



## 3. TRANSPORTATION

**Direction for a multimodal network providing connections and access.**

### INTRODUCTION

The development of a robust transportation network is necessary to support the planned growth and development in Hopkins. In Hopkins, which already has a strong multimodal network, adding road capacity generally is not the answer. As a result, the plan for Hopkins transportation improvements focuses on expanding options for travel that do not depend on single occupant vehicles – while still ensuring that automobile travel is safe and efficient. See **Appendix B2** for additional transportation information, maps, data, and calculations. The planned multimodal transportation network is adequate to accommodate growth in travel needs through 2040.

### MAJOR FACTORS

Major factors to consider when planning for transportation in Hopkins include:

- **Multimodal connections.** The City of Hopkins has a fully multimodal network that will only increase with planned investments. Planning for improvements will need to take into account intermodal and multimodal connections and systems. This will include improvements to bicycle, pedestrian, transit, freight, and roadway networks.
- **Roadway network largely complete.** The City of Hopkins is near full development and has nearly all of the miles of minor arterial and collector roads that it will need. However, certain road improvements will be needed at the city and county levels during the next twenty years. However, the city’s major arterial network is for the most part complete.
- **Transit is a major opportunity.** Hopkins will be home to three of the new Green Line Extension stations with the expansion of light rail. It will serve as a western hub for the line, with connections into the larger regional transit network. This facility will increase transit accessibility significantly, allowing for less dependence on automobiles.
- **Regional trail hub.** Hopkins serves as a regional hub for bicycle and pedestrian travel as well, with the trailheads of five regional trails in the city – connecting to destinations throughout the central and west metropolitan area. Combined with local sidewalks and trails, Hopkins has a strong start on connecting into the existing Regional Bicycle Transportation Network, which focuses on providing a viable bicycle transportation network.

# TRENDS AND CHALLENGES

## MULTI-MODAL TRANSPORTATION



Increasingly, Hopkins residents are using several different modes of transportation. Additionally, many residents indicate they would like more opportunities to bike, walk, and take public transit within the city. These trends are part of larger desires for cost savings, being more active, and/or reducing carbon emissions by driving less. Accommodating several forms of transportation on roads or along corridors can be a challenge, especially in fully developed communities where there are fewer opportunities to expand or redesign roadways.

## BALANCING REGIONAL AND LOCAL MOBILITY AND ACCESS



Hopkins currently has regional trails running through portions of the city. Additionally, the construction of the Green Line Extension will increase regional connectivity. While the City works to ensure safe and smooth regional transportation and connections, local access, connectivity, and mobility also need to be considered to ensure all Hopkins residents have access to regional opportunities.

## EXPANDED USE OF AUTONOMOUS VEHICLES



Advances in self-driving car technology suggest that in the next few decades, these may become much more widely used. Some experts predict that by 2040, autonomous vehicles will be the primary personal transportation mode. This has broad implications including: (1) the need to upgrade infrastructure markings, signage, and lane structure, (2) the potential for substantial shifts away from parking for single-occupant vehicles to a more pooled vehicle model, (3) the need for interjurisdictional coordination on how facilities and standards may change across borders.

## MOBILITY AS A SERVICE, AND SHARED VEHICLES



This trend is already well underway. Companies such as Lyft and Uber offer ride-sharing services that may reduce the need for personal vehicle usage and ultimately car ownership. This has implications for the demand for dedicated drop off/pick up zones and parking and staging of vehicles. The need for a City response in terms of regulations and enforcement will expand as these services expand.

## CHANGE IN SHOPPING PATTERNS AND DELIVERY METHODS

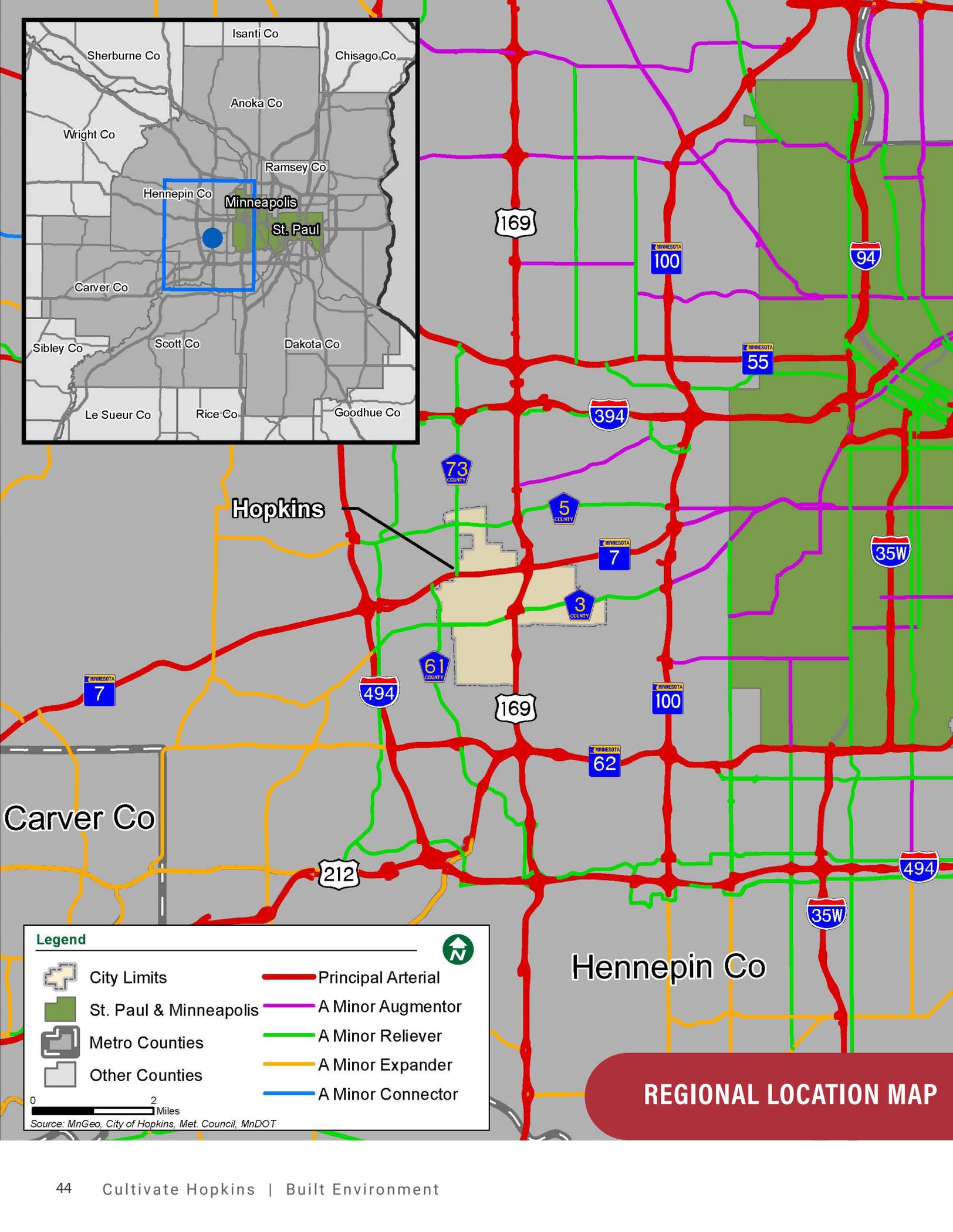
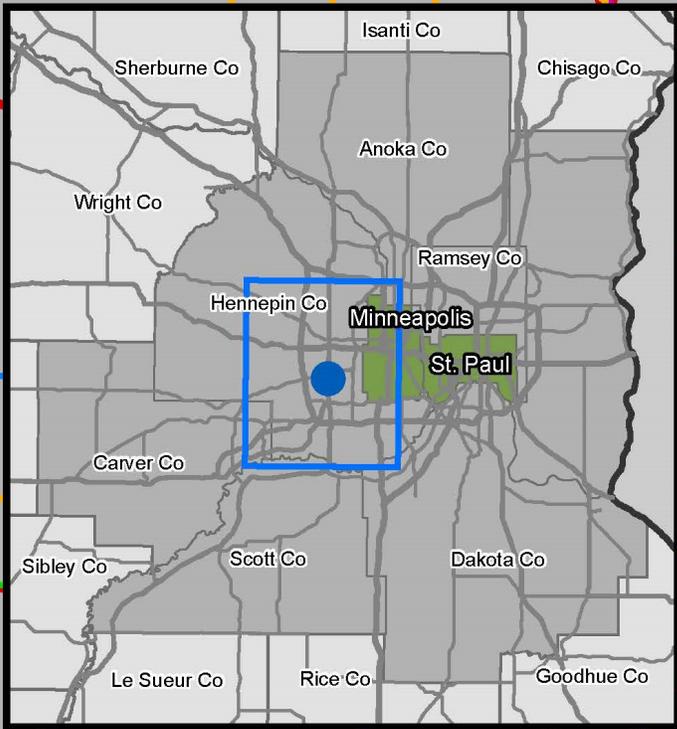


People are increasingly shopping online, leading to implications for both brick and mortar stores, as well as accommodating increased and expanded delivery methods. Increases in freight traffic from deliveries may have implications for existing city roadways. Additionally, the potential expansion of other means of delivery raise questions about how these will be regulated. Increases in telecommuting and working remotely have similar implications.

## PEOPLE WHO LIVE WITHOUT A CAR



Increasingly, people are opting to live without a car - either by necessity or choice. This increase importance of providing alternative modes of transportation.



**REGIONAL LOCATION MAP**



## GOAL 1

Develop and maintain a safe and functional roadway network that accommodates all users and balances access and mobility.

# GOALS AND POLICIES

## Roadway System

Hopkins will continue to design and maintain its roads according to the established functional classification system in order to serve the needs of the community and enhance regional efforts to reduce traffic congestion.

### Policies:

- Continue to maintain roads and related infrastructure to established standards.
- Ensure there is adequate multimodal connectivity at future LRT stations.
- Following completion of the long standing citywide street and utility reconstruction program, consider alternative methods of funding public infrastructure improvement projects using funding sources other than special assessments ([MN Statute 429](#)). Alternative funding source for consideration include street reconstruction bonds, franchise fees, and other resources created by the State after creation of this Plan.
- Consider the potential impact of the expanded use of autonomous vehicles on the roadway network, and periodically evaluate to determine if any changes are needed.
- Consider how changes in travel behavior, such as ride sharing, may impact demands on roadways, including parking and staging areas, and periodically evaluate to determine if any changes are needed.
- Promote multi-modal usage through improved infrastructure in public right of way corridors, with an increased focus on collector roadway corridors, access routes to transit, and crossings of major collectors and arterials.



## GOAL 2

Promote travel demand management practices where feasible with existing and new development.

### Travel Demand Management

Hopkins has a mixture of low-and high-density housing, industrial, and office uses which may help reduce travel on the metropolitan highway system by allowing people to live near their place of work. This pattern of existing and planned growth provides an opportunity to implement travel demand management (TDM) practices, which are aimed at limiting peak hour automotive travel that contributes to congestion on the road network.

#### Policies:

- Continue to review the site plans of major new developments to ensure that they support TDM principles, such as provisions for preferential parking for ride-sharing vehicles, transit rider incentives, accommodation for nonmotorized travel, or other such elements.
- Continue to support existing policies that include TDM incentives and goals for large development projects, and consider opportunities to expand or incorporate similar policies in other zoning or development standards.
- Support Minnesota Department of Transportation (MnDOT) and the Metropolitan Council regional educational and outreach efforts to encourage ride-sharing, staggered work hours, and off-peak travel.
- Consider how changes in travel behavior, such as ride sharing, may impact demands on roadways, including parking and staging areas, and periodically evaluate to determine if any changes are needed.
- Promote multi-modal usage through improved infrastructure in public right of way corridors, with an increased focus on collector roadway corridors, access routes to transit, and crossings of major collectors and arterials.

## Fixed Route Transit

The City of Hopkins will continue to actively participate in the planning, design, and construction of the future Green Line Extension. The City supports the proposed locations for light rail transit stations in Hopkins and will continue to work with the Hennepin County Regional Railroad Authority (HCRRA) and Metro Transit on implementation of the Green Line Extension.

### Policies:

- Implement light rail station area plans, which accommodate transit-oriented development, and ensure excellent pedestrian facilities within a half mile of the stations and bicycle connectivity within 2-3 miles.
- Publicize the accessibility of the LRT stations in the community to promote the use of this new travel mode and also to make the general public more aware of the convenient access to regional destinations and job centers.
- Strive to ensure that parking demands at LRT stations do not negatively impact surrounding residential or business areas.
- Collaboratively implement vehicular and multi-modal transportation improvements consistent with the city's downtown and citywide economic development goals identified separately in this plan.
- Promote the development of a bus circulator between LRT stations and Downtown.

## Metro Transit Bus Service

While the Green Line Extension will provide enhanced transit access along the planned corridor, regular bus route service will continue to provide transit service for much of the community. In addition to providing transportation to destinations, bus routes will be designed to provide feeder route service to Green Line Extension stations.

### Policies:

- Work with Metro Transit to create new or improved bus stops and stations along its routes through Hopkins, especially along major corridors.
- Review major new developments to encourage the inclusion of bus shelters and pullouts as needed if such sites are along existing or planned bus routes.
- Work with Metro Transit to ensure that there is good bus transit service and LRT feeder bus connectivity at each LRT station located in Hopkins, wherever feasible.

## Demand-Responsive Transit

Demand responsive transit provides transportation at the request of the rider, as opposed to running on a fixed route. They allow for flexible timing of trips within designated service areas. Demand responsive transit service is particularly important for those who are unable to ride regular transit, particularly seniors and people with disabilities. Services like [Transit Link](#) and [Metro Mobility](#) can help riders maintain independence and provide valuable "last-mile" connections between fixed transit routes and the rider's destination.

### Policies:

- Continue to assist as needed to facilitate Metro Mobility service.
- Provide referrals to demand responsive transit service as requested by residents.

## GOAL 3

Participate in the development of the Green Line Extension project to expand transportation and development benefits for the community.

## GOAL 4

Work with Metro Transit to promote convenient, reliable bus service on corridors throughout the city.

## GOAL 5

Continue to support the presence of demand responsive transit in Hopkins to meet the needs of the community.

## GOAL 6

Support the development of a safe, connected, accessible network of regional and local bicycle and pedestrian facilities in Hopkins.

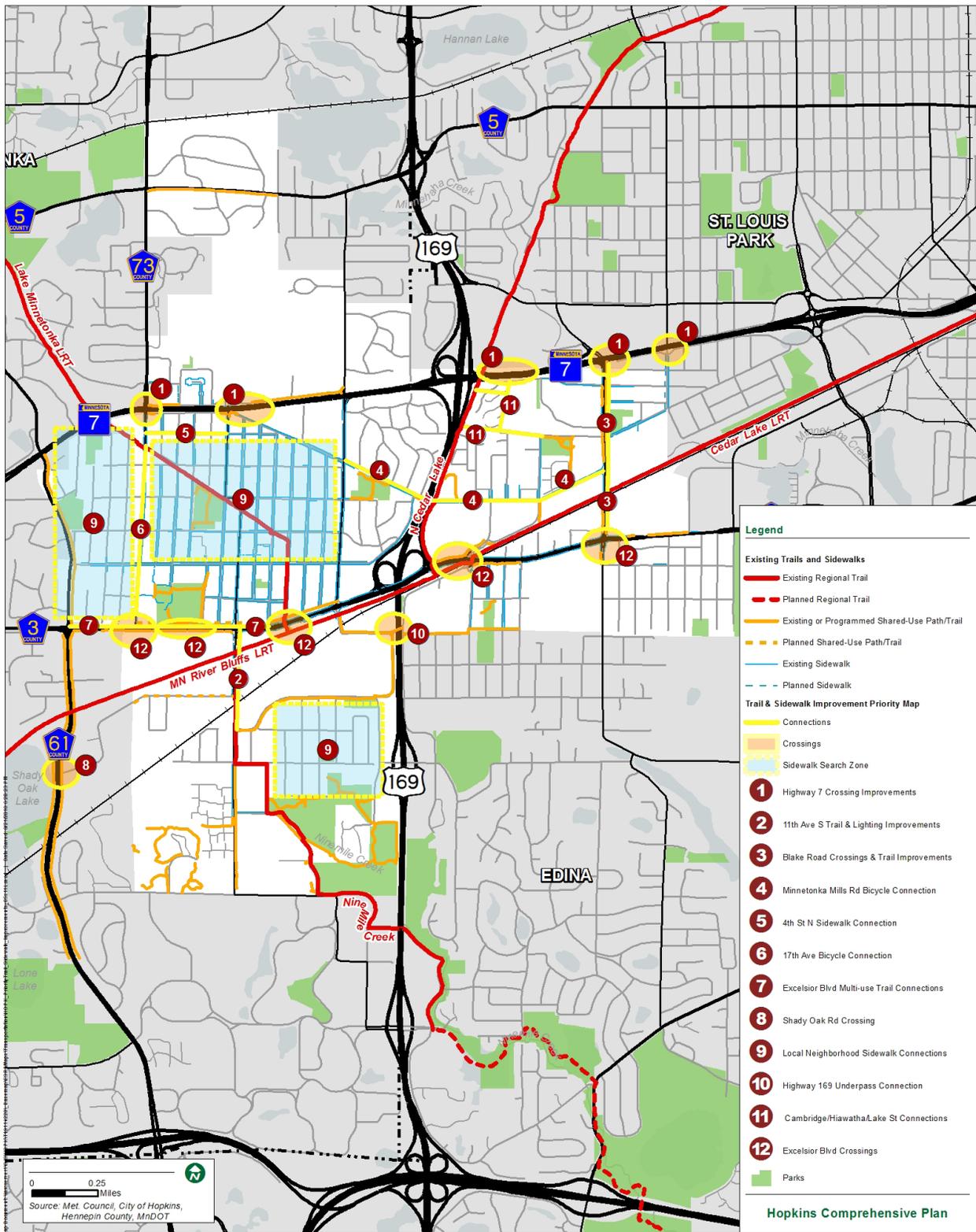


### Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are a frequently requested improvement in Hopkins. While a significant number of local and regional connections exist, there are still gaps in the system and places in the city that are underserved. The City's adoption of a [Complete Streets Policy](#) in 2010 sets the standard for how bicycle and pedestrian facilities will be incorporated into the existing transportation network.

#### Policies:

- Pursue the implementation of the City's Complete Streets Policy by considering all modes of transportation when designing or reconstructing streets, with particular focus on collector roadway corridors, access routes to transit, and crossings of major collectors and arterials.
- Pursue bicycle and pedestrian facility improvements and implement the City's Complete Streets Policy in consideration of the City's identified priorities for such improvements.
- Support the development of new trailhead facilities near the convergence of the regional trails, as in the trailhead at The Depot.
- Continue to build pedestrian ways along collectors and certain minor arterial streets to improve accessibility and pedestrian travel safety between residential areas, downtown, parks, and the regional trails.
- Strive to create better pedestrian environments in and around future light rail transit stations and transit oriented development areas.
- Continue to ensure safe conditions at regional trail street crossing locations.
- Improve pedestrian and bicycle accessibility between the regional trails and the Hopkins central business district, particularly through connections along 17th Avenue. The Artery is an example of improved pedestrian and bicycle facilities and connections that support both regional trail access and local connections.



## Aviation

There are no existing or planned aviation facilities within Hopkins; however, the City recognizes that it has a responsibility to include airspace protection in its comprehensive plan update. The protection is for potential hazards to air navigation including electronic interference.

### Policies:

- Identify any existing or potential structures which may impact airspace.
- As appropriate, notify MnDOT and the FAA upon receipt of any development proposals for structures of 200 feet or taller.
- Monitor and consider implications to the city of potential changes in aviation traffic, such as the expanded use of drones.

## Freight

The freight needs for Hopkins are served by the major arterial road network and freight rail lines passing through the community. There are no specialized freight facilities within city limits. At present, the City does not anticipate any major expansions to this network. However, it will be maintained to meet existing and future demand for movement of goods.

### Policies:

- Allow for the continuation of rail and truck freight traffic, while minimizing the impacts on local traffic and land uses.
- Locate uses that rely on heavy movement of freight along major freight corridors.

## GOAL 7

Comply with all state and federal regulations related to airspace.

## GOAL 8

Accommodate local and regional freight movement.



