, especially children, elderly, and people with disabilities, can feel comfortable and safe when walking or bicycling along Excelsior Boulevard.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The proposed project will improve access to existing and planned transit service and promote the multi-modal transportation system in the region. Currently, there are multiple bus stops along Excelsior Boulevard in the project area serving Route 670 between Excelsior, Minnetonka, and Minneapolis. But there are not sidewalks, trail facilities, or ADA pads along Excelsior Boulevard for people to access these bus stops in a safe and dignified manner. The proposed trail will be adjacent to the bus stops, increasing access to the bus stops and completing gaps to offer First-Last Mile connections. This can enhance the attractiveness of using the current bus service, potentially leading to increased ridership opportunities.

Response:

In addition to complementing existing transit service, the proposed multi-use trail will provide access to the planned Shady Oak Station for the Southwest Light Rail Transit (Green Line Extension) located near the Minnetonka/Hopkins border. The bikeshed area for the Shady Oak Station extends to I-494, so the proposed trail would serve a large portion of the Station's bikeshed and potentially expand it. Excelsior Boulevard is one of few direct east-west routes that connects to the Shady Oak Station. Improving multi-modal access along Excelsior Boulevard is critical to expanding non-motorized connections to the planned Shady Oak LRT Station, and could reduce the need for auto reliance and parking to access the Station.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

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

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

100%

Attach Layout

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

Yes

0%

Anticipated date or date of completion

12/20/2019

2)Review of Section 106 Historic Resources (20 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

3)Right-of-Way (30 Percent of Points)

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

100%

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

50%

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

Yes

25%

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

0%

Anticipated date or date of acquisition

12/20/2020

4)Railroad Involvement (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,695,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,695,000.00

Points Awarded in Previous Criteria

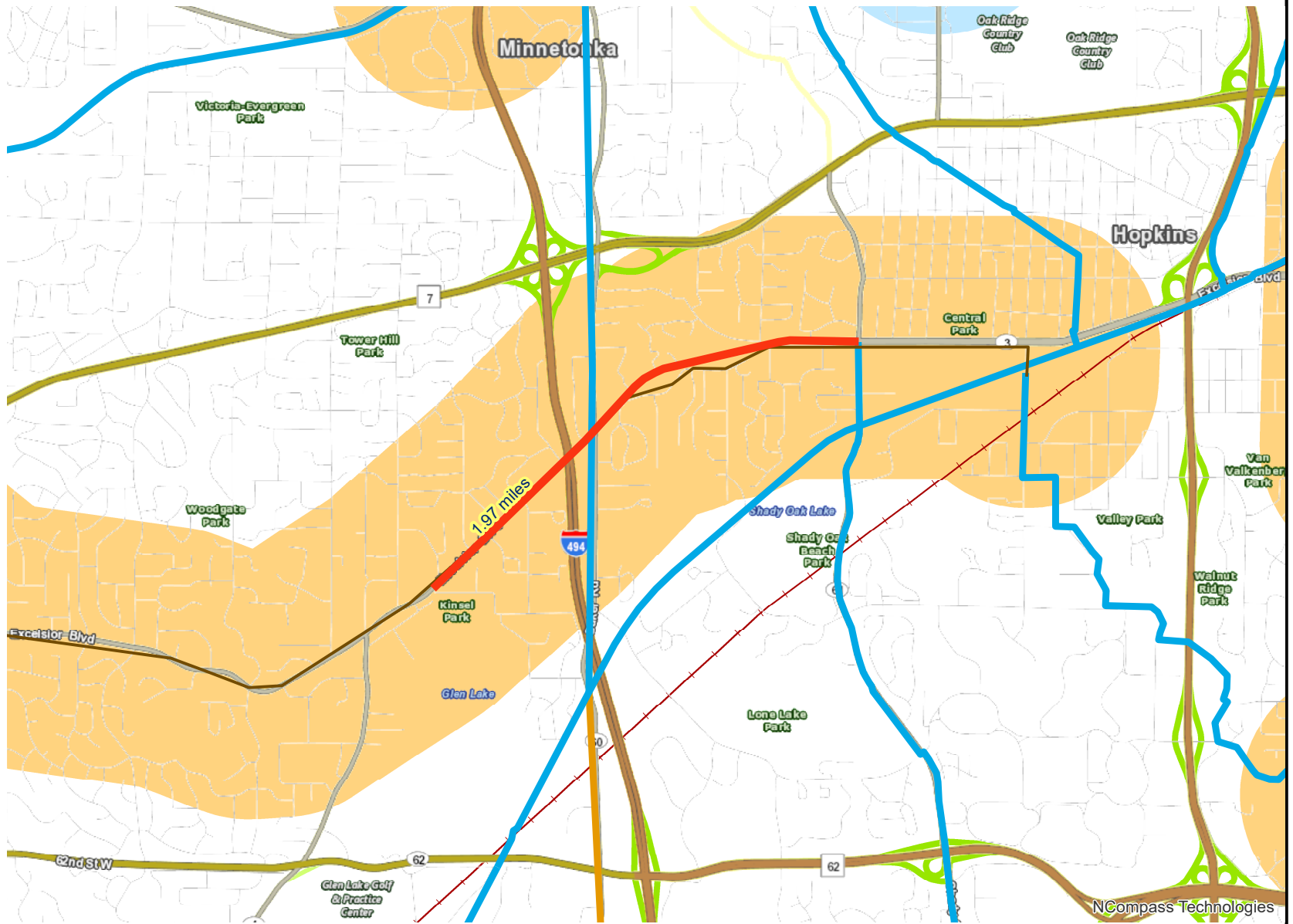
Cost Effectiveness \$0.00

Other Attachments

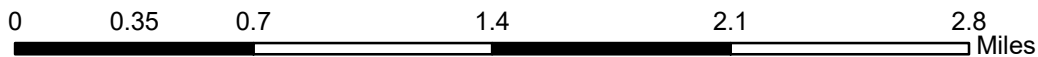
File Name	Description	File Size
1-OnePageSummary.pdf	One Page Summary	246 KB
2-Photos.pdf	Existing Condition Photos	387 KB
3-ConceptMap.pdf	Concept Map	2.5 MB
4-ProjectAreaMap.pdf	Project Area Map	937 KB
5-TransitMap.pdf	Transit Routes Map	972 KB
6-ShadyOakLRTStationBikeshed.pdf	LRT Station Bikeshed Map	197 KB
7-Trail CIP Map.pdf	Trail CIP Map	281 KB
8-Hennepin County letter of support.pdf	Hennepin County Letter of Support	1.6 MB
9-Hopkins Letter of Support.pdf	City of Hopkins Letter of Support	285 KB
9b-Metro Transit letter of support.pdf	Metro Transit Letter of Support	74 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: CSAH 3 (Excelsior Boulevard) | Map ID: 1529679031230



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



Created: 6/22/2018
LandscapeRSA6



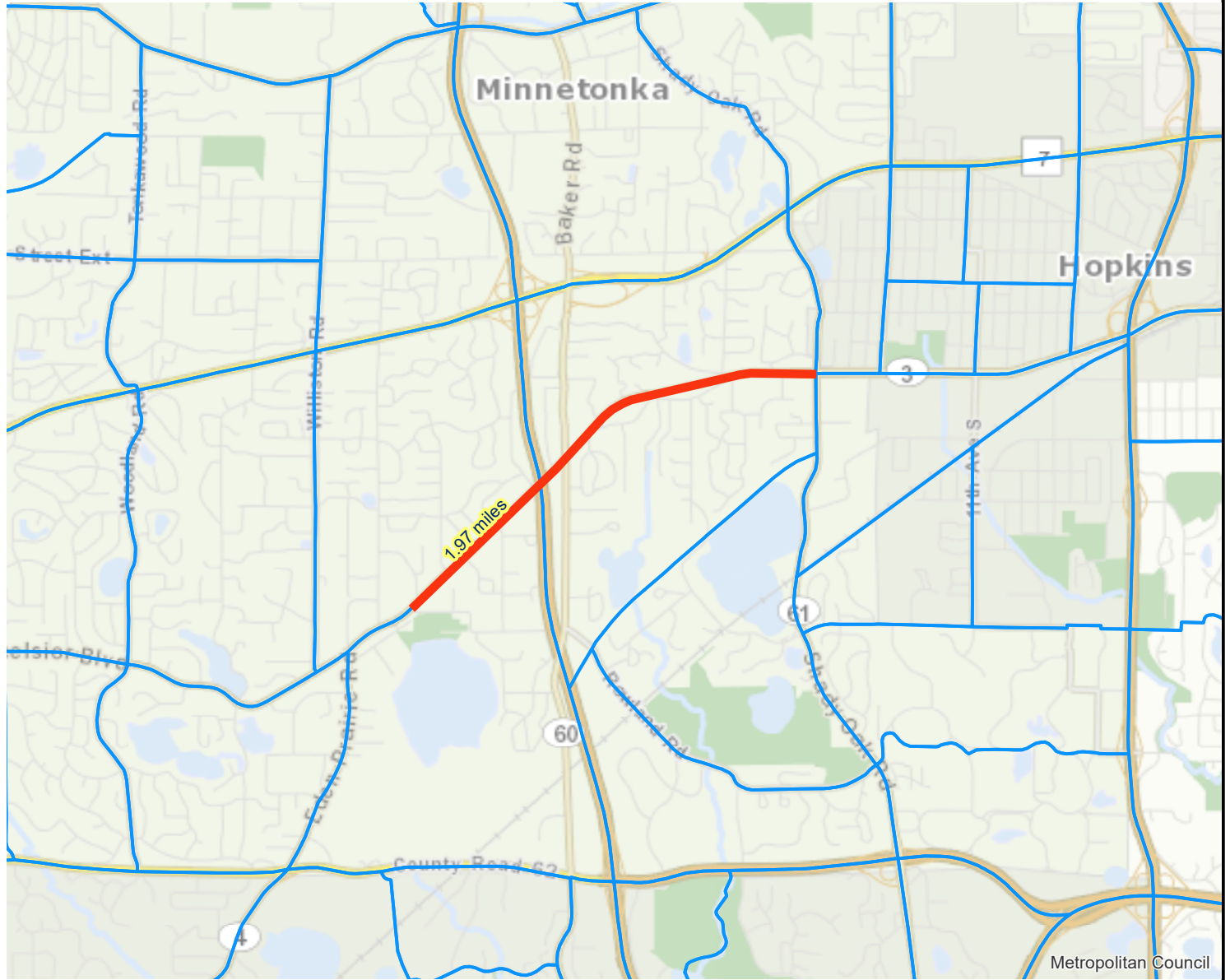
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NCompass Technologies

Population/Employment Summary

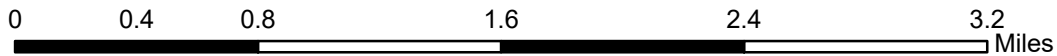
Multiuse Trails and Bicycle Facilities Project: CSAH 3 (Excelsior Boulevard) | Map ID: 1529679031230



Results

Within ONE Mile of project:
Total Population: 25995
Total Employment: 17963

-  Project
-  2010 TAZ



Created: 6/22/2018
LandscapeRSA4



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



Policy Number 11.17
Snow and Ice Control of Municipal Streets, Trails, and Sidewalks

Purpose of Policy: This policy establishes the guidelines for snow and ice control on municipal streets, off-road trails, and sidewalks.

Introduction

The goals of the city of Minnetonka are to provide safe and reasonable passage of municipal roadways, off-road trails, and sidewalks during the snow and ice season and to provide access for emergency services and the motoring public. The city will provide a high level of service keeping in mind safety, budget, personnel and environmental concerns. The content of this policy is intended as a guideline, which may be changed depending on individual circumstances.

When the City Will Start Snow or Ice Control Operations

The public works director or his/her designee will determine when to begin snow or ice control operations. The criteria for that decision are:

- Predicted start, intensity, and duration of event.
- Any combination of snow, freezing rain, sleet, or wind conditions that may require chemical ice control or a plowing operation to begin.
- Snow accumulation.
- Drifting of snow that causes problems for travel.
- Other conditions which seriously affect travel.

Depending on weather and pavement conditions prior to the start of a snow event, anti-icing liquid may be applied to streets in order to help prevent bonding of snow and ice to the roadway.

Snow and ice control operations are expensive and involve the use of limited personnel and equipment. Consequently city wide or a full-scale snowplowing operations will not generally be conducted for a snowfall of less than two (2) inches.

How Snow will be Plowed

Municipal Streets.

Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the roadway is plowed first. The snow will then be pushed from left to right on two-way streets. On one-way streets or where there is a center boulevard, snow may be pushed in either direction. The discharge will go onto the boulevard area of the street. When plowing a bridge, the driver will slow down so snow does not go over the bridge, if possible. In times of extreme snowfall, streets will not always immediately be cleared of snow from curb to curb in order to open as many streets as soon as possible.

Cul-de-sacs.

Mainline plow trucks and smaller pickup trucks will be used to clear snow from cul-de-sacs. Some cul-de-sacs within the city are assigned pickup trucks to assist mainline plow trucks. Generally mainline plow trucks will make a first pass to clear the center of the circle, similar to the first pass for streets. Pickups assigned to cul-de-sacs will then clear the remaining snow from the circle. For cul-de-sacs not assigned a pickup, the mainline truck will come back to clear the remaining snow curb to curb in an attempt to provide the largest turning radius possible for emergency vehicle ingress and egress. Snow will be deposited on the boulevard, with the goal to evenly distribute snow on adjacent properties. However, depending on the number of obstructions (hydrants, mailboxes, driveways, etc.) it is not always possible to evenly distribute cleared snow in a cul-de-sac.

Trails and Sidewalks.

The city will remove snow from some, but not all, public trails and sidewalks in the city. The public works director will annually determine which trails and sidewalks will be plowed and in what priority, based on consideration of budgeted funds and personnel, public safety, level of public use, and equipment needed. As there are a limited number of resources available, the city will only plow these sidewalks after the streets have been plowed. It is the responsibility of the resident and/or property owner to remove all accumulated snow from all other sidewalks along public streets adjoining their property. This includes any snow plowed from public streets onto the sidewalk.

Trails and sidewalks that are at the edge of a street will initially be plowed using the wing of street snow removal equipment. Wings generally will clear approximately two to four feet of the trail or sidewalk. The remaining portion will subsequently be cleared to full width with other equipment. Other trails and sidewalks will be cleared with either pickups, skid loaders, toolcats, etc. equipped with plows, snow blowers, or brooms.

Trails and sidewalks have been classified in three priority types. For 2-inch and greater snowfalls, each priority area may take approximately one day to clear. If snow repeatedly falls over an extended time period, the city may return to the first priority area before clearing the other lower priority areas.

Snow Removal

The public works director will determine if and when snow will be removed (hailed) from an area by truck. Such snow removal will occur in areas where there is no room on the boulevard for additional snow storage and in areas where accumulated piles of snow create a hazardous condition. Snow hauling operations will not commence until other snowplowing operations have been completed. Snow hauling may also be delayed depending on weather conditions, personnel and other factors. The snow will be removed and hauled to a snow storage area. Snow storage areas will be located so as to minimize hauling distances and environmental impacts.

Priorities and Schedule of Streets to be Plowed

The city has classified city streets based on the street function, traffic volume and importance to the welfare of the community. Those streets classified as "Main Routes", including minor arterial and major collector streets will be plowed first. These are high volume routes, which connect major sections of the city and provide access for

emergency fire, police, and medical services. The second priority streets are lower volume neighborhood collector streets and local routes. Cul-de-sacs, dead-end routes, and alleys will be plowed last.

During significant and severe storms, the city must be prepared to move personnel and equipment to maintain priority routes first. In fulfilling the need to have all priority streets safe and passable, when resources are limited, plowing of all other streets may be delayed at any time so resources can be shifted to priority routes.

Unforeseeable circumstances may cause delays in completing assigned plow routes. Such circumstances may include weather conditions that endanger the safety of snowplow operators and/or safe and effective operation of equipment, commuter traffic, disabled vehicles, poor visibility, parked or abandoned cars on streets, assistance of emergency response vehicles, equipment breakdown, and personnel shortages. For snow events less than 2", the public works director will assign an appropriate number of snow equipment to maintain safe travel on the city's streets. Operators will follow the priorities listed above, with the exception that cul-de-sacs, dead-end routes, and alleys will not be plowed.

Traffic Regulations

The city recognizes that snowplow operators are exempt from traffic regulations set forth in Minnesota Statutes, Chapter 169 while engaged in work on streets, except for regulations related to driving while impaired and the safety of school children. Pursuant to this authority, snowplow operators engaged in snow removal or ice control on city streets have discretion to deviate from traffic laws set forth in Chapter 169, except for laws relating to impaired driving and school children safety, when in their judgment, it is safe to disregard such laws. These privileges granted to operators of snow removal and ice control vehicles will apply only if the vehicle is equipped with at least one lighted lamp displaying a flashing, oscillating, or rotating amber light placed in such a position on the vehicle as to be visible throughout an arc of 360 degrees.

Weather Conditions

Snow and ice control operations will be conducted only when weather conditions do not endanger the safety of snowplow operators and equipment. Factors that may delay snow and ice control operations include: severe cold, significant winds, and limited visibility.

Use of Sand, Salt, and Other Chemicals

The city is committed to the prudent use of salt, sand and other chemical treatments and will limit the use to the extent possible to reduce the effects on the environment. The application of salt or deicing chemicals may be limited to major routes, steep grades, curves, and intersections. A salt/sand mixture will only be used in extremely icy conditions. Chemical treatments for control of snow and ice may not necessarily provide a bare pavement during winter conditions.

Trail and sidewalk surfaces are limited to snow removal only and are not chemically treated. Once icy, trails and sidewalks generally stay that way until melting occurs. A sand mixture will only be used in extremely icy conditions. Sidewalks at public buildings may be treated to eliminate slippery conditions.

Boulevard Considerations

Snow removal and ice control can cause property damage even under the best circumstances. The city will repair turf that was damaged on the boulevard which was the direct result of plowing beyond the road edge. All other damage within the public right of way is the owner's responsibility (e.g. shrubs, bushes, rocks, trees, irrigation systems, driveways, etc.) The city is not responsible for damage to utility appurtenances (electrical, gas, telephone, and cable) as a result of snow removal operations. All utility infrastructure located in the city right of way must be clearly marked to avoid contact.

Mailboxes

Plow operators will make every effort to push snow as close to the curb as possible to provide access to mailboxes for postal carriers. In instances where snow extends greater than three feet into the street in front of a mailbox, city crews will return to clear snow upon request. The final cleaning around mailboxes is the responsibility of each property owner.

Damage to a mailbox is a risk that snowplow operators face during their winter plowing requirements. The city will conduct a review of each mailbox damage claim to determine whether the city has any legal responsibility for the damage and if so to repair, replace, or provide reimbursement for the mailbox. The deadline to report mailbox damage to the city is June 1. If the city, in its discretion, determines that reimbursement or replacement is appropriate, the city may:

- At the mailbox owner's request, replace the mailbox with a standard size, non-decorative metal mailbox and replace the support post as necessary with a decay resistant wood support post, both of which will be installed by the city. The city will attempt to match the size of the existing post with either a 4"x4" or 6"x6" support post.
- Provide reimbursement (\$200 maximum upon receipt of paid invoice) for the mailbox and support posts that meet the city's ordinance standards, as well as state and federal requirements for mailbox size, support and placement.

Driveways

The snow removal operators will attempt to minimize the amount of snow that is deposited in front of driveways where possible, but the amount can be significant. The city does not clean driveways or private sidewalks. It is the homeowner's responsibility to clear these areas, including snow pushed from public streets onto driveways or private sidewalks.

Trash and Recycling Containers

Residents are responsible for placing trash and recycling containers far enough from the curb or driveway end line in order to not interfere with snow removal operations. The city is not responsible for repairs, replacements, or clean-up of debris relating to trash or recycling containers.

Complaint Procedure

Service requests regarding snow and ice control operations or claims for damages to property should be directed to the city public works department. Response time should

not exceed 36 hours for any request. Responses are to ensure that the provisions of this policy have been fulfilled and that all residents of the city have been treated uniformly.

Complaints will be logged on the city's telephone or computer system. Calls requiring service will be transferred to a work order and forwarded to the appropriate supervisor for scheduling. Emergency complaints or requests for service will be handled in an expeditious manner as resources are available.

Deviation From Policy

The public works director may deviate from this policy when in his or her judgment it is in the best interest of the city or is necessary because of budget needs or other circumstances.

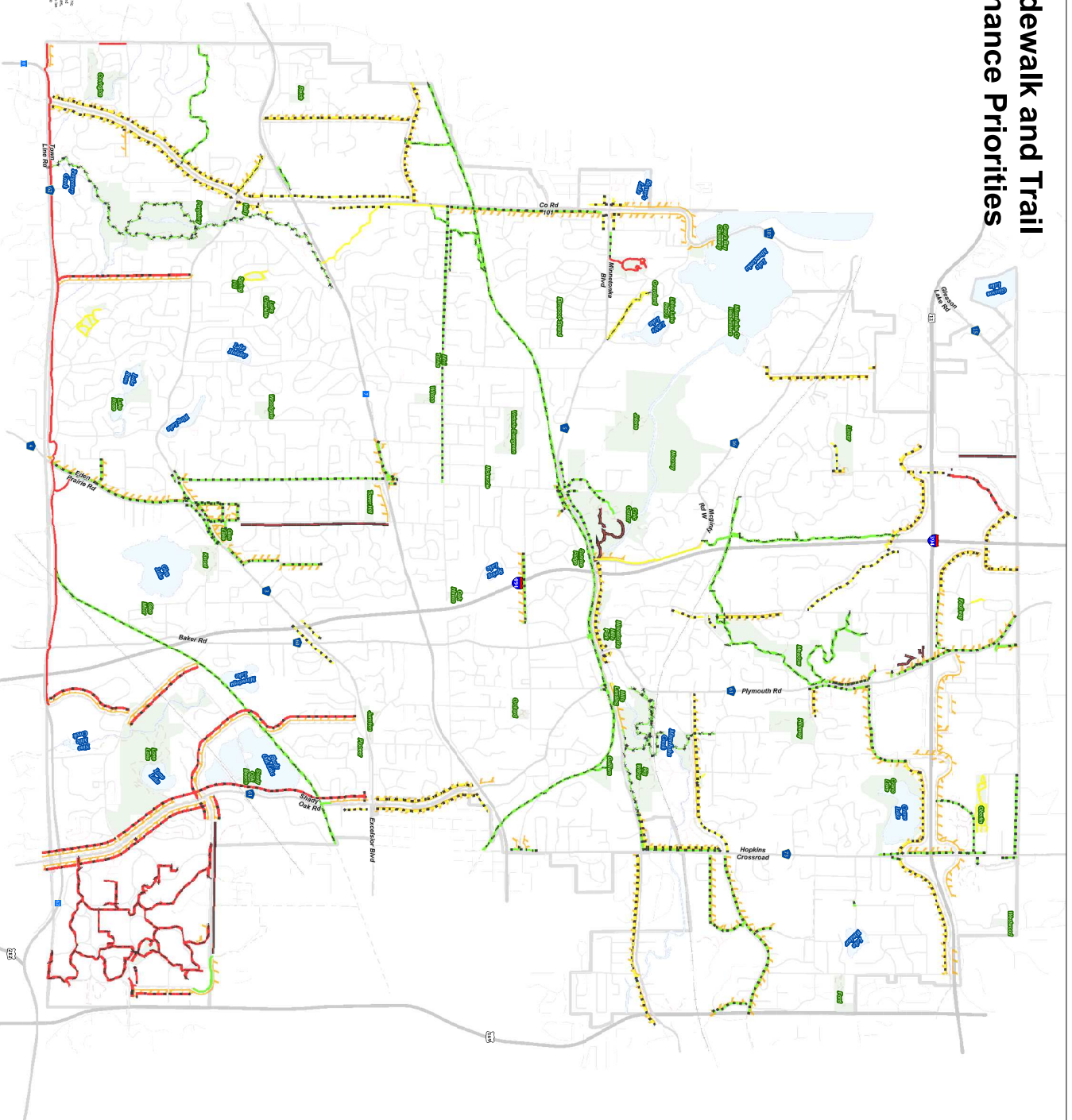
Review and Modification of Policy

The public works director will keep on file all comments and complaints received regarding this policy. The policy will be reviewed periodically. Any review will consider comments and complaints since the last review and any other factors affecting the policy or its implementation.

Adopted by Resolution No. 2015-012
Council Meeting of February 9, 2015

Minnetonka Sidewalk and Trail Winter Maintenance Priorities

Legend	
	4x4 Plow, 1 - First
	Wing Clear--1 - First
	4x4 Plow, 2 - Second
	4x4 Plow, 3 - Third
	Blow, 1 - First
	Blow, 2 - Second
	Blow, 3 - Third
	Skid Steer, 1 - First
	Varies--1 - First
	Varies --2 - Second
	Varies --3 - Third
	Varies --Future Sidewalks/Trails



Date: 11/13/2017

City of Minnetonka
 Division of Public Works

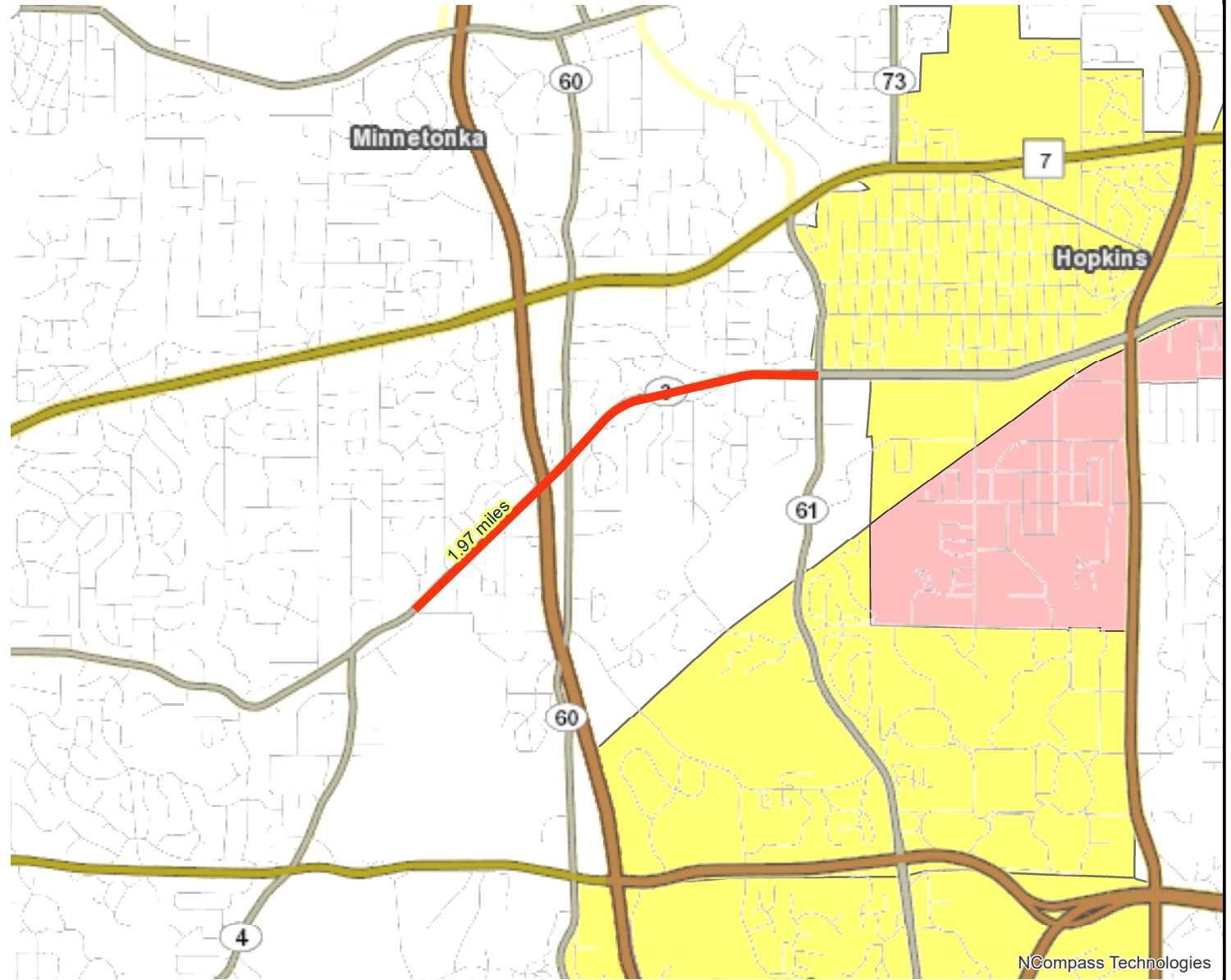
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Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: CSAH 3 (Excelsior Boulevard) | Map ID: 1529679031230


Results


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

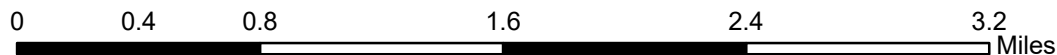


 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 6/22/2018
LandscapeRSA2



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



Project Name: Excelsior Boulevard Multi-Use Trail

Applicant: City of Minnetonka

Project Location: Excelsior Boulevard (CSAH 3) from Kinsel Road to Shady Oak Road

Total Project Cost: \$3,695,000

Requested Federal Award Amount: \$2,956,000

Local Match: \$739,000 (20% of total)



Project Description:

The City of Minnetonka is proposing to construct a 10-foot wide bituminous multi-use trail along Excelsior Boulevard (CSAH 3) between Kinsel Road and Shady Oak Road. The project will eliminate two trail gaps along Excelsior Boulevard, resulting in a continuous trail (approximately 3.5 miles long) between the Glen Lake neighborhood in Minnetonka and Hopkins. The project will significantly improve regional connectivity as it will serve as an alignment for a Tier 2 Regional Bicycle Transportation Network (RBTN) Corridor and connect to several Tier 1 RBTN alignments that are part of the LRT regional trail network near downtown Hopkins.

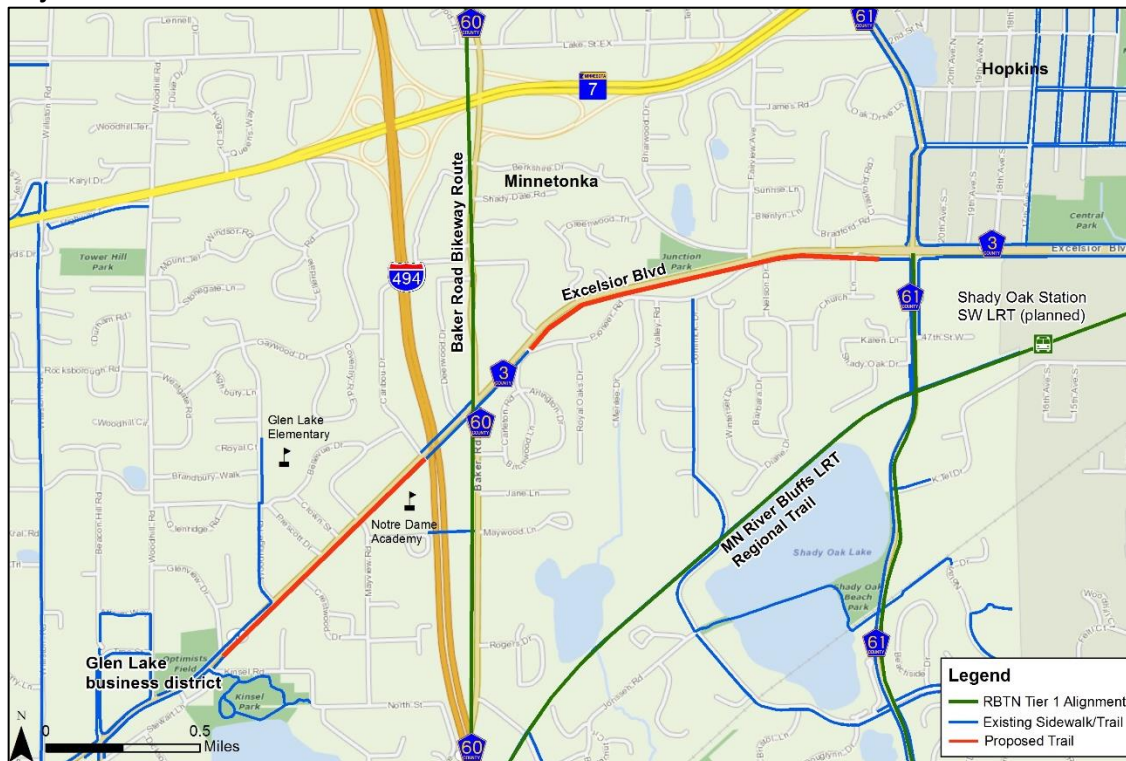
Project Benefits:

- Eliminate a gap in the multimodal network
- Utilizes existing bike/ped crossing over I-494 (a major barrier)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:

- RBTN (Tier 1 & Tier 2 access)
- LRT Regional Trail Networks
- Future Shady Oak Station for the SWLRT
- Future redevelopment at the Shady Oak Station area
- Glen Lake senior living facilities and neighborhood businesses
- Downtown Hopkins
- Two elementary schools and several childcare facilities
- Several local parks

Project Area:



Existing Condition Photos



Excelsior Boulevard (CSAH 3) - looking east near Pioneer Road



Excelsior Boulevard (CSAH 3) - looking west near Mayview Road



Figure 1: Proposed Trail Concept
Excelsior Boulevard Multiuse Trail
City of Minnetonka, Hennepin County

Source: Metropolitan Council



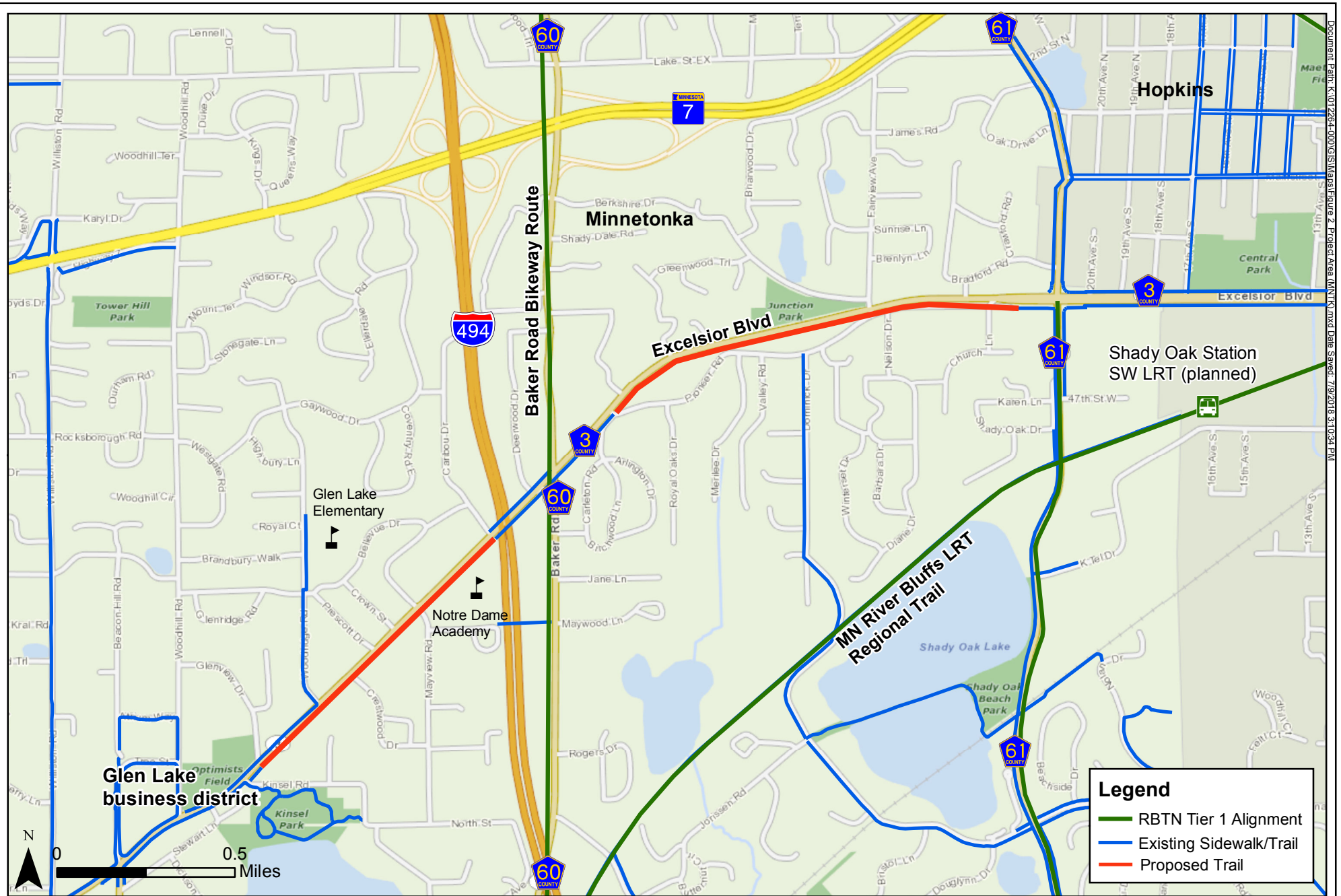


Figure 2: Project Area
Excelsior Boulevard Multiuse Trail
City of Minnetonka, Hennepin County

Source: Metropolitan Council



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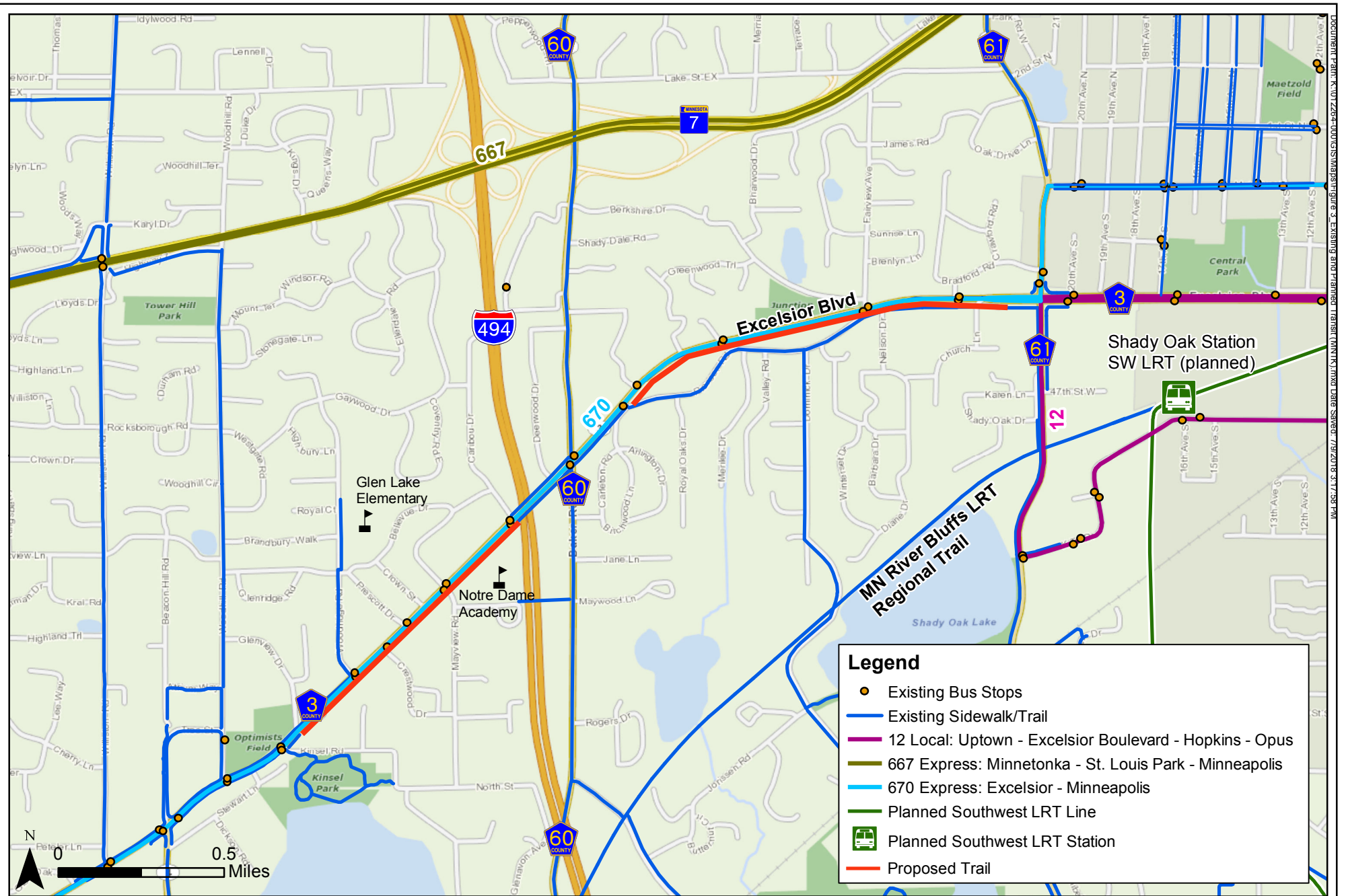


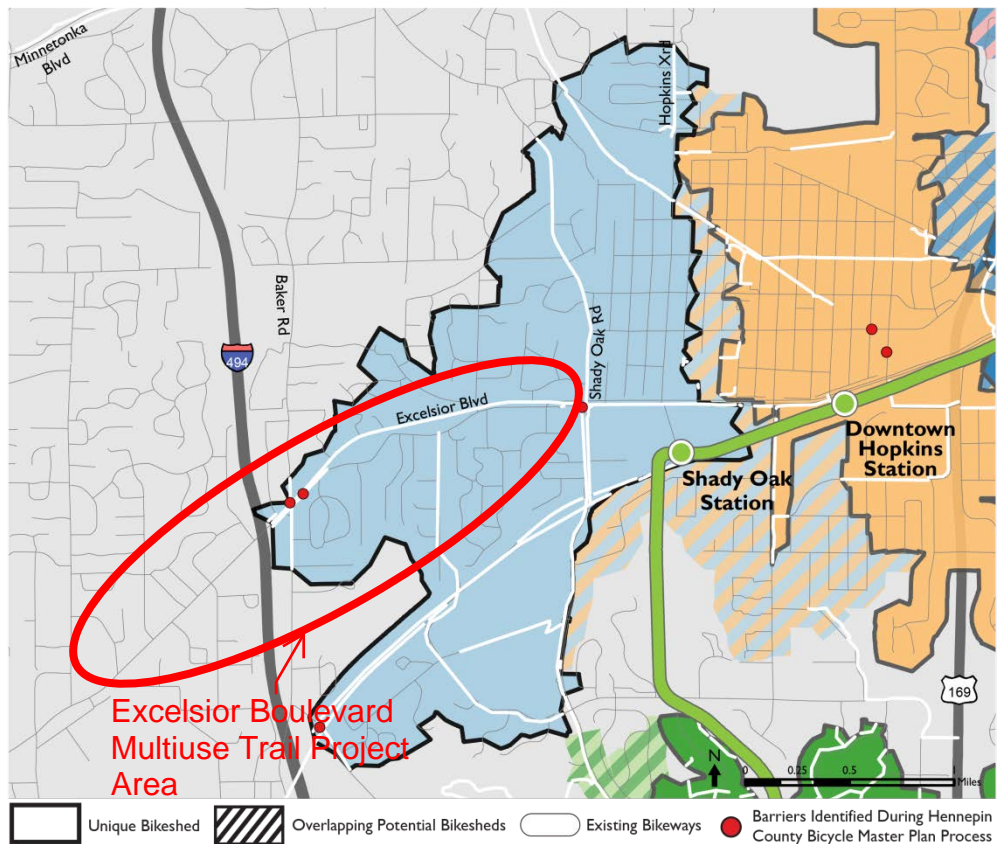
Figure 3: Existing and Planned Transit Service
Excelsior Boulevard Multiuse Trail
City of Minnetonka, Hennepin County

Source: Metropolitan Council



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Shady Oak Station



Bikeshed Statistics	
2010 Population	3,772
Bike Mode Share	0.4%
Area	1.9 mi ²
Intersection Ratio	0.74
Total Bikeways	9.4 mi
Anticipated LRT Ridership	1,300

the station where there is little potential for overlap with other station bikesheds. As a result, The Shady Oak station is the “closest” station for a large area of the network.

The roads in this bikeshed are very curvilinear and often disconnected, as shown by the low intersection ratio of 0.74.








The Shady Oak station bikeshed has more bikeway mileage than any other bikeshed, with 9.4 miles including the Lake Minnetonka Regional Trail and the Minnesota River Bluffs Regional Trail.

The Shady Oak station also has one of the largest bikeshed areas among all stations, covering an area of 1.9 square miles. The station is located on a curve in the Southwest LRT alignment, and the entire bikeshed is to the north and to the west of

Minnetonka Trail Improvement Plan 2019 - 2023


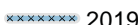

Trail Construction

Year

-  2018
-  2019
-  2020
-  2021
-  2022
-  2023
-  10 Yr Plan 2024 - 2028

Street Construction w/ Trail





Year

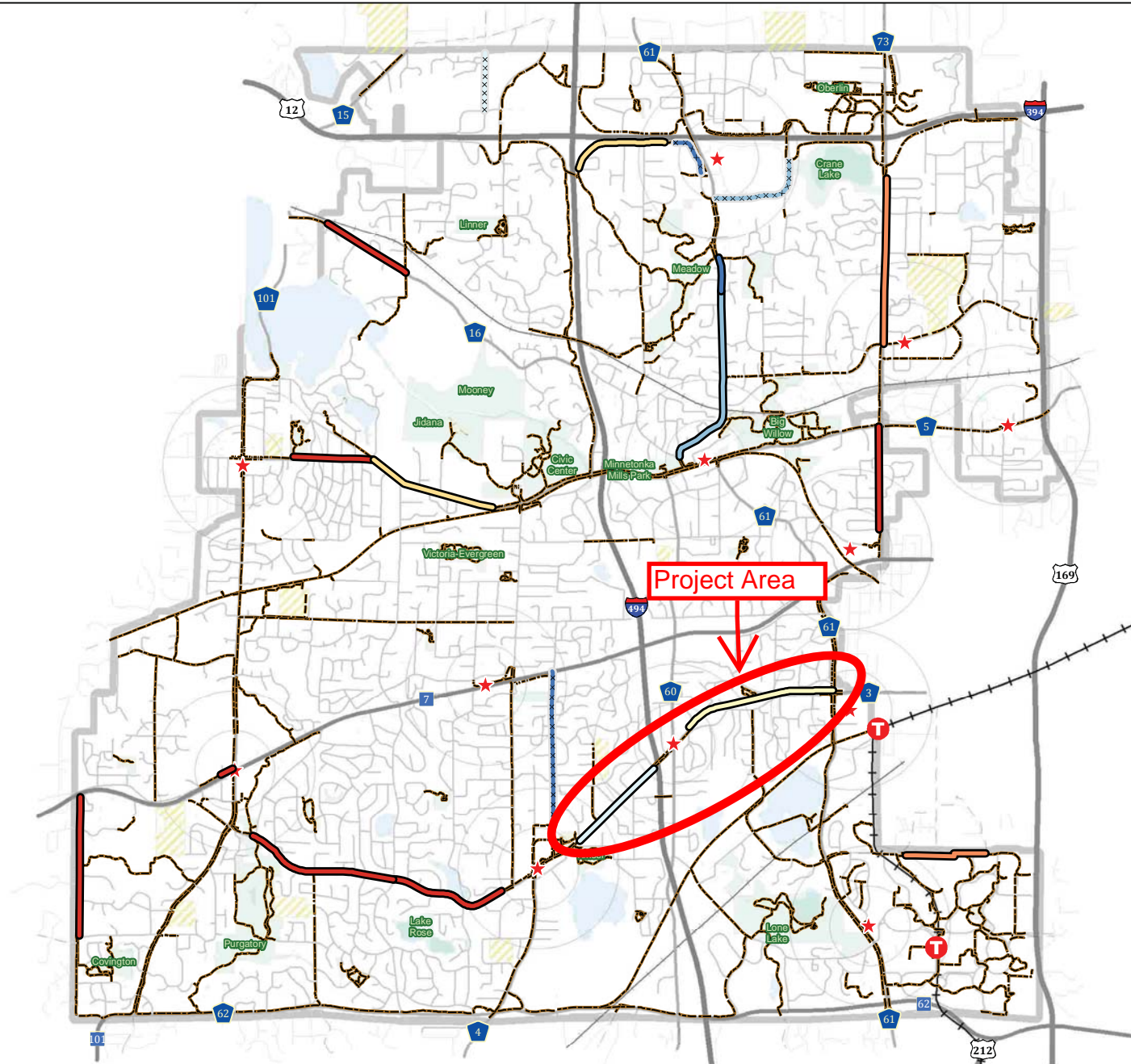
-  2018
-  2019
-  2020

 Light Rail Station

 Village Center

Existing Sidewalks and Trails

-  Existing Sidewalks and Trails
-  School Property
-  1/4 Mile Village Center Ring
-  1/2 Mile Village Center Ring



HENNEPIN COUNTY
MINNESOTA

June 29, 2018

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

Re: Support for Regional Solicitation Application
CSAH 3 (Excelsior Boulevard) Multi-Use Trail Project
From Glenview Drive to Caribou Drive

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Minnetonka is submitting an application for funding as part of the Regional Solicitation through the Metropolitan Council. The project is the CSAH 3 (Excelsior Boulevard) Multi-Use Trail Project as identified in Minnetonka's Parks, Open Space, and Trails Plan within their 2030 Comprehensive Plan.

The project will provide a multi-use trail along CSAH 3 (Excelsior Roadway) to improve safety and mobility for pedestrians and bicyclists. Hennepin County supports this funding application and acknowledges that the project aligns with the Hennepin County 2040 Bicycle Transportation Plan. At this time, Hennepin County has no funding programmed in its 2018-2022 Transportation Capital Improvement Program (CIP) for this project. Additionally, Hennepin County will operate and maintain the CSAH 3 (Excelsior Boulevard) roadway facilities for the useful life of the improvements.

Hennepin County looks forward to working with the City of Minnetonka on this project, if the city is successful in securing funding.

Sincerely,



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

cc: Chad Ellos, Transportation Planning Division Manger

Hennepin County Transportation Planning
1600 Prairie Drive, Medina, MN 55340
612-596-0241 | 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

June 18, 2018

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

**RE: Letter of Support for the CSAH 3 (Excelsior Boulevard) Multiuse Trail
2018 Regional Solicitation Funding Application**

Dear Mr. Olson,

The City of Hopkins extends its support for the Regional Solicitation federal funding application for the proposed multiuse trail improvements along Excelsior Boulevard (CSAH 3) in the City of Minnetonka. The project will provide a multiuse trail along Excelsior Boulevard to complete a gap in the sidewalk and trail network and enhance safety and mobility for pedestrians and bicyclists. This proposed project would improve current transportation opportunities for pedestrians, bicyclists, and bus riders along Excelsior Boulevard as well as provide a multimodal connection to the planned Green Line Extension LRT Shady Oak station.

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

Sincerely,

Nate Stanley, PE
City Engineer
Hopkins



June 20, 2018

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

**RE: Letter of Support for the CSAH 3 (Excelsior Boulevard) Multiuse Trail
2018 Regional Solicitation Funding Application**

Dear Mr. Olson,

Metro Transit extends its support for the Regional Solicitation federal funding application for the proposed multiuse trail improvements along Excelsior Boulevard (CSAH 3) in the City of Minnetonka. The project will provide a multiuse trail along Excelsior Boulevard to complete a gap in the sidewalk and trail network and enhance safety and mobility for pedestrians and bicyclists. This proposed project would improve current transportation opportunities for pedestrians, bicyclists, and bus riders along Excelsior Boulevard as well as provide a multimodal connection to the planned Green Line Extension LRT Shady Oak station.

Metro Transit appreciates your efforts to secure funding for bicycle and pedestrian infrastructure improvements along Excelsior Boulevard, and is supportive of the City of Minnetonka moving forward with plans for multimodal connections along this arterial roadway.

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Harrington', written over a horizontal line.

Adam Harrington
Director of Service Development

A service of the Metropolitan Council