

# DRAFT REPORT

## City of Hopkins Pedestrian and Bicycle Plan - Implementation



*A community where walking and biking are safe, comfortable, convenient and fun everyday activities.*



**FINAL DRAFT**  
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Delivering sustainable,  
people-centered solutions,  
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# 4

## Implementation and Funding

This section provides resources and guidance for funding and implementing this Plan.



### In this section

- 4.1 - Benchmarks, tasks and timelines
- 4.2 - Potential funding sources
- 4.3 - Estimating implementation costs

## 4.1 Benchmarks, tasks and timelines

There are a number of ways to identify and track whether progress is being made to improve the walking and bicycling environment in Hopkins.

Some potential benchmarks include:

- Walking (measured by counts) goes up
- Biking (measured by counts) goes up
- Speeding goes down
- Crashes go down
- Use of on-street parking in commercial districts goes up
- Noise goes down
- Neighborhoods and businesses are satisfied (based on a before and after improvement project questionnaire)

Any number of these criteria should be selected before embarking on an individual improvement project based on the goals and objectives of the specific improvement project.

### Improvements related to the SW LRT

Individual implementation benchmarks for this Plan should be organized around the upcoming planning and installation of the SW LRT. Improvements along Blake Road, 8th Avenue and 17th Avenue should be prioritized and be tied closely to the detailed station area planning and preliminary engineering being done this year. Improvements to these corridors should be made concurrently with the construction of the three SW LRT stations in Hopkins to create one, complete and deeply-rooted network that is centered along the SW LRT alignment.

### Ongoing improvements should be made on a separate schedule and should include the following:

- Complete sidewalk gaps in residential areas to complete pedestrian network. Goal is to complete 20% of gaps per year.
- Develop bicycle boulevards on all recommended streets within five years.
- Create safer crossings with median crossing islands on streets not part of the SW LRT improvements, such as Highway 7, within three years.
- Create improvements in North Hopkins along Hopkins Crossroad and Oak Ridge Road within three years.
- Improve east-west connections along Mainstreet, 1st Street N and Minnetonka Mills Rd concurrently with SW LRT improvements, to ensure a complete network develops to bring people to and from the station areas.
- Create improvements along 11th Avenue south of Excelsior to connect to points south within three years. Include improvements along 7th Street S and connections to existing paths along Westbrooke Way.
- Create improvements along Shady Oak Road that mirror improvements done to Blake Road during the SW LRT improvements. Best practices from Blake Road should be applied to Shady Oak Road, including bicycling and walking facilities and safe, comfortable crossings.
- Increase bicycle parking along Mainstreet, 8th Avenue, Blake Road, Shady Oak Road, and other areas including schools, parks and businesses

## 4.2 Potential funding sources

A variety of funding sources and programs are available to partially or wholly support the improvement of pedestrian and/or bicycle facilities in Hopkins. This section presents a compilation that may serve as a starting point for future efforts.

Grant or Program name	Organization	Walk? / Bike? / Both?	Program description	Additional information	Potential project
Livable Communities Development Account	Metropolitan Council	Both	Intended to link housing, jobs, and other amenities through comprehensive, well-designed networks. Projects can occur on both local and regional scales.	<a href="http://www.metrocouncil.org/services/livcomm/LCAresources.htm">http://www.metrocouncil.org/services/livcomm/LCAresources.htm</a>	Bike lanes and bicycle boulevards downtown and linking to downtown locations.
Hennepin County Transit Oriented Development Grant	Hennepin County	Both	To be used with multi-jurisdictional projects in order to connect people with transit. This includes the provision of pedestrian and bicycle facilities.	<a href="http://hennepin.us/portal/site/HennepinUS/menuitem.b1ab75471750e40fa01dfb47ccf06498/?vgnnextoid=665fb42321ff5210VgnVCM20000048114689RCRD">http://hennepin.us/portal/site/HennepinUS/menuitem.b1ab75471750e40fa01dfb47ccf06498/?vgnnextoid=665fb42321ff5210VgnVCM20000048114689RCRD</a>	Cycletracks or bike lanes linking the three planned SW LRT stations to other portions of the city.
Hazard Elimination and Railway-Highway Crossing Programs	Federal Highway Administration (FHWA)	Both	Uses funds from Highway Safety Improvement Program (HSIP) to eliminate hazards at railroad crossings and to provide safe crossing facilities.	<a href="http://safety.fhwa.dot.gov/safetealu/fact_sheets/ftsht1401d.cfm">http://safety.fhwa.dot.gov/safetealu/fact_sheets/ftsht1401d.cfm</a>	Crossing of the railroad on Blake Road near the location of the planned SW LRT station.
National Highway System (NHS)	Federal Highway Administration (FHWA)	Both	The NHS provides a number of different grants, including some that pertain to pedestrian and bicycle safety and facilities.	<a href="http://www.fhwa.dot.gov/planning/national_highway_system/">http://www.fhwa.dot.gov/planning/national_highway_system/</a>	
Surface Transportation Program (STP)	Federal Highway Administration (FHWA)	Both	Can be used for pedestrian or bicycle facilities, or the creation of non-construction projects such as maps or education.	<a href="http://www.fs.fed.us/eng/pubs/pdf/07771814.pdf">www.fs.fed.us/eng/pubs/pdf/07771814.pdf</a>	

Grant or Program name	Organization	Walk? / Bike? / Both?	Program description	Additional information	Potential project
Congestion Mitigation and Air Quality Act (CMAQ)	Federal Highway Administration (FHWA)	Both	Intended to reduce air pollution and congestion by encouraging cycling and walking through provision of facilities or other resources such as maps and education.	<a href="http://www.fhwa.dot.gov/environment/air_quality/cmaq/">http://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>	
National Scenic Byways Program (NSBP)	Federal Highway Administration (FHWA)	Pedestrian	This grant is used for construction of pedestrian walkways along scenic byways. It requires 20% local contribution.	<a href="http://www.bywaysonline.org/grants/">http://www.bywaysonline.org/grants/</a>	
Recreational Trails Program	Federal Highway Administration (FHWA)	Both	Can be used for construction and/or maintenance of recreational trails for motorized or non-motorized transport. At least a 5% local contribution is required.	<a href="http://www.fhwa.dot.gov/environment/recreational_trails/">http://www.fhwa.dot.gov/environment/recreational_trails/</a>	Improvements related to the Lake Minnetonka Regional LRT Trail, the Minnesota Bluffs Regional LRT Trail, and the Cedar Lake Trail.
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	Both	Intended to increase safety and reduce fatalities on the National Highway System. This includes pedestrian and bicycle facilities. A 10% local contribution is required.	<a href="http://safety.fhwa.dot.gov/hsip/">http://safety.fhwa.dot.gov/hsip/</a>	
Transportation Enhancements (TE)	Federal Highway Administration (FHWA)	Both	Intended to provide transportation enhancements including rail-to-trail programs, 'main street' projects, and streetscape improvements among others.	<a href="http://www.fhwa.dot.gov/environment/transportation_enhancements/">http://www.fhwa.dot.gov/environment/transportation_enhancements/</a>	Sidewalk gaps throughout the city; cycletrack and bike lane projects.
Safe Routes To School (SRTS)	National Center for Safe Routes to School	Both	This grant provides funding for pedestrian and bicycle facilities along school routes.	<a href="http://www.saferoutesinfo.org/">http://www.saferoutesinfo.org/</a>	Crossing improvements on Highway 7; bike lane and bike boulevard improvements near Alice Smith Elementary.
Active Living Research	Active Living Research	Both	Supports studies which promote active living through policy, particularly in regards to childhood obesity.	<a href="http://www.activelivingresearch.org/grantsearch/grantopportunities">http://www.activelivingresearch.org/grantsearch/grantopportunities</a>	

Grant or Program name	Organization	Walk? / Bike? / Both?	Program description	Additional information	Potential project
Safe Kids Walk This Way	Safe Kids USA	Pedestrian	Intended to create a safer pedestrian environment by educating motorists and children. This goal is achieved through community engagement practices.	<a href="http://www.safekids.org/in-your-area/coalitions/minnesota-state.html">http://www.safekids.org/in-your-area/coalitions/minnesota-state.html</a>	
Job Access and Reverse Commute Grants	Federal Transit Administration (FTA)	Both	This program aims to connect low-income residents and welfare recipients to work places via transit access and pedestrians and bicycle facilities.	<a href="http://fta.dot.gov/grants/13093_3550.html">http://fta.dot.gov/grants/13093_3550.html</a>	
Land and Water Conservation Fund (LWCF)	Department of Natural Resources (DNR)	Both	Intended to protect local land and water resources in a number of ways including trails which promote the enjoyment and protection of resources via non-motorized transportation.	<a href="http://www.dnr.state.mn.us/grants/recreation/parkroads.html">http://www.dnr.state.mn.us/grants/recreation/parkroads.html</a>	
Rivers, Trails, and Conservation Assistance Program	National Park Service (NPS)	Both	Provides guidance to communities for the preservation of land and water as well as the development of recreational trails and greenways.	<a href="http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html">http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html</a>	



## 4.3 Estimating implementation costs

The following tables are provided as a guide—a first step toward estimating probable costs for implementation projects. Contingency, engineering/design, construction and administration costs are not included. See additional information at [www.bicyclinginfo.org/bikecost/](http://www.bicyclinginfo.org/bikecost/).

### Striping

Treatment description	Unit	Unit cost
4" Dashed	LF	\$0.75
6" Dashed	LF	\$1.00
8" Dashed	LF	\$1.25
4" Solid	LF	\$1.00
6" Solid	LF	\$1.50
8" Solid	LF	\$2.00
"Zebra" striped crosswalk (thermoplastic)	LF	\$120.00

### Pavement markings

Treatment description	Unit	Unit cost
Bike lane symbol (paint)	EA	\$75.00
Bike lane symbol (thermoplastic)	EA	\$200.00
Shared lane marking (thermoplastic)	EA	\$275.00
Green bike lane (paint)	LF	\$19.00
Colored pavement (thermoplastic)	SF	\$10.00

### Signs, Signals and Wayfinding

Treatment description	Unit	Unit cost
Wayfinding sign (including post and base)	EA	\$400.00
Regulatory/warning sign (including post and base)	EA	\$300.00
Pedestrian hybrid beacon (RRFB)	LS	\$15,000.00
HAWK signal system	LS	\$100,000.00
Bicycle signal	EA	\$10,000.00
Loop detector	EA	\$1,500.00

### Intersection treatments / traffic calming

Treatment description	Unit	Unit cost
Median extension for pedestrian refuge (6 ft x 8 ft)	EA	\$5,000.00
Pedestrian refuge island, small (1100 sf)	EA	\$12,000.00
Pedestrian refuge island, large (2300 sf)	EA	\$25,000.00
Speed hump (raised crossing)	EA	\$2,500.00

### Other

Treatment description	Unit	Unit cost
Bicycle parking (inverted U)	EA	\$190.00
Street lights	EA	\$3,700.00
Bollard	EA	\$150.00
Underpass	LF	\$4,000.00
ADA Curb ramp	EA	\$1,500.00
Concrete Sidewalk	SF	\$8.00



