



APPENDIX B2: TRANSPORTATION

Cultivate Hopkins Comprehensive Plan

APPROVED 11/17/20



Existing Roadway Conditions

Traffic Volumes and Crash Data

The most basic characteristic of a roadway is the volume of traffic that it carries. Existing vehicular traffic volumes and crash data on roadways within Hopkins are presented in **Figures B2.1a, B2.1b, and B2.1c**.

It can be seen that the highest volumes of crashes in the City are located in the following locations:

- Highway 169 and Highway 7
- Highway 169 and Interlachen Road
- Highway 7 and Highway 73
- Highway 7 and 5th Avenue North
- Highway 3 and 8th Avenue

Figure B2.1a – Existing Traffic Volume and Crash Data, Northern Area

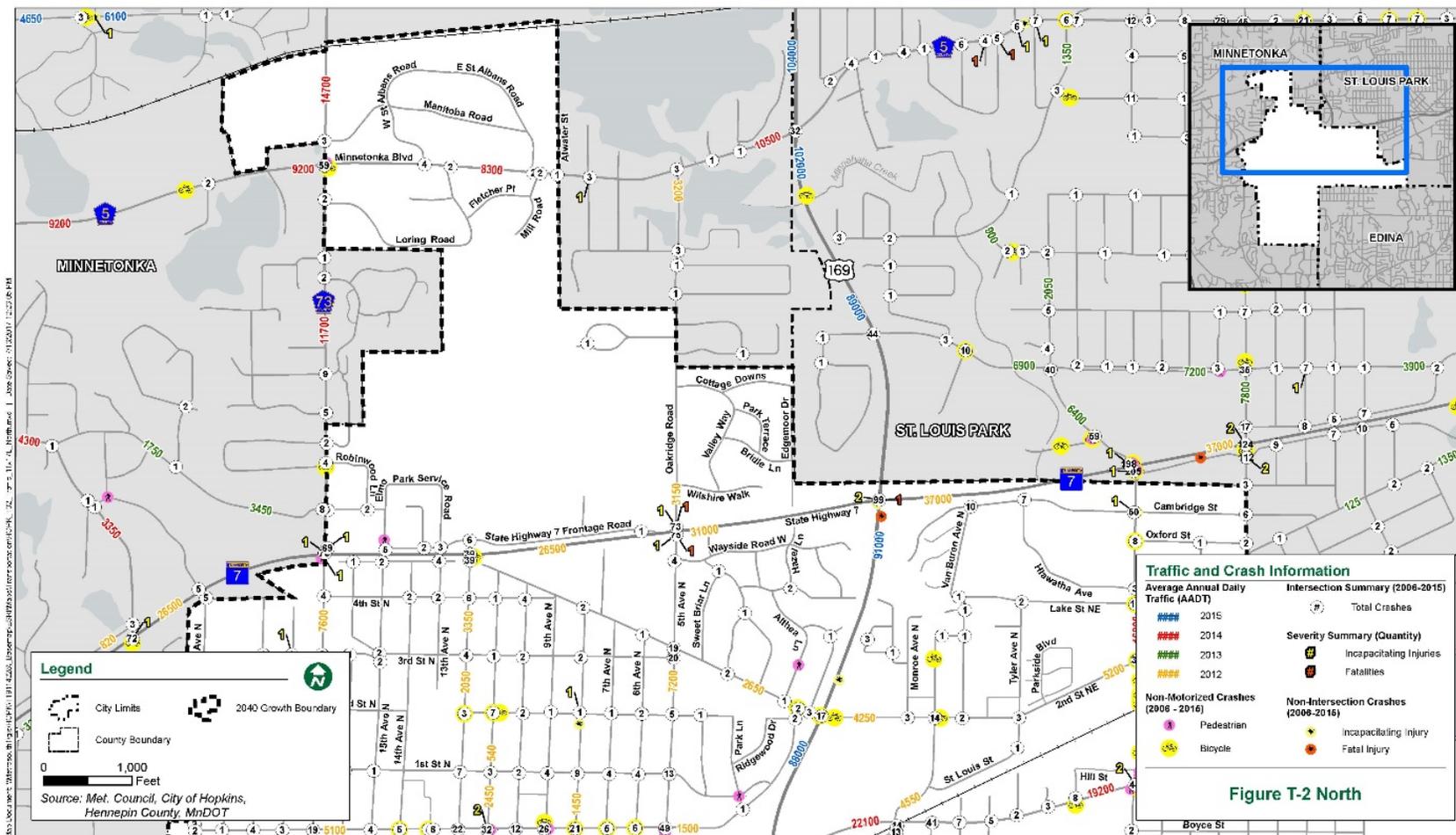


Figure B2.1b – Existing Traffic Volume and Crash Data, Middle Area

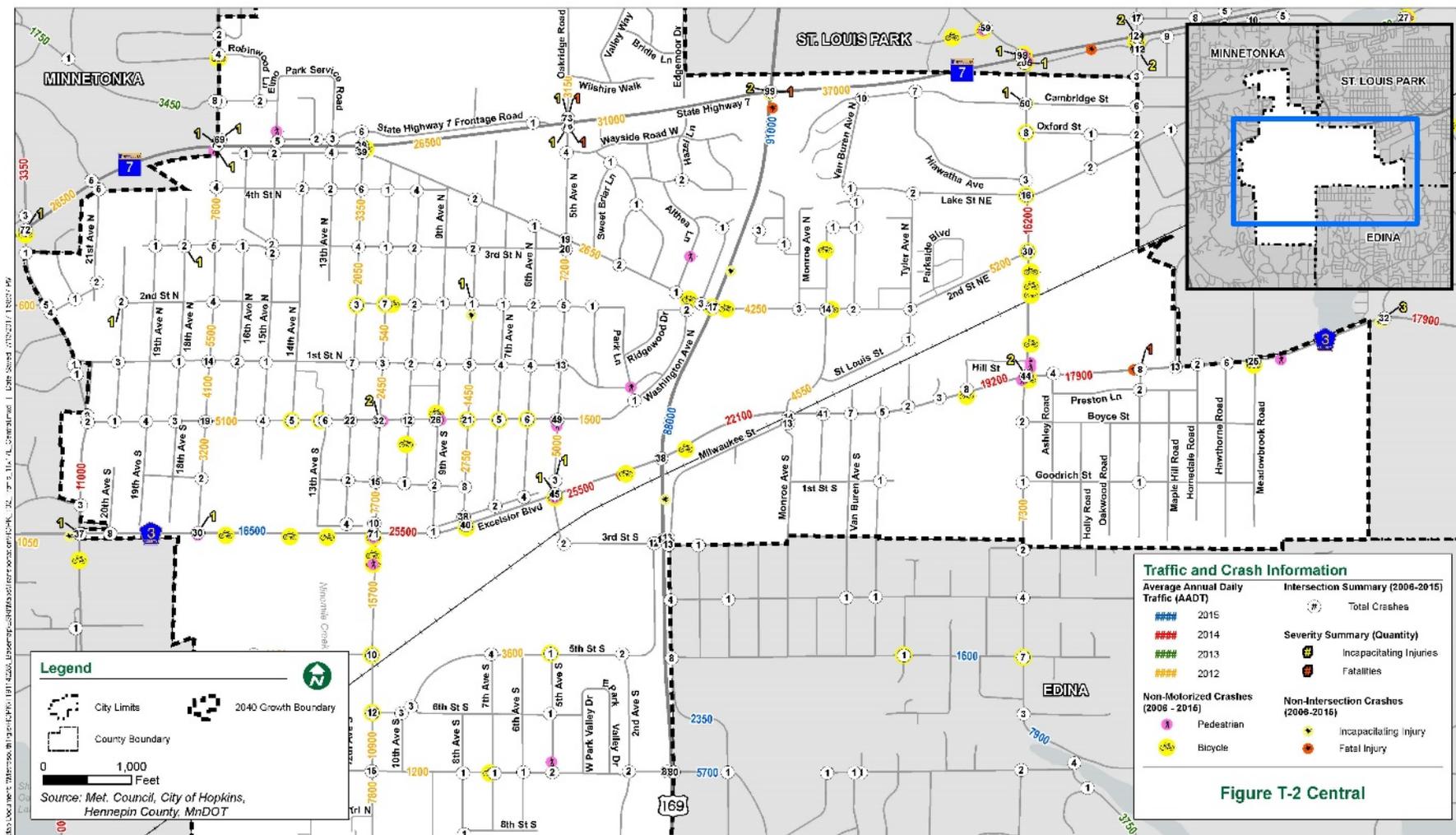
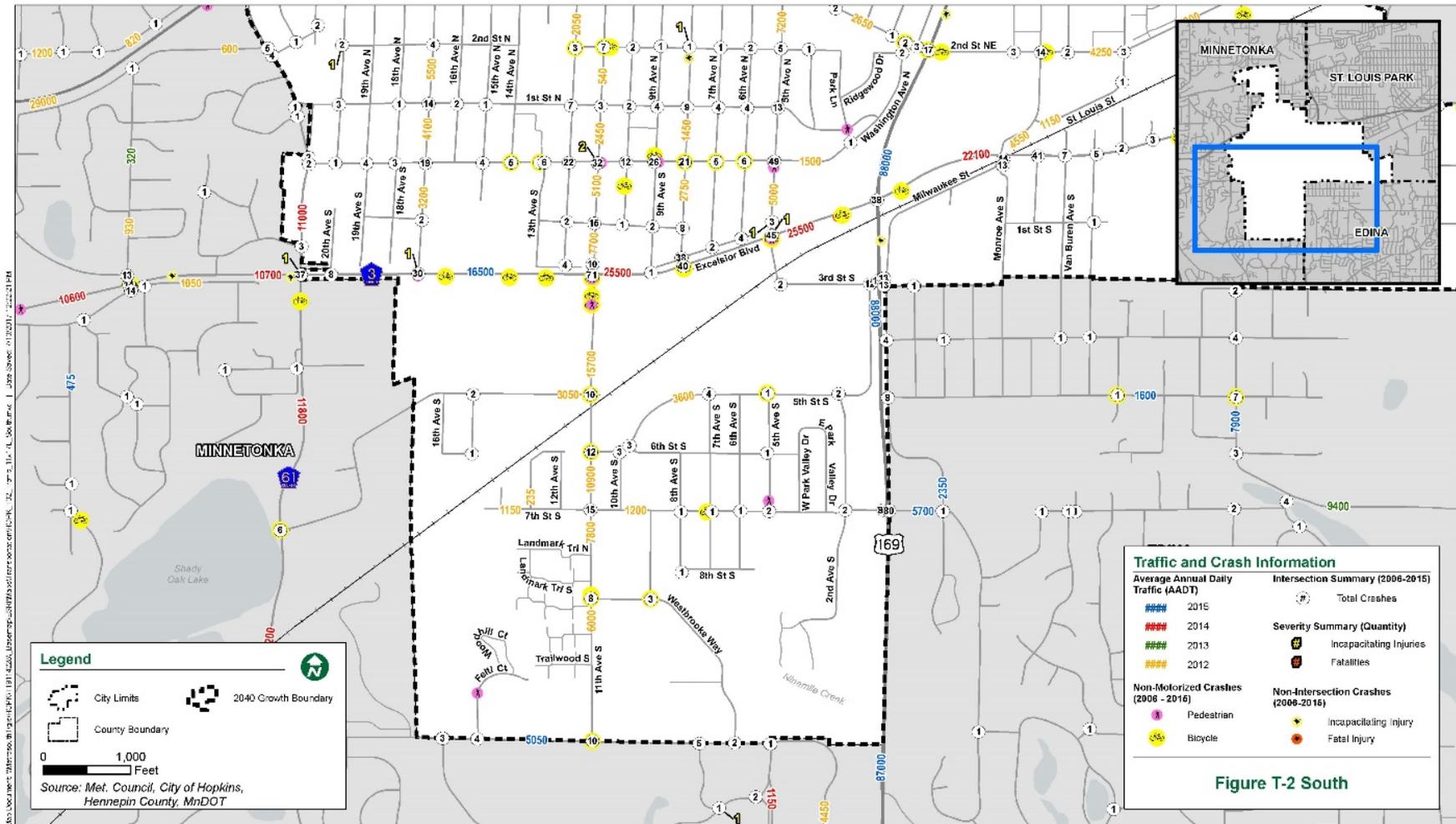


Figure B2.1c – Existing Traffic Volume and Crash Data, Southern Area



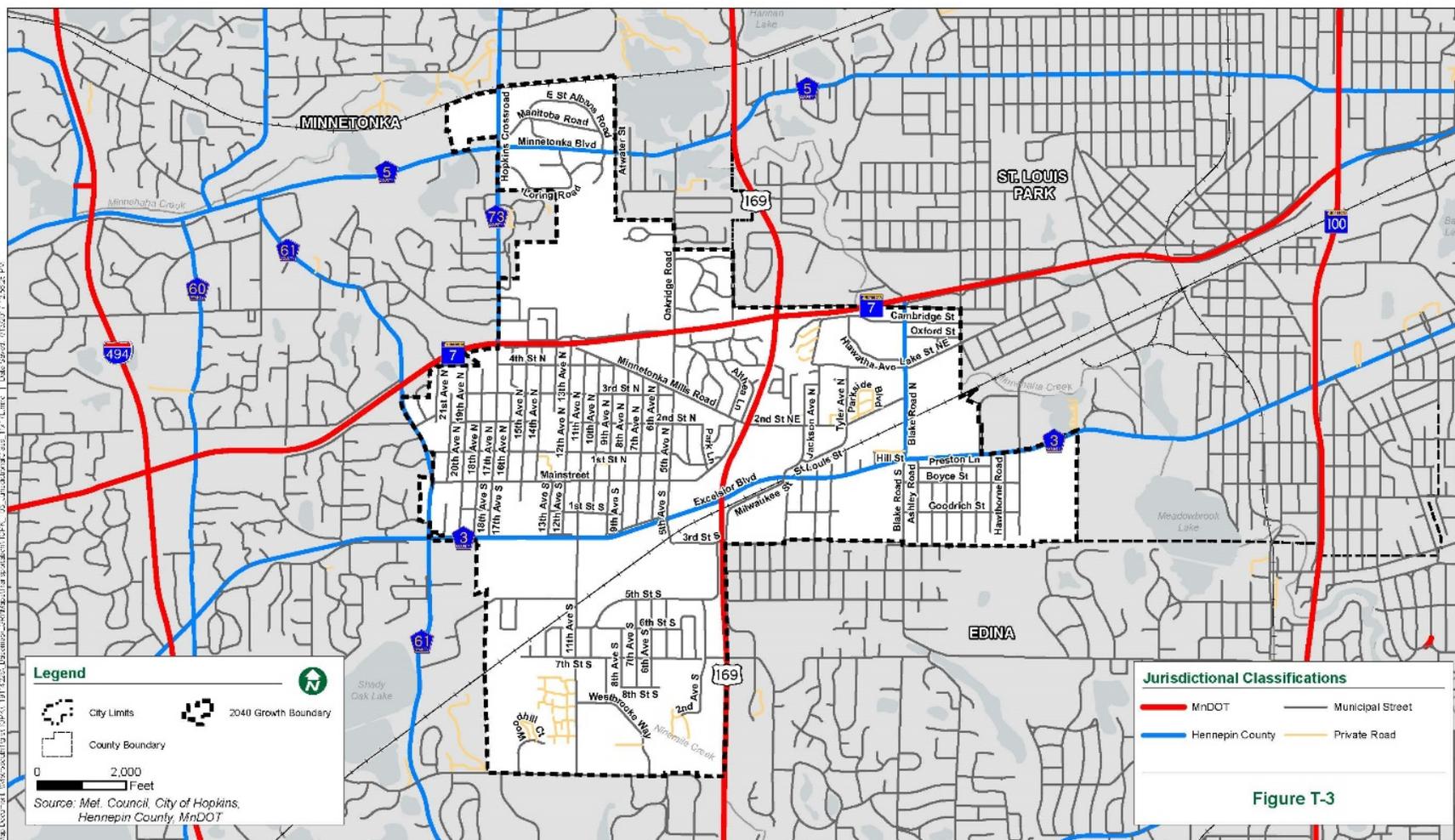
Jurisdictional Classification

Roadways are classified based on the vehicular traffic volume they transport and function they serve with the transportation network. Roadways in Hopkins are under the jurisdiction of either MnDOT, Hennepin County, or the City of Hopkins. **Figure B2.2** depicts the existing roadway jurisdictional classification system in Hopkins.

Table B2.1 summarizes the functional class, jurisdiction, and average daily traffic for major roadways passing through Hopkins.

Table B2.1 – Existing Functional Classification, Jurisdiction, and Traffic by Road, 2015			
Classification	Jurisdiction	Lanes	Average Daily Traffic
Principal Arterials			
MN TH 7	MnDOT	4 to 6	32,000
US 169	MnDOT	4 to 6	90,000
A-Minor Arterials			
CSAH 3	Hennepin County	4 to 6	4,300
CSAH 5	Hennepin County	2 to 4	20,000
CSAH 61	Hennepin County	2 to 4	4,200
CSAH 73	Hennepin County	2 to 6	21,000
Major Collectors			
Oakridge Road/5 th Avenue South (CSAH 5 to CSAH 3)	City	2 to 4	6,200
12 th Avenue North (MN 7 to north of 2 nd Street North)	City	2	3,000
11 th Avenue North (2 nd Street North to Smetana Road)	City	2 to 6	12,000
2 nd Street North (12 th Avenue North to 11 th Avenue North)	City	2	1,000
Smetana Road	City	2	5,050
Blake Road North	City	2 to 5	12,000

Figure B2.2 – Existing Roadway Jurisdiction

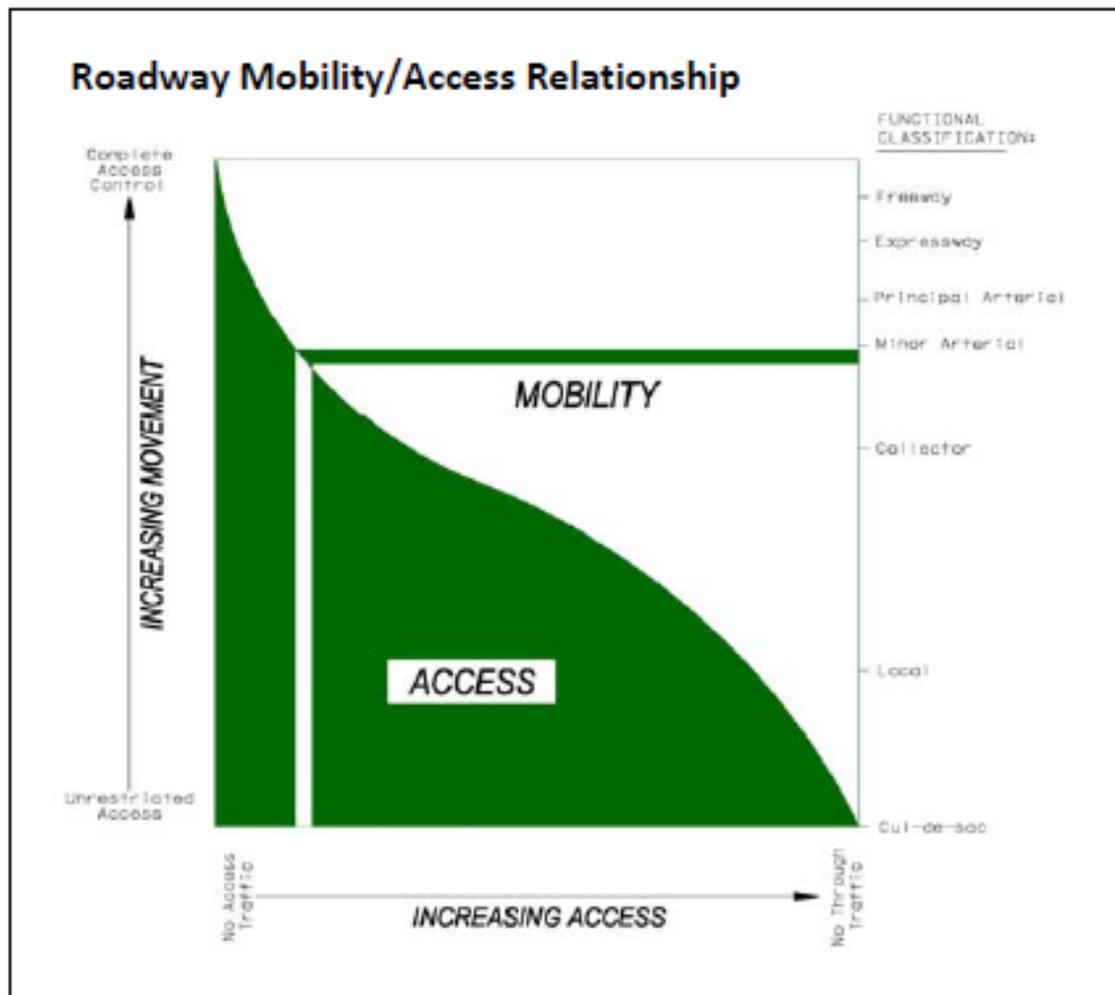


Functional Classification

The functional classification of roadways describes the volume that distributes traffic from neighborhood streets to collector roadways, then to minor arterials, and ultimately the Metropolitan Highway System. Roads are placed into categories based on the degree to which they provide **access** to adjacent land uses and lower level roadways versus providing higher-speed **mobility** for “through” traffic. Functional classification is a cornerstone of transportation planning. Within this approach, roads are located and designed to perform their designated function.

Functional classification involves determining what functions each roadway should perform prior to determining its technical design features, such as street widths, speed, adjacent non-motorized facilities, and intersection control. Access spacing standards and guidelines can be found in the MnDOT Access Management Manual (January 2008) and Hennepin County Comprehensive Plan.

Access, as applied to the roadway system in Hopkins, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic is reduced. The graphic below illustrates the relationship between access and mobility.



The current roadway functional classification map for Hopkins as identified by the Metropolitan Council is presented in **Figure B2.3**. The roadway system presently consists of six functional roadway classifications:

- Principal arterials
- “A” minor arterials
- Other arterials
- Major collectors
- Minor collectors
- Local streets

For arterial roadways, the Metropolitan Council has designation authority. Local agencies may request that their roadways become arterials (or are downgraded from arterial to collector), but such designations or re-designations must be approved by the Metropolitan Council. The agency which has jurisdiction over a given roadway (e.g. Hennepin County or the City of Hopkins) has the authority to designate collector status.

Figure B2.3: Existing Functional Classification

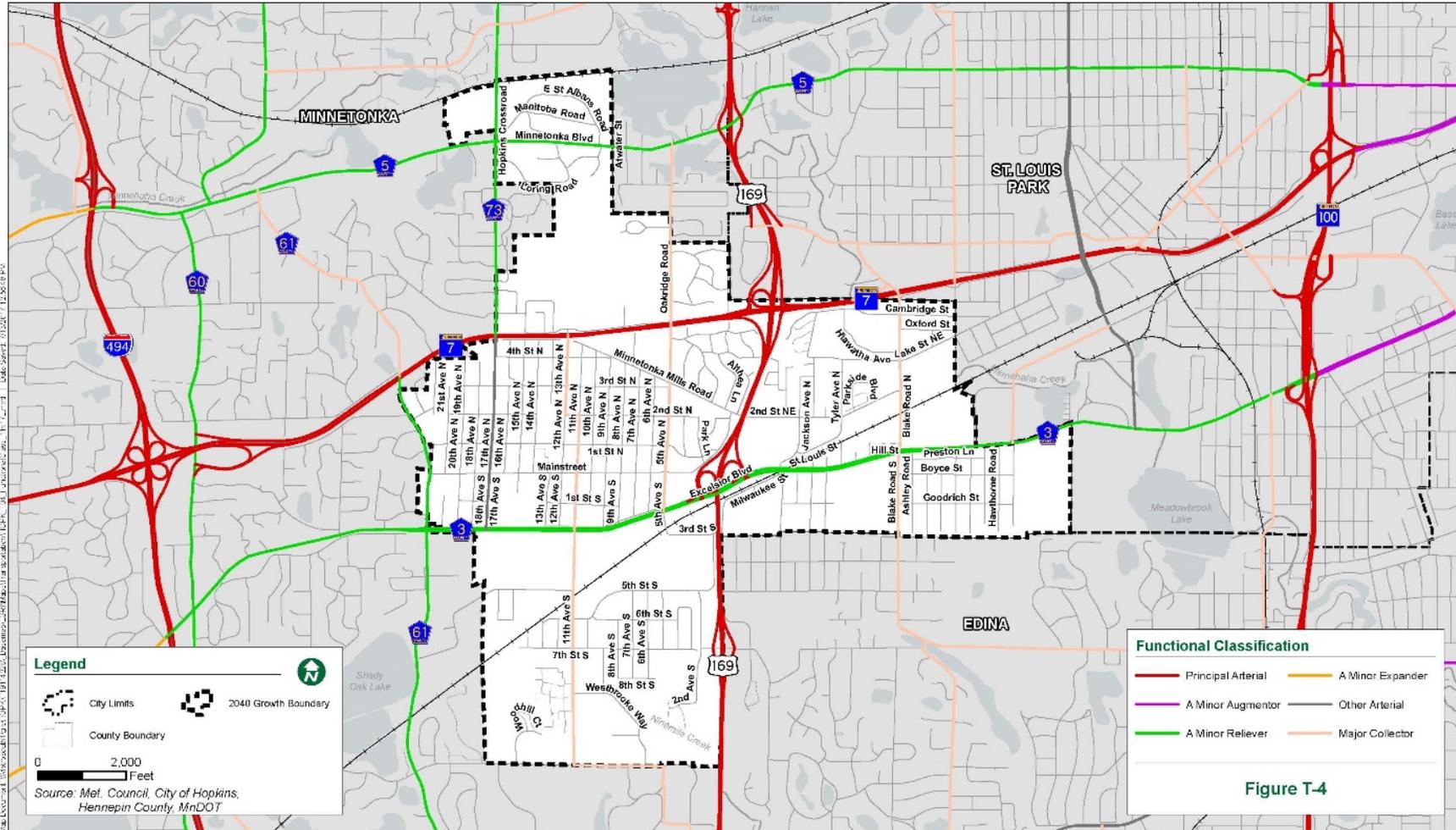


Figure T-4

Principal Arterials

Principal arterials are the highest roadway classification and make up the Metropolitan Highway System. The primary function of these roadways is to provide mobility for regional trips, and they do not provide a land access function. They are intended to interconnect regional business concentrations in the metropolitan area, including the central business districts of Minneapolis and St. Paul. These roads also connect the Twin Cities with important locations outside the metropolitan area. Principal arterials are generally constructed as limited access freeways, but may also be multiple-lane divided highways.

In Hopkins, the principal arterials are Minnesota Trunk Highway 7 and U.S. Highway 169. Their characteristics are summarized in **Table B2.2**.

Classification	From	To	Lanes
MN TH 7	Hopkins Crossroad	Blake Road North	4 to 6
US 169	MN TH 7	Interlachen Road	4 to 6

“A” Minor Arterials

These roads connect important locations within the City of Hopkins with access points of the metropolitan highway system and with important locations outside the city. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. While “A” minor arterial roadways provide more access than principal arterials, their primary function is still to provide mobility rather than access to lower level roadways or adjacent land uses.

Metropolitan Council has defined four subcategories of “A” minor arterials: reliever, expander, connector, and augmentor. These subcategories are primarily used by the Metropolitan Council to allocate federal funding for roadway improvements. The different types do not have separate, specific design characteristics or requirements. However, they have somewhat different functions in the roadway network, and are typically found in certain areas within the region.

- **Relievers** provide supplementary capacity for congested parallel principal arterials. They are typically found in urban and suburban communities.
- **Augmentors** supplement the principal arterial system in more densely developed or redeveloping areas. They are typically found in urban communities.
- **Expanders** supplement the principal arterial system in less densely developed or redeveloping areas. They are typically found in urban and suburban communities.
- **Connectors** provide safe, direct connections between rural centers and principal arterials in rural areas without adding continuous general purpose lane capacity. They are typically found in rural communities and on the suburban edge.

As shown on **Figure B2.3**, the “A” minor arterial network in Hopkins is comprised primarily of relievers, consistent with its location in the region and their relation to nearby principal arterials.

Table B2.3 summarizes the “A” minor arterials in Hopkins.

Table B2.3 – “A” Minor Arterial Roadways			
Road	From	To	Lanes
CSAH 3	CSAH 61	Meadowbrook Boulevard	4 to 6
CSAH 5	Hopkins Crossroad	Atwater Street	2 to 4
CSAH 61	CSAH 7	CSAH 3	2 to 4
CSAH 73	Manitoba Road	CSAH 3	2 to 6

Other Arterials

Like “A” minor arterials, these roadways also serve more of a mobility function than access function. However, they may not have as much regional importance as “A” minor arterials and are not eligible for federal roadway improvement funding. The other arterial roadways in Hopkins are identified in **Table B2.4**.

Table B2.4 – Other Arterial Roadways			
Roadway	From	To	Lanes
17 th Avenue	CSAH 7	Excelsior Boulevard	2 to 4

Major and Minor Collectors

Collector roadways provide a balance of the mobility and land-use access functions discussed above. They generally serve trips that are entirely within the City and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are shorter in length, with lower volumes and lower speeds than major Collectors. Current collector roadways are identified in **Table B2.5**.

Table B2.5 – Major and Minor Collector Roadways			
Roadway	From	To	Lanes
Oakridge Road/5 th Avenue South (CSAH 5 to CSAH 3)	St. John’s Road	3 rd Street South	2 to 4
12 th Avenue North	MN TH 7	2 nd Street North	2
11 th Avenue North	2 nd Street North	Smetana Road)	2 to 6
2 nd Street North	12 th Avenue North	11 th Avenue North	2
Smetana Road	11 th Avenue North	Westbrook Way	2
Blake Road North	CSAH 7	Spruce Road	2 to 5

Problem Issues and Locations

Based on discussions with City staff and stakeholder outreach, general transportation issues and locations of concern include the following:

- **Demand for bicycle and pedestrian connectivity.** There is significant demand for additional bicycle and pedestrian facilities in the City of Hopkins. This includes connectivity to the existing regional trail network and various community destinations. It also includes connections within residential neighborhoods, although there is not always consensus regarding the best location for new facilities.
- **Addressing bicycle and pedestrian barriers.** While portions of Hopkins are very walkable and bikeable, major corridors create significant barriers in terms of safety and comfort of crossing. These include major highways, freight rail, and other obstacles. To create more connectivity, these barriers will need to be addressed.
- **Additional north-south system roadway connectivity.** Due to the various east-west barriers in the city, there is limited connectivity in terms of roadways from the northern to the southern portion of the city. Additional roadway connectivity could both take the pressure off of 11th Avenue South, and provide better access to the planned Shady Oak LRT station area.
- **Improved transit service.** There is continued support for the construction of the Green Line Extension LRT project, with the planned three stations in Hopkins, as well as other high frequency routes which would increase the quality and accessibility of transit service.

Summary of Relevant Transportation Studies

A summary of transportation studies relevant to the City of Hopkins is provided below, organized by the jurisdiction who was the lead on the study.

MnDOT

Highway 169 Mobility Study

Highway 169, between Highway 41 in Shakopee and Highway 55 in Golden Valley, was identified by two studies, a 2014 Highway Transitway Corridor Study and the 2010 MnDOT MnPASS System Study – Phase 2, as an ideal corridor for transit and mobility improvements. The Highway 169 Mobility Study was initiated to provide insight into travel and transit needs on the highway, and to determine the best options for reducing congestion, providing reliable trip times, and improving travel times for buses.

The study was divided into two tasks:

Task 1 is focused on identifying and evaluating cost-effective options for improving transit and reducing congestion on Highway 169. The study focused on highway bus rapid transit, MnPASS express lanes, lower cost/high benefit improvements such as adding auxiliary lanes, turn lanes, modifying interchanges and creating ways for buses to get through traffic more efficiently, and evaluating the potential for expanding bus service on Highway 169 between Mankato and the Twin Cities Metro. The study is currently ongoing, with results expected in the summer of 2018.

Task 2 analyzed bus connections and study the potential for expanded Intercity Bus Service along the Hwy 169 corridor between Mankato and the Twin Cities. The study identified the need for improved regional connections, including additional travel options beyond the use of a personal vehicle. A need for expanded travel options was also identified, particularly for people who live in rural and small urban areas and lack access to a car. Along with this was a need for service that is frequent, affordable, and connected to other transit services. Next steps on this study included the establishment of a new twice daily intercity bus service route in 2017 between Mankato and Minneapolis along the Highway 169 corridor. The bus does not currently stop in Hopkins.

Highway 169 Mobility Study Location Map



Metropolitan Council/LRT Studies

Green Line Extension

The planned Green Line Extension light rail transit (LRT) route runs southwest from the current terminus of the Green Line in Minneapolis' North Loop neighborhood through Hopkins and ending in Eden Prairie. This expansion will run and have three stations within the City. The stations will be located at Blake Road, in Downtown Hopkins off of 8th Avenue South, and off of Shady Oak Road at the planned extension of 17th Avenue. Plans for the stations have gone through many versions and alterations. The most current ones at the time of this plan are detailed below.

Blake Road Station

One of the main focuses of Blake Station Area Plan is pedestrian connections, given the station's proximity to several apartments, Hopkin's newest park, and a school. Planned improvements for Blake Road include multi-use trails and connections to the Cedar Lake LRT Regional Trail. There are plans for an 89-stall park-and-ride lot south of the station. Recommended redevelopment in the area includes 43 Hoops (county owned), MCWD property/cold storage site, other industrial sites in the vicinity, and the site immediately south of the station (Pawn America). Projected weekday station usage in 2040 estimates 1,300 riders, accounting for 4% of the Green Line Extension's ridership. Most riders in 2040 are expected to access the station by walking.

Downtown Hopkins Station

This station is intended to serve as the "Gateway to Downtown Hopkins" by featuring public spaces and art. The Artery, a reconstruction project of 8th Avenue, works to facilitate this connection as an inviting, art-focused, multi-modal corridor. Plans include a passenger drop-off area, a new bus facility along Excelsior Boulevard, and connections to Lake Minnetonka LRT Regional Trail. A new public plaza will separate the station from Excelsior Boulevard. Projected weekday station usage in 2040 estimates 2,900 riders, accounting for 9% of the Green Line Extension's ridership. Most riders in 2040 are expected to access the station by transferring from buses.

Shady Oak Station

Given the wide mix of uses in this station area, Shady Oak is being planned as an "18 hour" station. Major development in the station area includes the Green Line Extension and Operation, connection to Minnesota River Bluffs LRT Regional Trail, and a roadway extension of 17th Ave S/K-Tel, which will be developed as a "Complete Street". The road extension will require the purchase of Hopkins Tech Center. A large surface park-and-ride facility with parking options north and south of the station platform with up to 1,070 stalls is planned for opening day. In coordination with the Shady Oak Station Area Development Strategy, the parking lot north of the station has been designed to accommodate future development and a potential future parking structure. Wayfinding will guide users to the variety of uses in the station area. Projected weekday station usage in 2040 estimates 2,090 riders, accounting for 7% of the Green Line Extension's ridership. Most riders in 2040 are expected to access the station by car.

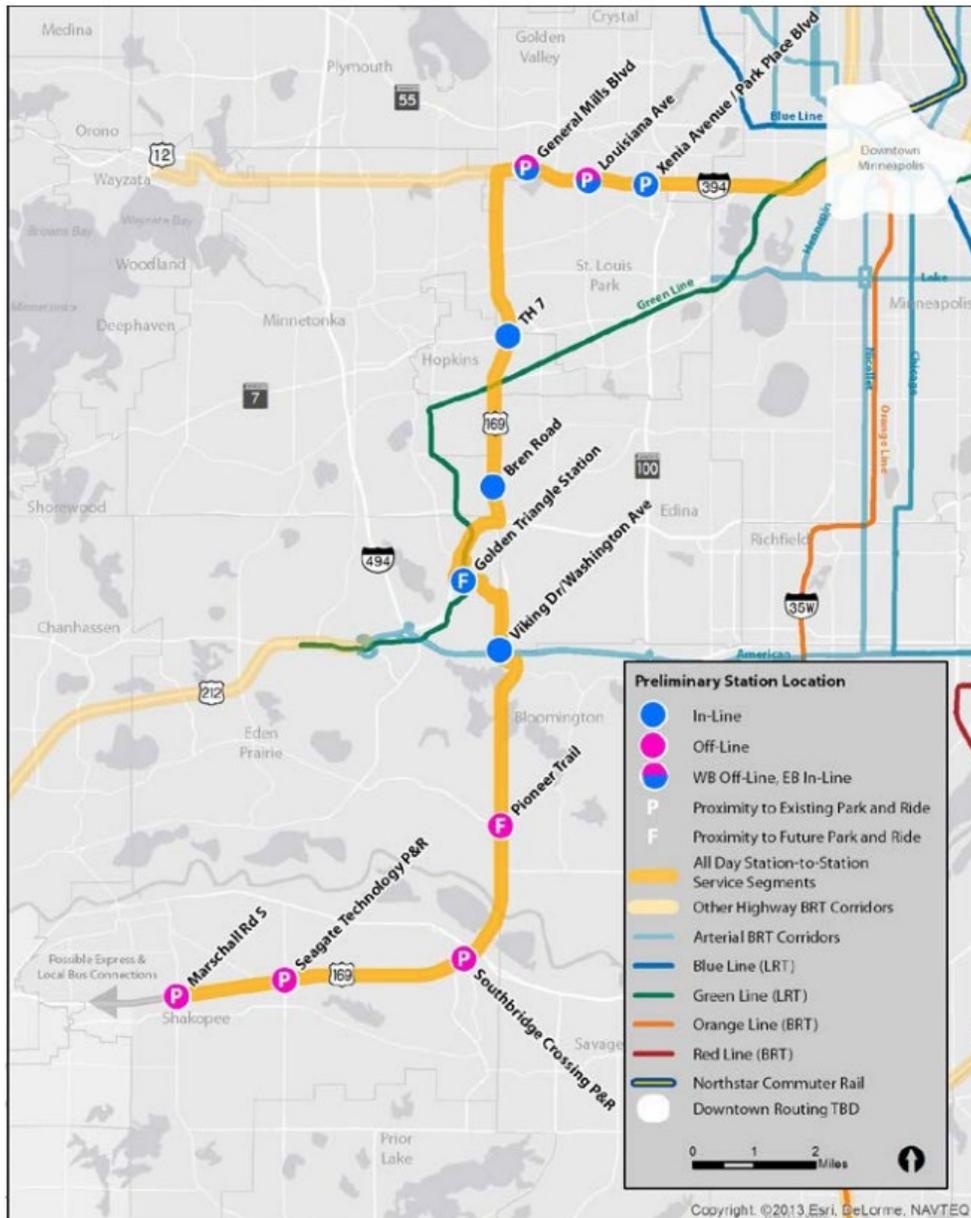
Highway Transitway Corridor Study

The Metropolitan Council initiated this study to examine the potential for all-day, frequent, station-to-station, Highway Bus Rapid Transit (BRT) along eight Twin Cities corridors, including Highway 169.

For Highway 169, the study recommended a corridor running from Shakopee to downtown Minneapolis, along Highway 169 and Interstate 394. In Hopkins, an in-line station was planned on Highway 169 at TH

7. A connection to the Green Line Extension would be provided farther south at the Golden Triangle Station. In addition to other in-line stations, the route would include several off-line and park-and-ride station locations. The plan estimated service levels, cost, and ridership for the proposed line. In terms of evaluation, the Highway 169 ranked high in terms of support for project goals related to mobility, affordability, ridership, systems integration, and support for development plans.

This study was completed in 2014. MnDOT’s Highway 169 Mobility Study, currently underway, follows up on this with more specific recommendations for transit in this corridor.

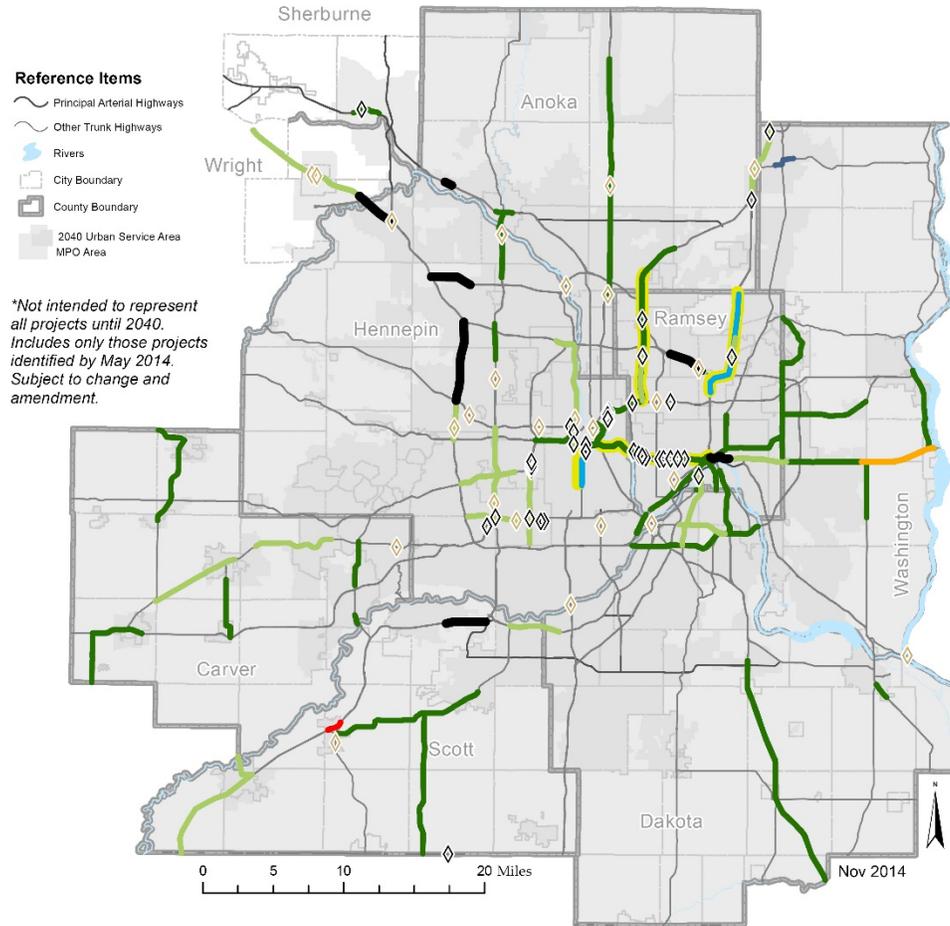


2040 Transportation Policy Plan

The 2040 Transportation Policy Plan identifies several projects passing through Hopkins in its current revenue scenario. These include:

- US 169 Bridge in Hopkins over Nine Mile Creek – Project extent from Bren Road to 7th Street North. Replace bridge with a causeway and construct new box culvert for bike/pedestrian trail design-build project. Pavement rehabilitation from MN 62 to MN 65. Construction of this improvement was completed in 2017.
- US 169 Landscaping – Landscaping on US 169 from Bren Road to 7th Street North in Hopkins. Construction is planned for 2020.
- Cedar Lake Trail Crossings – Three grade-separated road crossings, with stairways connected to the roadway at each, along Cedar Lake LRT Regional Trail. Tunnels beneath CSAH 20 in Hopkins and Wooddale Avenue in St. Louis Park and a bridge over Beltline Boulevard in St. Louis Park. Construction planned in conjunction with the Green Line Extension.
- Park and Ride Lot – Purchase of a constructed floor of a parking ramp near the Downtown Hopkins LRT station for a park and ride lot. This construction was integrated with the Moline Development and completed in 2017.

Identified Projects* in Highway Current Revenue Scenario



- ◇ 2015-2018 TIP Bridges
- ◇ 2019 - 2024 Bridges
- ⤿ Strategic Capacity
- ⤿ Roadside Infrastructure
- ⤿ Roadside Infrastructure / Safety
- ⤿ 2015-2018 TIP Pavement
- ⤿ 2019 - 2024 Pavement Projects
- ⤿ 2015 - 2018 Pavement / MnPass
- ⤿ 2015 - 2018 Pavement / Safety
- ⤿ Tier 1 MnPASS Expansion

2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL
Figure 6



Hennepin County

Hennepin County Freight Study

In 2016, Hennepin County undertook a County-wide freight study. The purpose of this study was to understand how the County's transportation networks are being used for the handling of freight. The study was timed and designed to align with freight planning efforts that are underway at the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council.

The study focused on freight and freight-related issues within Hennepin County. The study was led by consulting firm Cambridge Systematics, with rail data analysis provided by Amfahr Consulting.

The study findings had little impact for Hopkins other than identifying CSAH 61 (Shady Oak Road) as a roadway for potential further studies (corridor assessment). It also noted CSAH 3 (Excelsior Blvd) is a problem area for truck crashes, though the stretch of CSAH 3 that has the high amount of crashes is outside of Hopkins.

The study made recommendations for all of Hennepin County:

- Ensure safety of both freight and passenger transportation within and through the County through targeted policies and investments
- Integrate freight into County planning and project development, creating a culture that promotes efficient, effective, and safe movement of goods
- Monitor performance of the freight transportation system in a way that supports performance-based planning and effective investments
- Cultivate partnerships with public-sector agencies on freight transportation related issues, creating a vehicle to advocate for Hennepin County's needs and contribute to protects benefitting Minnesotans in and out of the County
- Support economic growth in Hennepin County through continued outreach, partnership, and support to businesses.

City of Hopkins

Blake Road Corridor Study

The Blake Road Corridor Study was completed in 2015 to plan the transportation needs along Blake Road between Interlachen Blvd and TH 7, and along Aquila Ave between TH 7 and 36th Street. The Study was led by a technical advisory committee comprised of representatives from the City of Hopkins, City of St. Louis Park, City of Edina, Hennepin County, Green Line Extension Project Office, MCWD, Three Rivers Park District, and MnDOT. The goals of the study were to:

- Facilitate access to the future Green Line Extension LRT Blake Road station
- Create a roadway that is comfortable, safe, and functional for all transportation modes
- Support redevelopment and make the roadway a place that is comfortable and active
- Protect and enhance natural resources near the roadway including Minnehaha Creek
- Improve connections between the roadway and nearby neighborhoods, parks, and trails

- Improve connections to Minnehaha Creek and nearby trails

The Study provided recommendations for improvement to the corridor throughout its length. In essence, the roadway was proposed to be narrowed to create space for a multipurpose trail on each side of the roadway. Access modifications with the installation of a median were proposed, along with some lane reconfigurations at key intersections. A new RRFB was proposed for crossing of Blake Road at Lake Street and, in coordination with the Green Line Extension, grade separation of the Cedar Lake LRT Regional Trail from Blake Road is proposed.

Improvements between Excelsior Blvd and Highway resulting from the Blake Road Corridor Study are underway and anticipated to be complete in 2019.

17th Avenue Bicycle Facility Study

As outlaid in the Shady Oak Station Area Plan and subsequently in the plans for the Green Line Extension, 17th Avenue is planned to be extended south of Excelsior Blvd to reach the planned Shady Oak Station. The roadway extension is planned to have a two-way cycle track from the Shady Oak Station to Excelsior Blvd along the west side of 17th Avenue as well as sidewalks along both sides of 17th Avenue. This will leave a gap for cyclists between Excelsior Blvd and the Lake Minnetonka LRT Regional Trail. 17th Avenue is an arterial roadway with no designated bicycle facility and locations where sidewalk is not in place.

The City of Hopkins received a grant from Hennepin County for evaluation of retrofitting a bicycle facility to the 17th Avenue corridor in this area. The study evaluated the impacts and costs of:

- New bike lanes, multiuse trail, or two-way cycle track along 17th Avenue
- Installation of sidewalk along both sides of 17th Avenue, including locations where it does not exist today
- Utility replacement and roadway reconstruction

The goal of the study is to identify project cost and potential external funding sources so the City may pursue such opportunities. The study was completed in Fall 2018. Depending on the availability of funding and procurement of grants, the improvement of 17th Avenue may occur in 2022 or later.

Roadway System Plan

Future Roadway Network and Lanes

The existing number of travel lanes on collector level roadways and above are depicted in Table B2.1, previously in this chapter. Currently, there are no plans to add new lanes to existing roadways in Hopkins prior to 2040. Additionally, there are no plans to add new collector or arterial roadways to the network in Hopkins except for potential incremental connectivity projects that will have marginal impact on overall system capacity. For example, lane reconfigurations at some Blake Road intersections are planned but these will not have system-wide ramifications on traffic volumes. There are several projects listed in the Metropolitan Council's highway current revenue scenario, but they are either maintenance or replacement projects, with no significant impact on system capacity.

As a fully developed community, the roadway network in Hopkins is largely complete. Due to the land use patterns there are few opportunities to expand the network without significant technical and economic feasibility issues.

The City and regional policy guidance for Hopkins emphasizes investment in alternative modes of travel, rather than automobile trips. The intent will be to accommodate additional travel demand either on existing roadways through travel demand management or shifting trips to other modes including transit, bicycle, pedestrian, and ride sharing.

As such, the base 2040 roadway network in Hopkins looks very similar to the existing conditions.

The transportation model run by the Metropolitan Council uses the base 2040 roadway network for their travel demand model forecasts. The purpose of this analysis is to see where deficiencies exist or can be anticipated in the roadway network in terms of vehicular capacity.

Forecasting Future Traffic

In support of regional, county, and local transportation planning efforts, the Metropolitan Council has developed and maintained a regional travel demand model. This model forecasts 2040 traffic volumes on major roadways throughout the Twin Cities region, based on expected population and job growth, observed travel behavior, and other factors. Since the model is mainly designed to work at the regional level, Hennepin County has done additional work to refine the analysis and results to provide more locally relevant forecasts for the county and its cities. The model information included in this plan is derived from the Hennepin County modified version of the regional model.

Forecasts of population, households, and employment are incorporated into the model at the level of Transportation Analysis Zones (TAZs). The TAZs for the City of Hopkins, as delineated in the Hennepin County model, are presented on **Figure B2.4b**. These are different than the Metropolitan Council's TAZ which are shown in **Figure B2.4a**, namely due to Hennepin County's split of some larger TAZs in the regional model to improve their ability to forecast traffic at a smaller scale. TAZ boundaries were also designed to align with municipal boundaries where possible.

Despite differing boundaries, the TAZ forecasts for the county and regional model are effectively the same, as they relate to Hopkins. TAZ forecasts are derived from data about existing and future land use patterns, adjusted to reflect regional and sub-regional growth patterns. The anticipated land use patterns discussed in the land use element of this comprehensive plan were assumed for the 2040 transportation projections. The TAZ socioeconomic data projected for 2040 conditions are presented in **Table B2.6**, indicating both the applicable Metropolitan Council and Hennepin County TAZs. In the case where TAZs span city limits, the forecasts only include the portion that is located within the city limits of Hopkins.

The TAZ population, household, and employment numbers shown here have been modified to reflect the increased forecasted growth numbers shown in the land use element of the comprehensive plan. At this time, the model has not yet been updated to reflect all the changes in the forecasts. However, it is not anticipated that this will change the recommendations shown in this plan .

Table B2.6 – TAZ Data													
Met Council TAZ	County TAZ	2010			2020			2030			2040		
		Population	Households	Total Emp.	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1018	557	0	0	72	0	0	170	0	0	200	0	0	246
1024	576	1612	927	300	1840	972	320	1790	962	350	1756	900	330
1025	578	2555	1270	721	2665	1330	920	2625	1322	1250	2608	1300	970
1026	579	0	0	1279	105	41	1945	455	188	2550	500	300	2350
1027	581	869	516	285	1205	591	430	1175	582	500	1151	564	446
1028	582	1177	670	3420	1780	874	5460	2125	1052	6000	2450	1192	6000
1029	583	958	376	145	940	401	180	925	406	200	950	403	199
1030	584	1540	663	375	1679	758	1060	1655	743	1150	1651	716	1102
1031	585	759	321	27	738	362	51	710	350	50	678	333	47
1032	586	1027	436	197	1045	481	200	1040	499	300	1030	504	246
1034	592	1016	502	421	1233	533	500	1220	521	500	1210	504	493
1035	595	148	49	6	121	52	10	120	52	10	120	50	10
1036	597	152	52	7	127	55	1	124	53	1	121	50	0
1388	1238	0	0	232	0	0	300	0	0	300	0	0	305
1404	1275	797	280	34	773	306	53	792	329	56	795	343	59
1405	1279	796	244	149	606	251	205	604	249	233	580	242	258
1406	1281	1073	489	259	1386	600	370	1781	781	400	2000	920	340
1407	1282	2824	1448	1713	3554	1565	3350	3568	1586	3800	3500	1514	4023
1408	1283	288	122	1367	303	128	1475	291	125	150	700	265	1576
TOTAL		17591	8365	11009	20100	9300	17000	21000	9800	18000	21800	10100	19000

Source: Metropolitan Council

Figure B2.4a – Metropolitan Council Transportation Analysis Zones

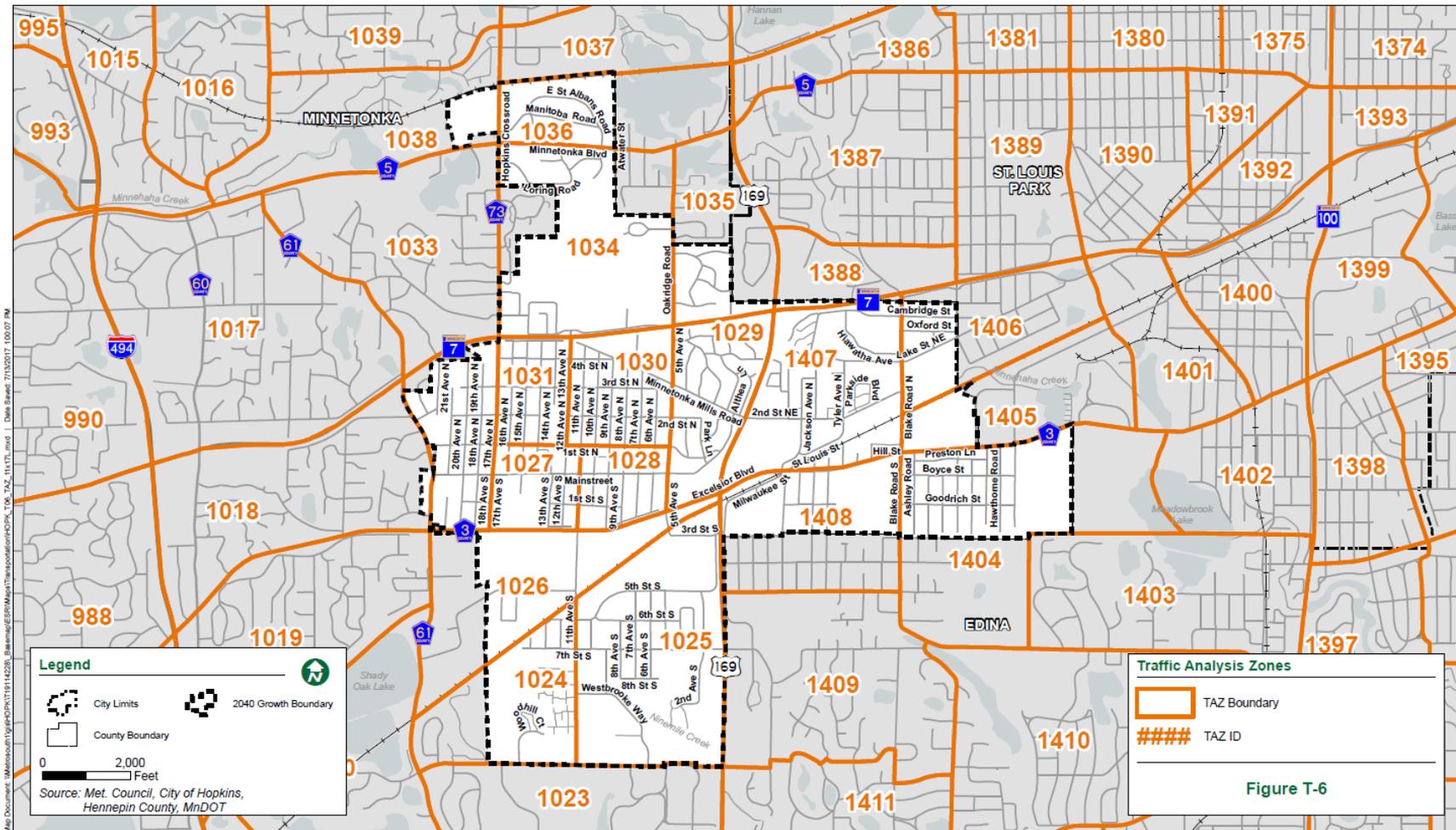
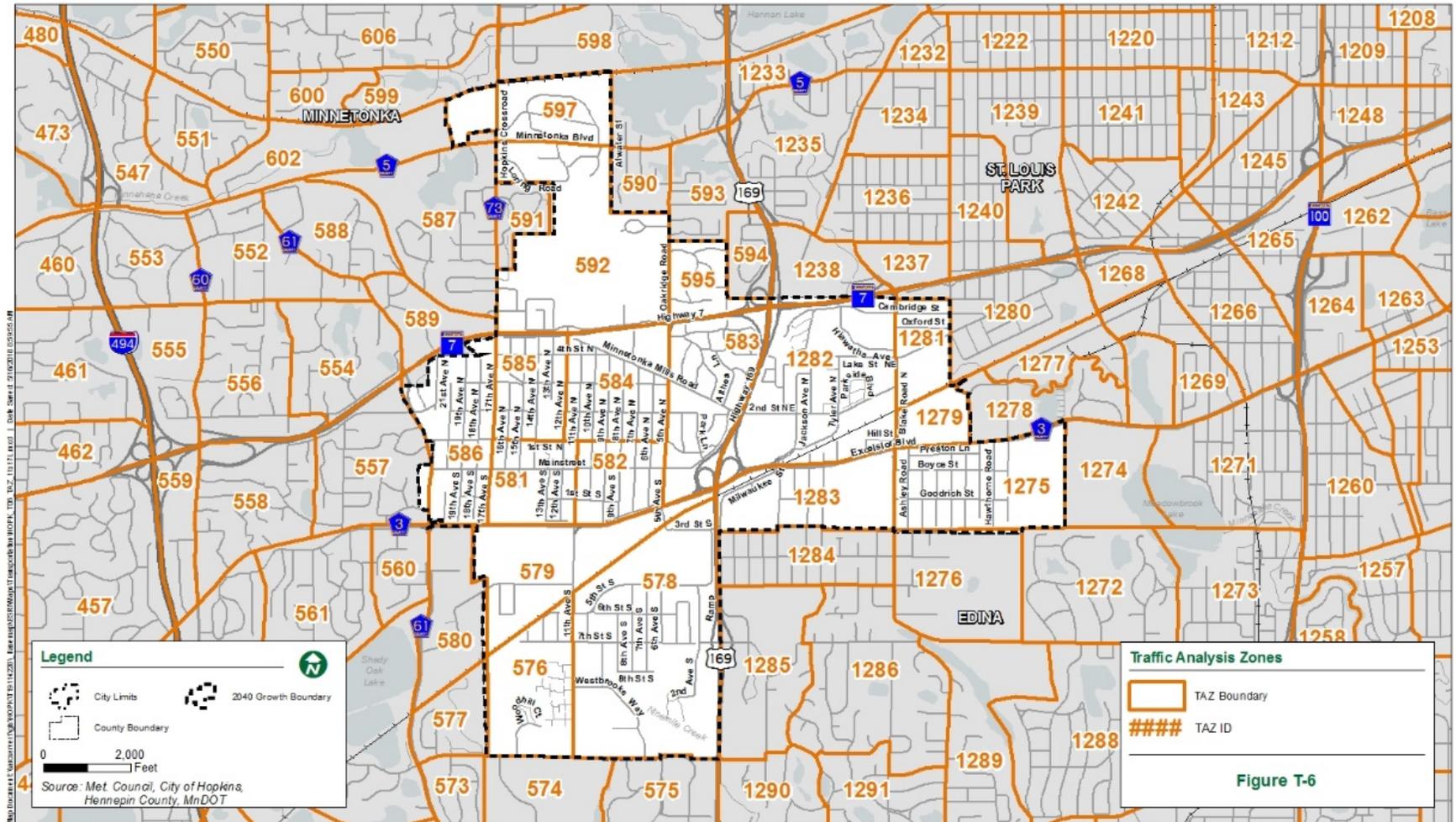


Figure B2.4b – Hennepin County Transportation Analysis Zones



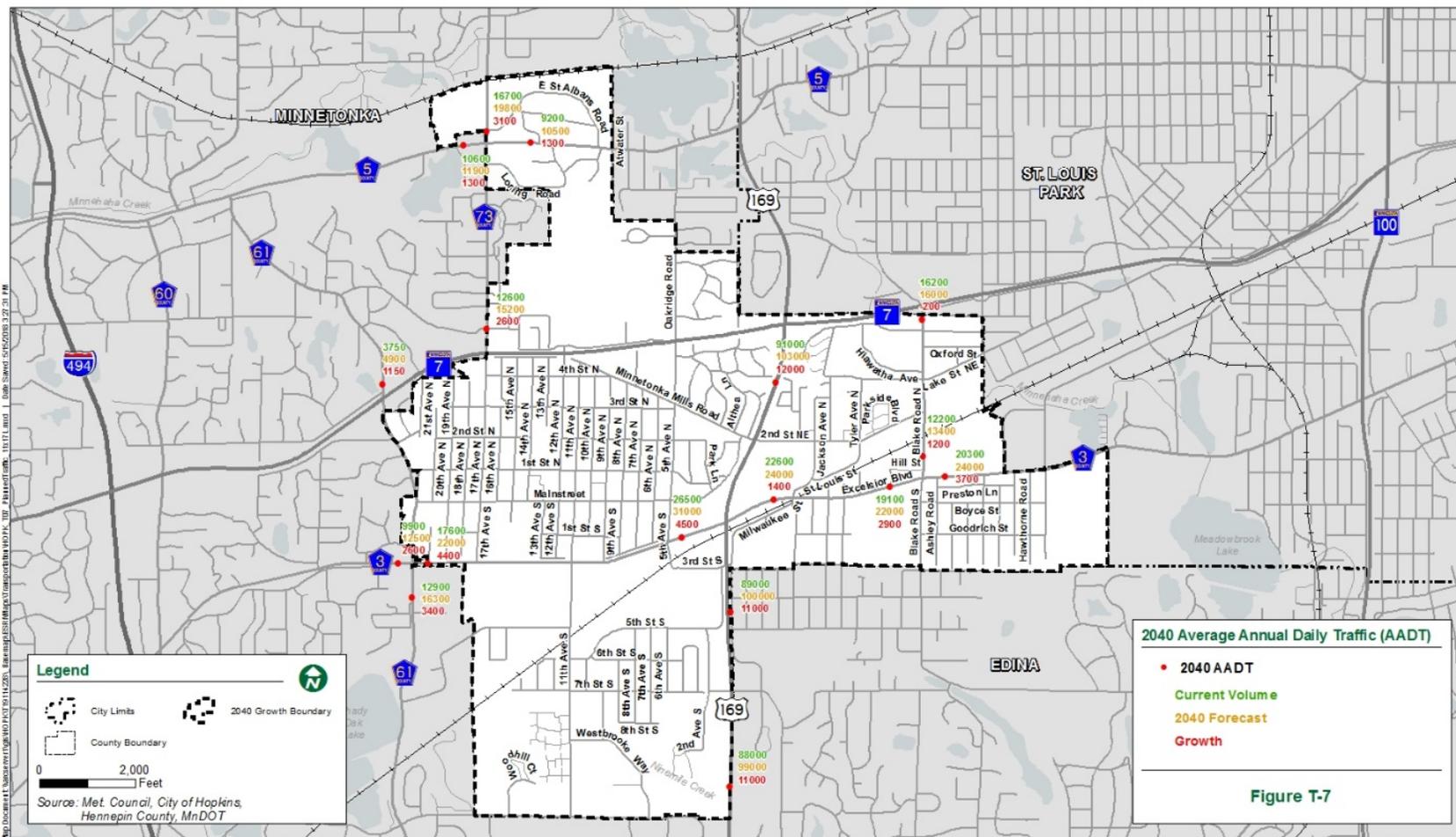
2040 Traffic Forecasting

Traffic projections on Hopkins roadways for the year 2040 are from the Hennepin County transportation model. Factors considered in developing the model included:

- Historic trend analysis for traffic volumes
- Assessment of anticipated local and regional development patterns and associated TAZ information
- Discussion and coordination with local, county, and regional staff regarding future plans and the updated regional travel demand model
- Review of other studies and plans for consistency

The 2040 traffic projections are presented on **Figure B2.5**, along with existing volumes. These reflect forecasts of 2040 traffic volumes on roadways that are currently funded through a capital improvement plan. These future volumes represent a moderate increase over existing levels when compared to existing volumes, which is consistent with planned growth in the city and region. The model here does not yet reflect the upwardly revised forecasts shown in this plan. It will need to be updated in the future if a revised version of the model is produced, to ensure consistency.

Figure B2.5 – Projected Traffic Volumes



Future Capacity Deficiencies

Roadway with volumes of traffic exceeding their capacity is an indicator of a potential traffic problem. These segments may become congested, particularly during peak hours, resulting in delay for travelers and potentially safety issues. While some amount of congestion is fairly common in an urban area (and not necessarily problematic), over capacity segments may be an indicator that some sort of system improvement is needed.

A planning-level analysis was done to identify roadway segments where capacity problems are anticipated to occur by 2040. Based on the projected 2040 traffic volumes and the assumed 2040 roadway network, an analysis of anticipated future congestion conditions was performed. This analysis used the volume-to-capacity method. The volumes were taken from the 2040 projections discussed under the previous heading. The capacity is based on typical capacity levels for different non-freeway types and configurations of roadways as summarized in **Table B2.7**.

Table B2.7 – Typical Traffic Capacity by Roadway Type/Configuration	
Roadway Design	Planning Level Daily Capacity
Local	
Local and Minor Collector 2-Lane	Up to 1,000
Collector and Arterial	
Urban 2-Lane	7,500 – 12,000
Urban 3-Lane or 2-Lane Divided	12,000 – 18,000
Urban 4-Lane Undivided	Up to 20,000
Urban 4-Lane Divided	28,000 to 40,000
4-Lane Freeway	Up to 70,000

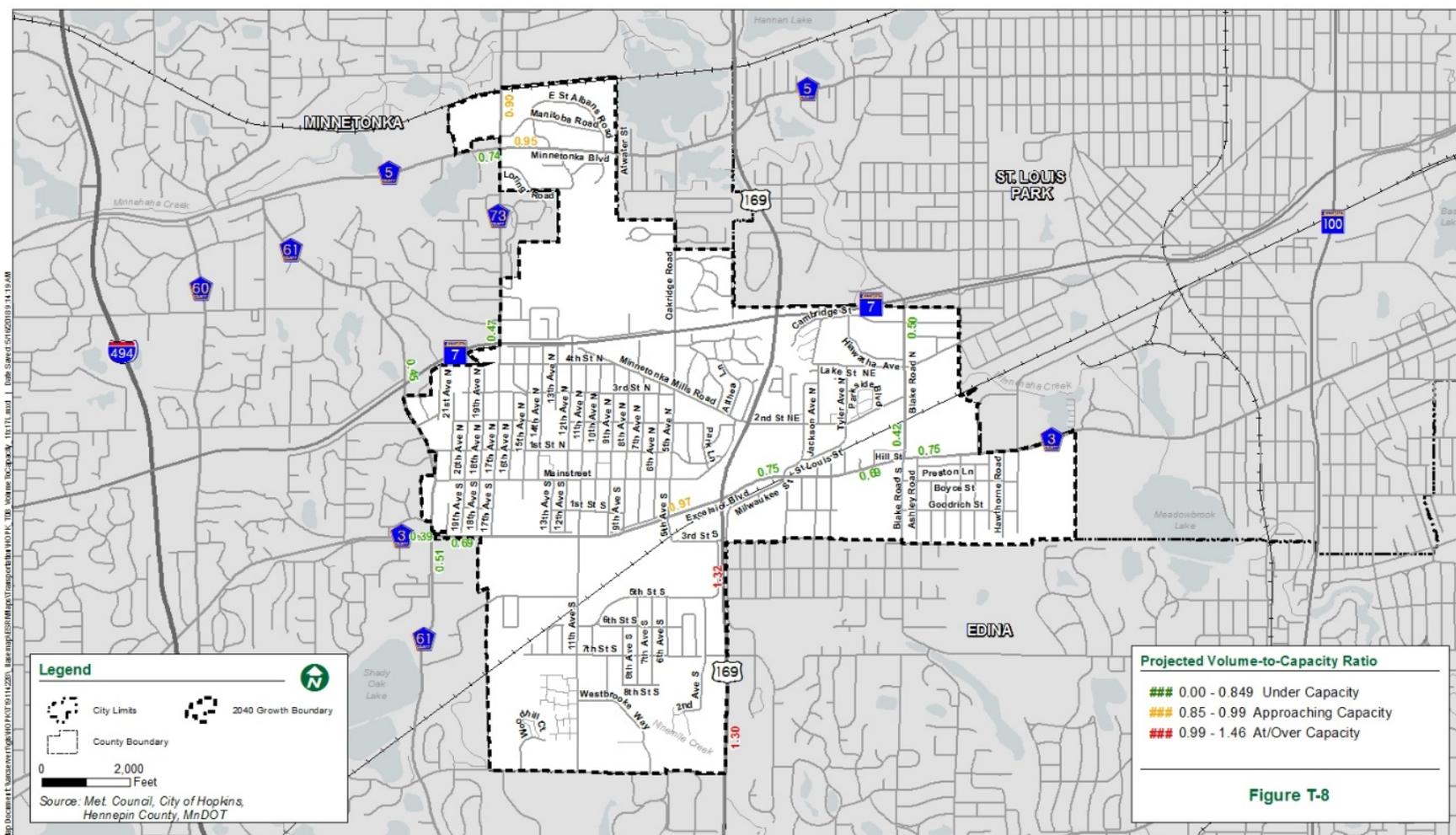
The results are shown on **Figure B2.6**. The roadway segments where projected volumes exceed planning-level capacity are summarized in **Table B2.8**.

Table B2.8 – Projected 2040 Roadway Capacity Deficiencies	
Roadway Segment	Volume to Capacity Ratio
US 169 – from Bren Road to Interlachen Road	1.30
US 169 – from Interlachen Road to Excelsior Boulevard	1.32

As can be seen on **Figure B2.6**, there are some roadway segments which are “approaching capacity,” defined as having a volume-to-capacity ratio of 0.85 – 0.99. These locations should be monitored in the coming years to determine if problem conditions develop and if so, more detailed analysis should be considered. Roadway segments “approaching capacity” include the following:

- Excelsior Boulevard – US 169 to 5th Avenue South
- Minnetonka Boulevard – Hopkins Crossroad/CSAH 73 to St. Albans Road
- Hopkins Crossroad/CSAH 73 – Minnetonka Boulevard to Cedar Lake Road

Figure B2.6 – Volume to Capacity



Recommended Roadway System Improvements and Studies

Roadway Segments

Based on the 2040 volume to capacity analysis shown on **Figure B2.6**, Highway 169 is the only corridor identified in Hopkins expected to be over capacity by 2040 as it is today. However, per the Highway 169 Mobility Study, the focus of the region and its local partners is not on increasing capacity for automobile traffic, but on improving transit options for travelers in the corridor – including through managed lanes. Therefore, no capacity increases are proposed herein for Highway 169 in Hopkins.

Intersections

It is beyond the scope of this 2040 transportation plan to perform intersection analyses with detailed recommendations. However, based on information gathered as part of this planning process, including previous studies, the following intersections may require attention over the 2040 planning horizon:

- Excelsior Blvd (CSAH 3) and 5th Avenue
- Minnetonka Blvd (CSAH 5) and Hopkins Crossroad (CSAH 73)

Future Functional Classification

Re-designations of roadways involving the A-minor arterial functional classification (e.g. from collector to arterial, from arterial to collector, or changing designations within arterial) is under the authority of the Metropolitan Council. For collector roadways, the functional class designation is under the authority of the agency which owns the given road.

There are no proposed functional class changes being proposed as part of this plan.

Future Jurisdictional Classification

Jurisdictional changes are made when it is determined that a road is better maintained by another jurisdiction. Roads are sometimes turned back to local communities, and hence removed from a county or regional system. Likewise, local roads at times become county or regional routes, often in the context of new development which changes the function and usage of the roadway within the network.

Blake Road is currently under construction, and in the process of a turnback from County to City jurisdiction. Other than this, there are no additional jurisdictional changes recommended as part of this plan update.

Access Management

Access management refers to balancing the need for connections to local land uses (access) with the need for network-level movement (mobility) on the overall roadway system. Arterials generally have limited access in the form of driveways and low volume side streets because their role in the network is to support relatively long, high speed traffic movements; collectors allow a greater degree of access given their combined mobility/access function, and local streets have relatively few limits on access. Appropriate access control preserves the capacity on arterial and collector streets, and improves safety

by separating local turning movements from higher-speed “through” traffic. Moreover, it concentrates higher volume traffic linkages at intersections controlled with traffic signals, roundabouts, or other measures.

MnDOT and Hennepin County roadways in Hopkins are identified in **Figure B2.2**. For MnDOT roadways, MnDOT access management guidelines apply. Similarly, for County roadways, Hennepin County’s access management guidelines apply.

City Codes

For all development applications in the City of Hopkins, points of access and driveways must be clearly indicated on submitted plats. The City requires that residential developments or units have access driveways no closer than 20 feet in width from a public right-of-way. Service stations must have no driveway access less than 40 feet from a street intersection.

Geometric Design Standards

Hopkins city code standards for the design and construction of streets are summarized in **Table B2.9**.

Table B2.9: Hopkins Roadway Design Standards								
	Right-of-Way Width*	Road Width	Through Lanes	Curb and Gutter	On-Street Parking	Design Speed	Sidewalks	Planting strip
A-Minor Arterial	100 to 150	Varies	2 to 4	Some locations	No	45 to 60 mph	Some Locations	Varies
B-Minor Arterial	80 to 120	Varies	2 to 4	None	Varies	35 to 50 mph	None	None
Major Collector	66 to 80	32 to 36	2	None	Yes	30 to 40 mph	None	None
Local	50 to 65	28 to 32	Most not striped	Most locations	Both sides	30 mph	None	None
* Road width may be increased to accommodate striped bicycling lanes								

Future Right-of-Way Preservation

If necessary, the City will pursue right-of-way dedication for future local roads and local connectors through the process provided in the City’s subdivision ordinance. At present, no new right of way is being dedicated for arterial roadways. However, the City will cooperate with all Hennepin County and MnDOT planning efforts to determine the need for new right of way for new or expanded facilities to provide for future capacity in the roadway network.

Bicycling and Walking

A well-developed bicycle and pedestrian network provides a way for people of all ages and abilities to travel in a way that is safe, comfortable, accessible, and active. It connects people to community destinations, improves bicycle and pedestrian safety, increases multimodal opportunities, encourages active living, and provides a community amenity.

Hopkins already has a number of connections which make it walkable and bikeable – but more improvements are needed. The purpose of this section is to describe existing facilities, as well as plans for future improvements.

Pedestrian Facilities

It is very important that pedestrians be accommodated in the City's overall transportation network. Pedestrian travel provides an alternative to driving for short distance trips, and safe connections between other modes and final destinations for longer ones. It also can serve as an amenity for residents and visitors who are looking for a safe and active means of recreation, and for businesses and mixed use districts seeking lively street life. Dedicated pedestrian facilities also help prevent fatalities and vehicular delay resulting from pedestrians mixing with vehicle traffic.

The existing pedestrian facilities serving Hopkins are depicted in **Figures B2.7a and B2.7b**. Included are the planned facility links that the City intends to build within the next year at least six feet in width.

Figure B2.7a – Existing Bicycle and Pedestrian Facilities

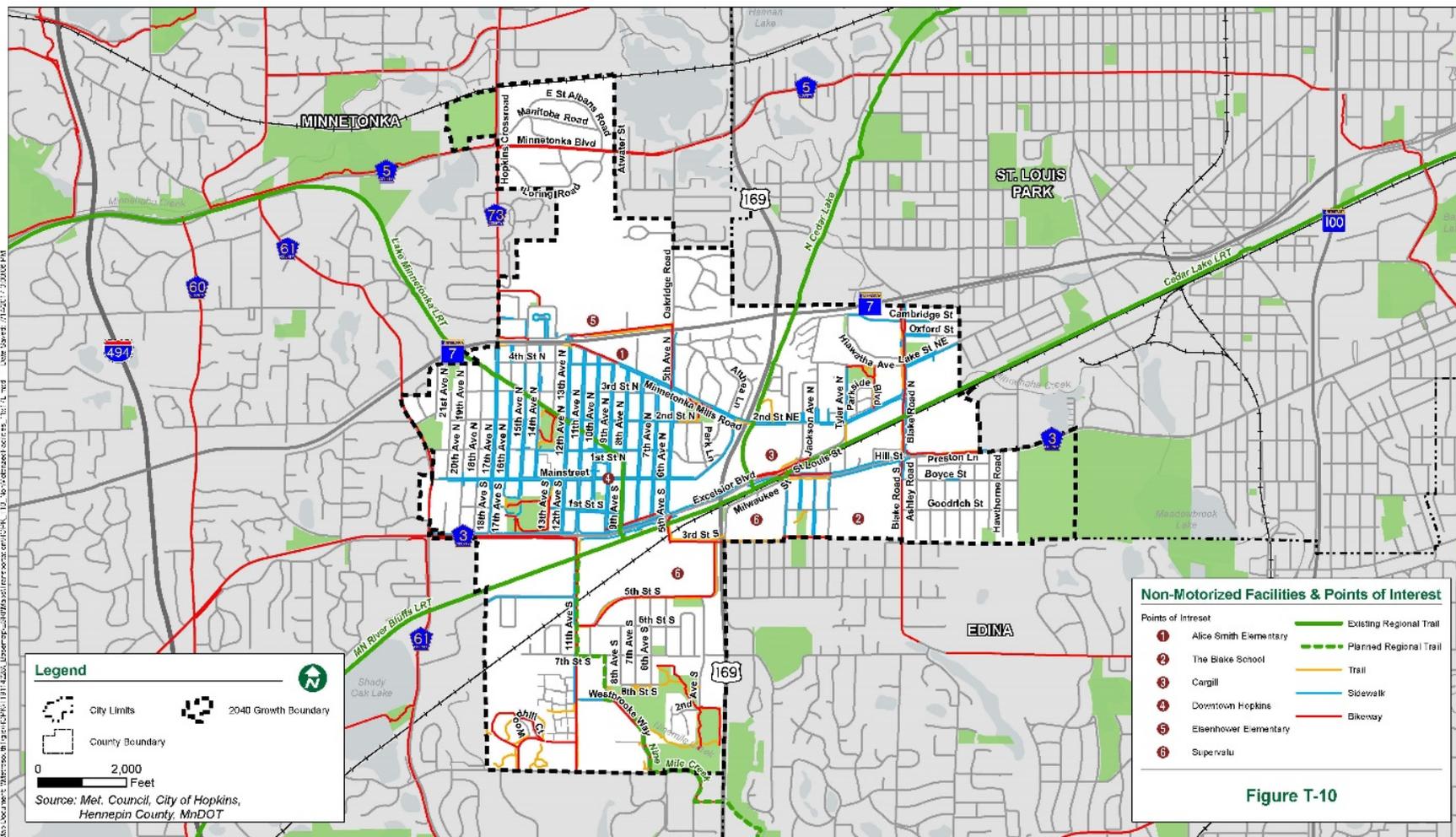
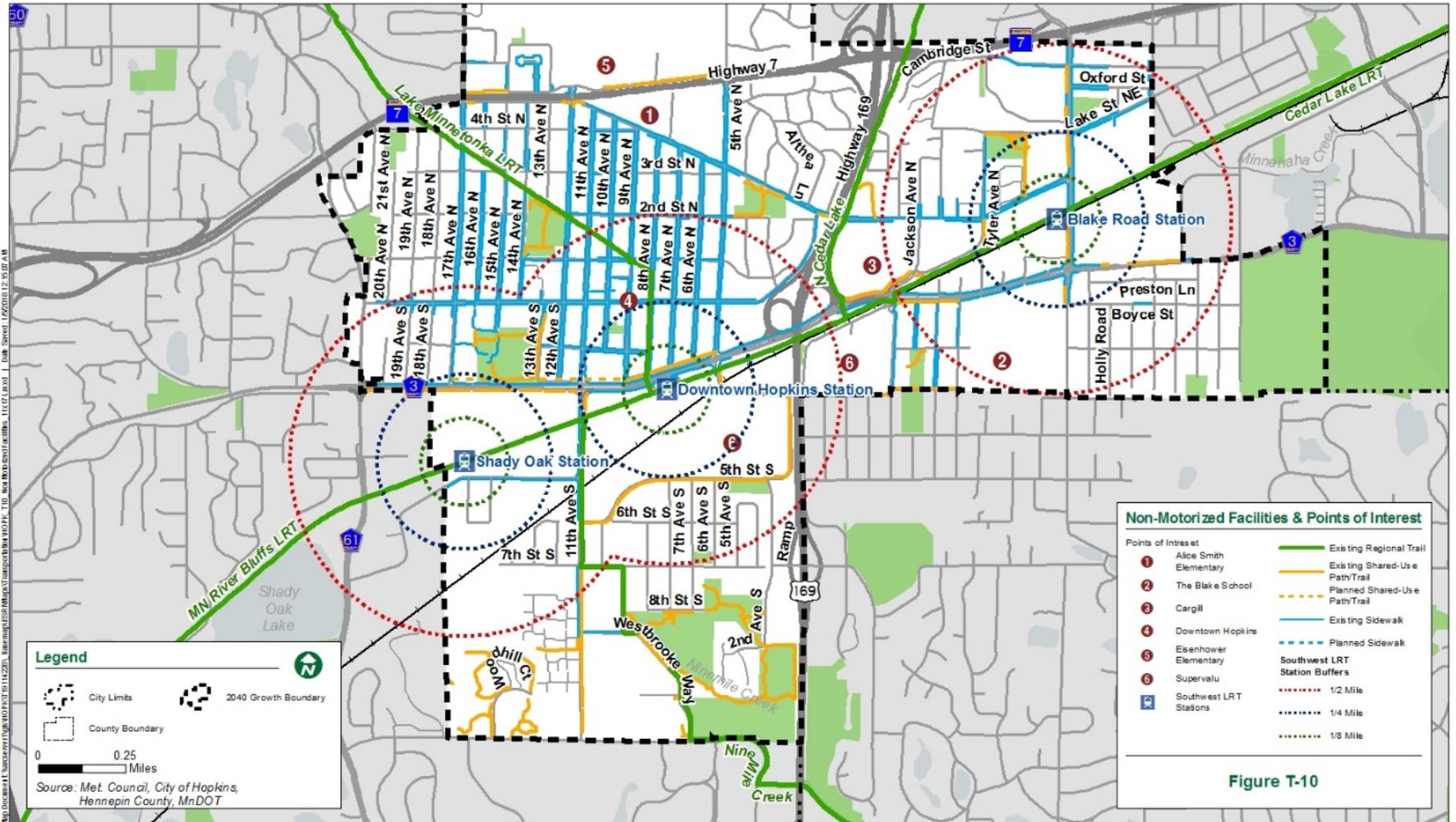


Figure B2.7b – Existing Bicycle and Pedestrian Facilities, Station Area Detail



Bicycle Facilities

Bicycle facilities provide additional opportunities for non-motorized connectivity and travel. Bicycle trips can be longer than pedestrian trips, which opens up possibilities of replacing vehicle trips by connecting to a regional network. As traffic volumes grow, having an alternative means of travel can ease pressure on roads with limited capacity. Additionally, bicycle tourism and recreation has become increasingly popular in many communities, as a low-impact way to enjoy area attractions and support local businesses.

They can also be developed as a system that is similar to road functional class – with different facility types for different travel needs. Some major categories of bicycle facilities in Hopkins include:

- **Regional off-street trails** – These are typically developed and maintained at the county or regional level. These trails link destinations and communities over longer distances, and may have a range of supporting amenities, including signage, parking, seating, and wayfinding. Other local facilities connect and provide access to these facilities. They may be located along major roadways, or in their own dedicated right-of-way (such as an abandoned rail corridor).
- **Local off-street trails** – These facilities provide a level of service similar to regional trails, but with a focus on provide local rather than regional access. They frequently are locate along arterials, major collectors, and other roads with higher volumes and speeds that may make on-street bicycling less safe. They are also frequently connected with the local parks and trails system, designed for recreational as well as transportation functions.
- **On-street bike lanes** – On-street bicycle facilities are typically developed by the county or municipality when funding or right-of-way constraints preclude off-street facilities – or where traffic volumes do not justify the additional investment. They can provide important local connections to the off-street system and local destinations.

The City of Hopkins is very well positioned in terms of its available bicycle facilities and regional trail access. Existing bicycle facilities are depicted in **Figures B2.7a and B2.7b**.

Regional Bicycle Transportation Network

Just as a roadway network is organized by functional class, there are tiers of bicycle facilities. The Metropolitan Council has reflected the need for a hierarchy of non-motorized transportation facilities through their designation of the Regional Bicycle Transportation Network (RBTN). The RBTN was developed by the Metropolitan Council through the Regional Bicycle System Study in 2014, and was incorporated into the 2040 Transportation Policy Plan. It is the Metropolitan Council’s intent that the RBTN will “serve as the ‘backbone’ arterial system for biking in the region.” The guiding principles for this network include:

- Overcome physical barriers and eliminate critical system gaps.
- Facilitate safe and continuous trips to regional destinations.
- Function as arteries to connect regional destinations and the transit system year-round.
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.
- Integrate and/or supplement existing and planned infrastructure.

- Provide improved opportunities to increase the share of trips made by bicycle.
- Connect to local, state, and national bikeway networks.
- Consider opportunities to enhance economic development.
- Be equitably distributed throughout the region.
- Follow spacing guidelines that reflect established development and transportation patterns.
- Consider priorities reflected in adopted plans.

The RBTN is subdivided into two tiers for planning and investment prioritization:

Tier 1 and Tier 2 Regional Bicycle Transportation Alignments reflect specific routes that have already been constructed and/or identified through local plans. Some may need little or no improvement, while others have not yet been developed. The Tier 1 subset reflects those that provide direct connections to and between regional destinations.

Tier 1 and Tier 2 Regional Bicycle Transportation Corridors are the highest priorities for regional planning and investment, with Tier 1 being the top ones. They were chosen to reflect areas where it would be possible to attract the most riders and thereby make the biggest difference in terms of mode shifts. At present, they are shown as broad lines on the map because the exact alignment has not yet been determined. The Nine Mile Creek Regional Trail was recently completed, which should transfer its designation into an alignment.

The City of Hopkins plays an important role as a region hub for multiple RBTN routes, which intersect and converge within the City. Tier 1 alignments in Hopkins include CSAH 5, Cedar Lake LRT Regional Trail, Minnesota Bluffs LRT Regional Trail, the Lake Minnetonka LRT Regional Trail, and the Nine Mile Creek Regional Trail. **Figure B2.8** shows the RBTN routes in and around Hopkins. This figure also shows existing and planned facilities that are proposed for the RBTN.

The City may wish to consider continued development of multi-use trails and cycle tracks to make connections to the RBTN. Based on public input and Advisory Committee direction through the Cultivate Hopkins planning process, the following areas have been identified for such connections and trail or cycle track development:

- Along 17th Avenue, from Excelsior Blvd to Hwy 7, with connections made to the Lake Minnetonka Regional Trail and Shady Oak Station
- Along Excelsior Blvd between Shady Oak Road and 11th Avenue
- Along Hopkins Crossroad, from Hwy 7 to Minnetonka Blvd
- Along 11th Avenue South from 7th Street South to Excelsior Blvd

Figure B2.8 – Regional Bicycle Transportation Network

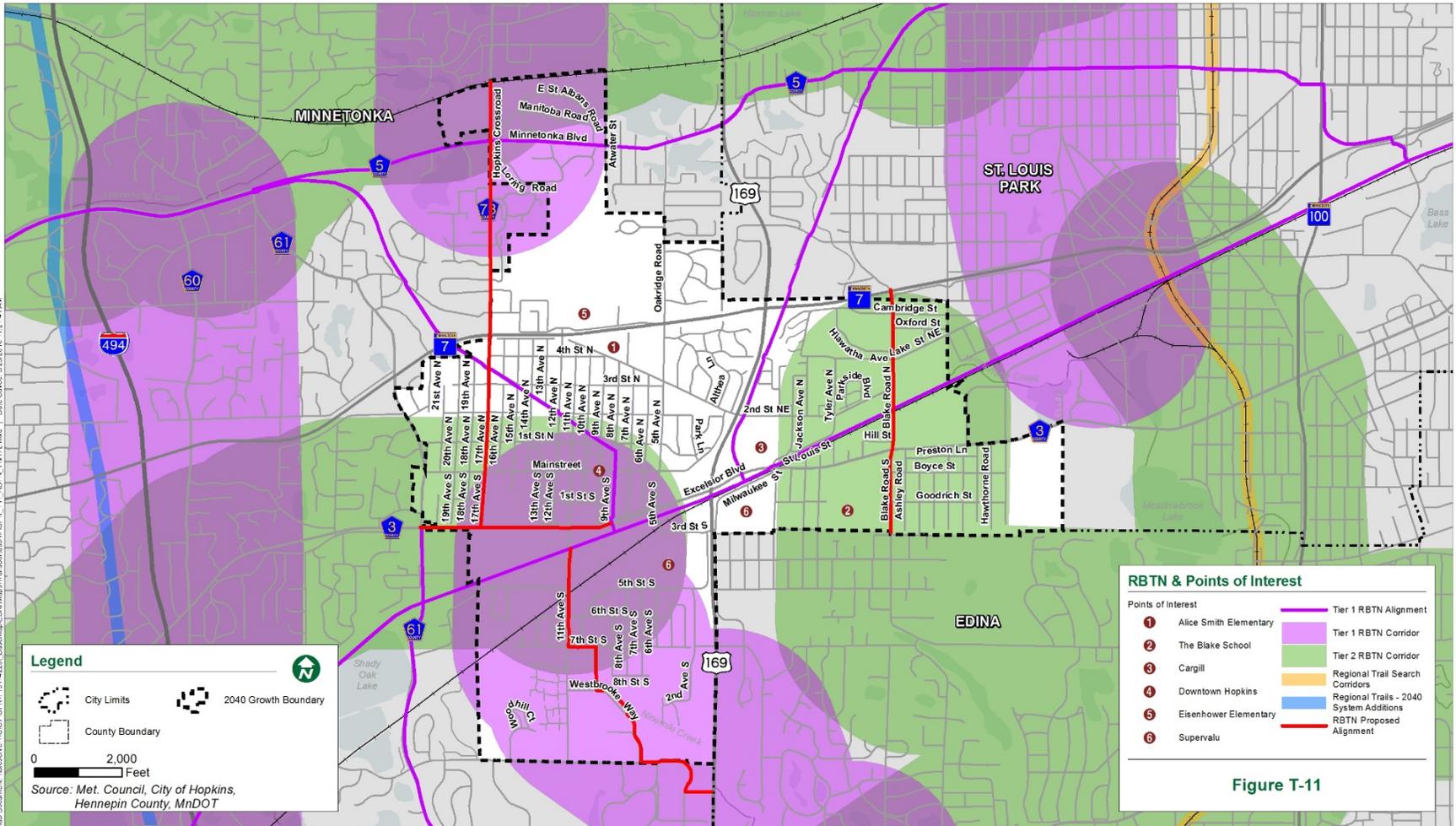


Figure T-11

Facility Improvements

The traditional urban form of older portions of Hopkins has created and supported a walkable and bikeable environment. The introduction of the Green Line Extension project into Hopkins has incentivized the community to engage in developing this character in other areas of the city as well, particularly in redevelopment areas around the planned LRT transit stations.

The City adopted a Pedestrian and Bicycle Plan in March of 2013 focused on major infrastructure improvements to increase the accessibility and safety of non-motorist commuters. Recommendations that were generated from this plan include:

- Increasing the number of bicycle and shared use facilities, including:
 - Buffered bike lanes
 - Advisory bike lanes
 - Bike boulevards
 - Cycle tracks
 - Combine bike lane/right turn lane
 - Colored bike facilities
 - Shared-use paths
 - Combine shoulders
 - Increasing the number of sidewalks
- Improvements for bicycle and pedestrian crossing, including:
 - Median crossing islands
 - Forward stop bars
 - Traffic signals for bicycles
 - Increased wayfinding signage
 - Curb ramps
 - Marked crossings
 - Curb extensions
 - Pedestrian Hybrid Beacon (HAWK)
 - Rectangular Rapid Flash Beacon (RRFB)
 - Countdown timers
 - Leading Pedestrian Interval (LPI) signals

The plan also details specific recommendations for the new Green Line Extension stations, which are largely detailed above.

Complete Streets & Future Improvements

The City adopted a Complete Streets policy in 2012. The policy describes the importance of developing multimodal systems along roadway corridors and establishes such facilities as a general priority for implementation. Rather than dictating all streets being required to have facilities of specific width on one side or both, the policy also allows site-specific consideration of the impacts and costs of retrofitting facilities in established corridors. In some cases, site topography and existing features can make the retrofit of non-motorized facilities challenging. While these facilities are clearly a desire system-wide, the City has found their installation lacks public support in some areas.

The Cultivate Hopkins Advisory Committee took broad consideration of the Complete Streets Policy and the 2013 Pedestrian and Bicycle Plan, reviewed the existing facilities within the community, and discussed the presence of roadways with higher functional classification which often serve as barriers to non-motorized transportation. The Advisory Committee then also took more detailed consideration of specific barriers, land use and character of various neighborhoods, and known or documented needs in the community.

Out of this process the Advisory Committee developed priorities for implementation of non-motorized facilities throughout the community, which are shown in **Figure B2.9**. It is a community goal to implement the Complete Streets Policy through established priorities shown in **Figure B2.9**. Each of the improvements identified in the figure are summarized below. These are intended to function as priorities to be included with future other projects or as standalone projects as determined most cost effective, but these are not ordered in terms of a community priority.

1. Highway 7 Crossing Improvements – The public (through the online Cultivate Hopkins survey) and the Advisory Committee acknowledged needs for safe opportunities to cross Highway 7 at five individual locations. Unfortunately, soon after this list was developed, a fatality of a teenager crossing Highway 7 occurred in early 2018 just west of Texas Avenue. Some of these improvements will be made with current, ongoing projects. MnDOT is completing a mill and overlay of Highway 7 along with ADA and APS improvements to signals, which will make pedestrian crossing safer, at various intersections including Texas Avenue and Blake Road in 2018. The City is planning a connection to the Cedar Lake LRT Regional Trail from Van Buren Ave / Cambridge St in 2019, which will enable pedestrians and cyclists from the Van Buren Avenue area to access the grade separated crossing of Highway 7 via the Cedar Lake Regional Trail.
2. 11th Ave S, 7th St S to Excelsior Blvd – The Nine Mile Creek Regional Trail utilizes this existing trail to make connection to Excelsior Blvd from the south. Lighting and trail resurfacing improvements were desired along this corridor. Three Rivers Park District has expressed some interest in improving this segment of trail within the next five years.
3. Blake Road – Large scale improvements including trails along and crossings of Blake Road are planned to be completed in 2018 – 2019, which should address the needs desired by the public and Advisory Committee.
4. Minnetonka Mills Road / 2nd St N Bicycle Connections – The Advisory Committee expressed interest in developing a bicycle connection along this corridor between 5th Avenue and Blake Road. The facility may be bicycle lanes, sharrows, or a trail as space allows.
5. 4th Street N Sidewalk Connection – An east-west sidewalk connection along this corridor was contemplated in 2011 but not implemented. This connection would continue the east-west route found east of 12th Ave, and continue down to 17th Ave N. East-west pedestrian connections through this area are limited, and 4th St N appears to be the most direct route to

make the desired connections.

6. 17th Avenue, Excelsior Blvd to Highway 7 – With the extension of 17th Avenue with cycle track to the south of Excelsior Blvd, a new bicycle connection opportunity will be available. The City is currently studying the potential of installing a cycle track, bike lanes, or multi-use trail along this stretch of 17th Avenue to make connection to the Lake Minnetonka LRT Regional Trail. 17th Avenue is functioning as an arterial roadway in this area, and therefore should also have continuous pedestrian facilities along both sides of the corridor. Signal upgrades should be completed for compatibility with the multi-modal improvements at Excelsior Blvd and Mainstreet. Crossing of 17th Avenue at the regional trail should be enhanced consistent with Three Rivers Park District standards.
7. Excelsior Blvd Trail Improvements – Continuous trail connections along the north side of Excelsior Blvd are desired between 8th Avenue and Shady Oak Road. This connection will tie the cycle track on 8th Avenue, and its connection to the Lake Minnetonka LRT and MN River Bluffs LRT Regional Trails, to the planned facilities along 17th Avenue and existing facilities on Shady Oak Road.
8. Shady Oak Road Crossing – The Advisory Committee and the public desired an enhanced crossing of Shady Oak Road near the southerly city limits.
9. Park Valley Neighborhood Sidewalk Connections – The Advisory Committee discussed neighborhoods that lack internal sidewalk connections, but where these facilities would benefit the neighborhood. The Park Valley neighborhood was identified as a neighborhood where sidewalks were desired by the Advisory Committee. It is noted and was discussed with the Advisory Committee that the neighborhood streets were reconstructed in 2017 and therefore these improvements are not likely for some time.
10. Highway 169 Crossing – The public and advisory committee desired pedestrian crossing of Highway 169 near 3rd Street S.
11. Van Buren Ave, Lake St, and Cambridge St Connections – These roadways lack non-motorized facilities and are located within a relatively dense land use. The City is planning to scope and complete these improvements with a scheduled street and utility reconstruction project in 2019.
12. Excelsior Blvd Crossing Improvements – The Advisory Committee and the public desired improvements to several crossings of Excelsior Boulevard.
 - a. The bulk of the Blake Rd / Excelsior Blvd crossing needs will be addressed in 2018-2019 with the Blake Rd Improvement project. Some improvements may be implemented in 2020-2021 in conjunction with the planned street and utility reconstruction in the Interlachen neighborhood.
 - b. Crossing improvements at 8th Ave S and 17th Ave S are planned to be completed with the Green Line Extension and are included in that project's plans.
 - c. Crossing improvements between 11th Ave S and 17th Ave S should be considered with future trail improvements along Excelsior Blvd.

Complete Streets Decision Matrix

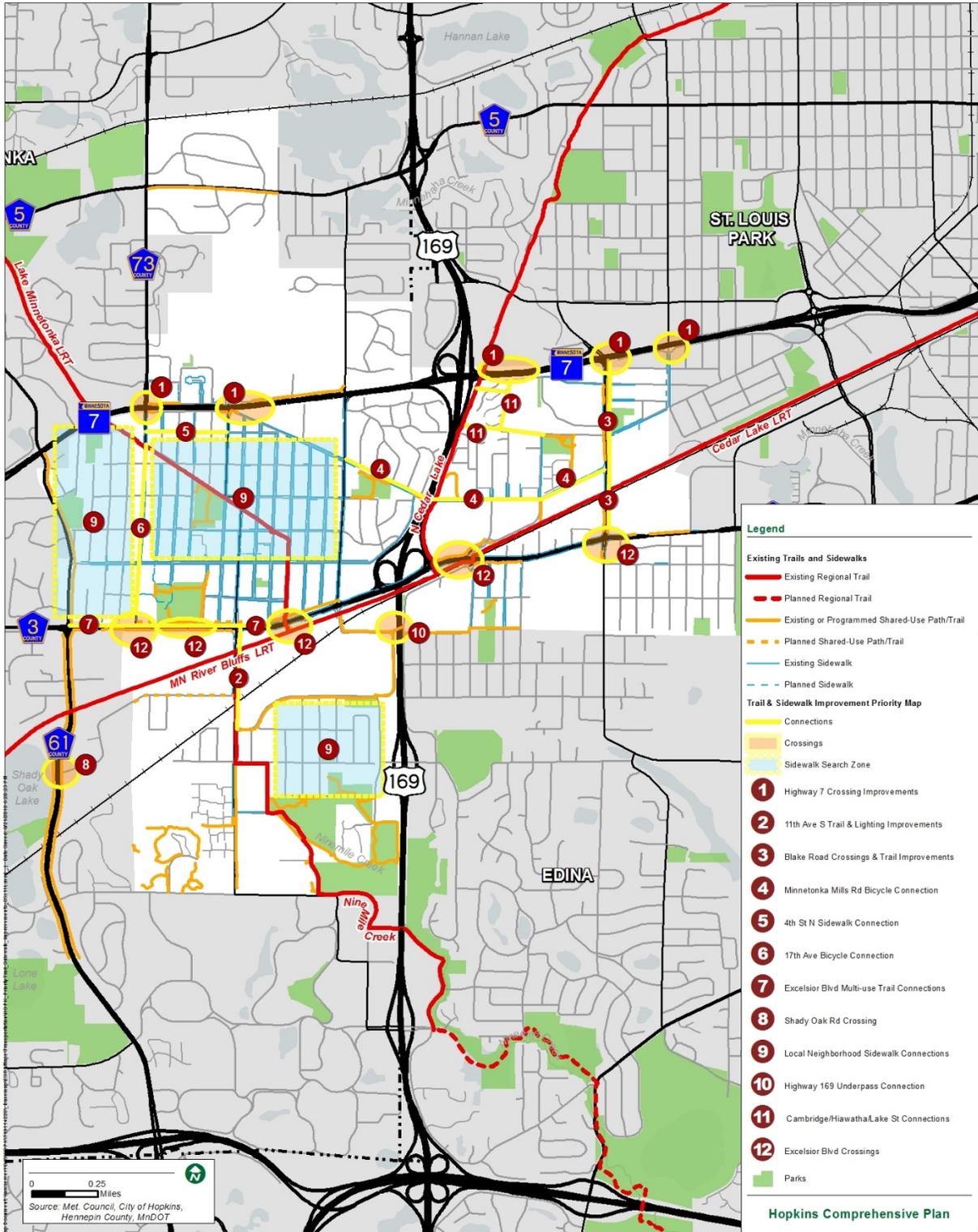
In addition to the priority projects identified in the section above, opportunities present themselves to make improvements to the existing system. For instance, this can be in the form of a street or utility project that will result in significant changes to the existing right of way – and hence an opportunity to retrofit with new or improved sidewalks, trails, or bicycle lanes.

However, the complete streets policy is not currently designed to provide guidance to specific routes. And while functional class is a reasonable guide in many cases, variations in development patterns and land uses along a corridor can alter recommended treatments. To that end, **Table B2.10** shows street types based on a combination of functional class and adjacent land use. Potential design features for each street type are included. Note that there is no accompanying map, and this is intended as general guidance only. If more specific guidelines by roadway are needed, a more detailed complete streets study can follow the adoption of the comprehensive plan.

Table B2.10 – Hopkins Roadway Design Standards				
Street Type	Description	Functional Class	Adjacent Land Uses	Priority Design Features
Regional Connector	Serve longer regional trips and major destinations. Tend to be dominated by automobile traffic. Pedestrian and bicycle traffic may be prohibited on limited access segments.	Principal Arterial	Commercial, Industrial, Residential	<ul style="list-style-type: none"> • For limited access segments, pedestrian and bicycle facilities may be inappropriate • Sidewalks buffered from moving traffic by boulevard or landscaped buffer • Enhanced pedestrian crossings at controlled intersections, or via grade separated crossings • Off-street bicycle facilities, or facilities on a parallel route • Protected transit stops, including shelters where appropriate
Commercial Connector	Serve longer trips and major destinations. Tend to be dominated by automobile traffic. Pedestrian and bicycle traffic should be protected.	Minor Arterial	Commercial, Residential	<ul style="list-style-type: none"> • Sidewalks buffered from moving traffic by additional sidewalk width or boulevard • Enhanced pedestrian crossings at controlled intersections • Pedestrian amenities in locations where adjacent uses support pedestrian activity • Off-street bicycle facilities • Protected transit stops, including shelters where appropriate
Local Connector – Residential	Connect primarily residential areas to arterial roadway	Major or Minor Collector	Residential, Institutional	<ul style="list-style-type: none"> • Wide sidewalks with boulevard and trees

	network and destinations			<ul style="list-style-type: none"> • On-street signed or striped bicycle facilities • Traffic calming measures where appropriate
Local Connector - Commercial	Serve commercial and mixed use districts, and connect to arterial network	Major or Minor Collector	Commercial, Mixed Use	<ul style="list-style-type: none"> • Wide sidewalks with paved or planted boulevard area • Street trees, landscaping, street furniture, bicycle parking • Pedestrian scaled lighting • On-street signed or striped bicycle facilities • On street parking in business districts where appropriate
Industrial Access Street	Provide access to industrial areas, particularly to accommodate heavy freight traffic	Local	Industrial, Institutional	<ul style="list-style-type: none"> • Designated truck routes • Signed loading zones to accommodate freight where appropriate • Sidewalks buffered from moving traffic where appropriate
Traditional Neighborhood Street	Local neighborhood street in traditional grid pattern	Local	Residential	<ul style="list-style-type: none"> • Sidewalks with boulevards on both sides of the roadway • Street trees and landscaping • Pedestrian scaled lighting • Bicycle route shared with motor vehicles • Limited driveway access
Suburban Neighborhood Street	Local neighborhood street in suburban pattern	Local	Residential	<ul style="list-style-type: none"> • Sidewalks with boulevards where appropriate • Street trees and landscaping • Pedestrian scaled lighting • Bicycle route shared with motor vehicles

Figure B2.9 – Trail and Sidewalk Priority Map



Transit

Transit Market Area

Transit connections for Hopkins are important to the community, providing a transportation alternative for residents and workers in and around Hopkins, as well as connections to destinations in the Twin Cities metropolitan region. The Metropolitan Council has defined Transit Market Areas based on the following primary factors:

- Density of population and jobs
- Interconnectedness of the local street system
- Number of autos owned by residents

In general, areas with high density of population and jobs, highly interconnected local streets, and relatively low auto ownership rates will have the greatest demand for transit services and facilities. Transit Market Areas are a tool used to guide transit planning decisions. They help ensure that the types and levels of transit service provided, in particular fixed-route bus service, match the anticipated demand for a given community or area.

Based on this analysis, the Metropolitan Council categorizes the City of Hopkins as Transit Market Area II and III. As identified in Appendix G of the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the characteristics of this category area are as follows:

Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.

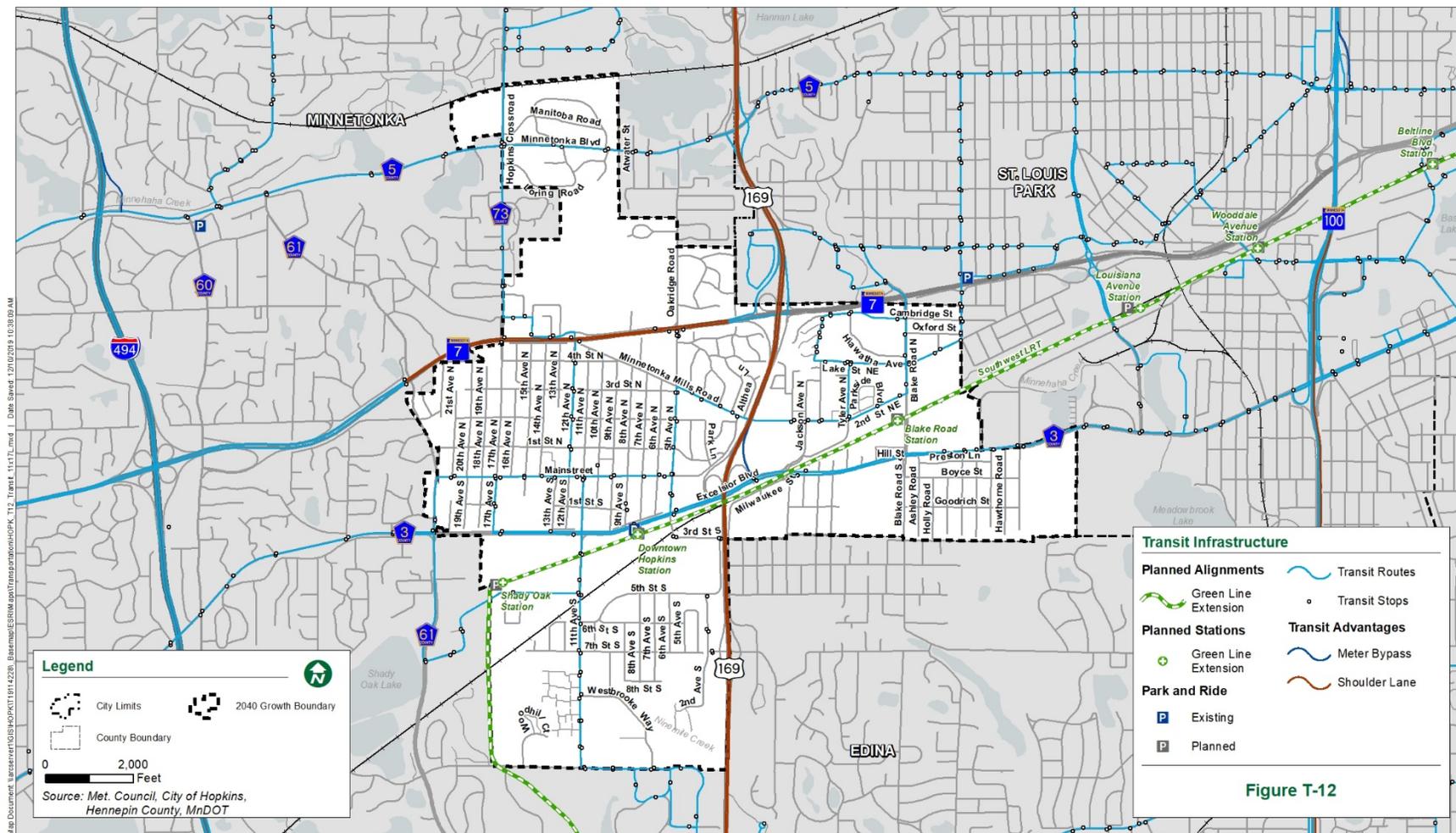
Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

Also from Appendix G of the 2040 TPP, the typical transit service within this Market Area is summarized in **Table B2.11**.

Table B2.11 - Transit Service in Market Area II

Transit Market Area	Transit Market Index Range	Propensity to Use Transit	Typical Transit Service
Market Area II	TMI between 128.0 and 256.0	Approximately ½ ridership potential of Market Area I	Similar network structure to Market Area I with reduced level of service as demand warrants. Limited stop services are appropriate to connect major destinations.
Market Area III	TMI between 64.0 and 128	Approximately ½ ridership potential of Market Area II, or ¼ of the highest potential for transit ridership.	Primary emphasis is on commuter express bus service. Suburban local routes providing basic coverage. General public dial-a-ride complements fixed route in some cases.

Figure B2.10 – Existing and Planned Transit



Existing Transit Service

Existing transit service and facilities in the City of Hopkins are depicted in **Figure B2.10** and summarized below.

General Scheduled Local Bus Service

General local bus service is provided on a series of regular scheduled routes. They typically have fairly frequent stops, though service areas may be limited by expected morning and afternoon commuting patterns. Hopkins is served by multiple local bus routes as detailed below:

- **Bus Route 12** is a regular local route operated by Metro Transit. It travels between Minnetonka, Hopkins, St. Louis Park, and Minneapolis. In Hopkins, it travels mainly along Excelsior Boulevard, Mainstreet, and 11th Avenue south of Mainstreet. This route runs on weekdays, primarily during peak hours.
- **Bus Route 17** is a regular local bus route operated by Metro Transit. The route connects the northeast quadrant of Hopkins near Blake Road with St. Louis Park, Southwest Minneapolis/Uptown, Downtown Minneapolis, and Northeast Minneapolis. It runs seven days a week, with increased service during weekday rush hours.
- **Bus Route 612** is a regular local route operated by Metro Transit. It travels between Minnetonka, Hopkins, St. Louis Park, and Minneapolis. In Hopkins, it travels mainly along Excelsior Boulevard. This route runs on weekdays off-peak and on weekends and holidays.
- **Bus Route 615** is a regular local route. It runs north/south along CSAH 73 and east/west around CSAH 7 connecting Minnetonka, Hopkins, and St. Louis Park. In Hopkins, it travels along 12th Ave N, Mainstreet, 5th Ave N, Minnetonka Mile Rd, 2nd St NE, Tyler Ave N, Lake St NE, Cambridge St, and Blake Rd N. This route runs on weekdays, with more limited hours on Saturdays.

High-Frequency Routes

High frequency transit service in the Twin Cities area is defined as routes with service every 15 minutes or better for a substantial part of the day. The goal is to allow transit riders to not have to rely on a schedule, making the service more convenient and accessible.

There currently are no high frequency routes in Hopkins.

Peak Hour Commuter Bus Service

Peak hour commuter bus service is service provided just during peak hours to serve commuters, often with service primarily in the dominant direction of commuting traffic. Routes 664, 667, 668, 670, and 671 are peak hour express commuter bus routes that serve Hopkins.

- **Bus Route 664** is an express bus route operated by Metro Transit. The route runs along 11th Avenue, CSAH 3, US 100, and I-394, connecting Minnetonka, Hopkins, St. Louis Park, and Minneapolis. In Hopkins, it travels along 11th Ave S, Mainstreet, and Excelsior Blvd. This route runs eastbound in morning peak hours and westbound in afternoon peak hours on weekdays.
- **Bus Route 667** is an express bus route operated by Metro Transit. The route runs east/west

connecting Minnetonka, Hopkins, St. Louis Park, and Minneapolis. In Hopkins, it travels on CSAH 7. This route runs eastbound in morning peak hours and westbound in afternoon peak hours on weekdays.

- **Bus Route 668** is an express bus route. The route runs east/west connecting Hopkins, St. Louis Park, and Downtown Minneapolis. In Hopkins, it serves the northeast quadrant of the city near Blake Road. The route runs eastbound in morning peak hours and westbound in afternoon peak hours on weekdays.
- **Bus Route 670** is an express bus route. The route runs east/west connecting Minnetonka, Hopkins, and Minneapolis. In Hopkins, it travels primarily on Excelsior Boulevard and Mainstreet. This route runs eastbound in morning peak hours and westbound in afternoon peak hours on weekdays.
- **Bus Route 671** is an express bus route. The route runs east/west connecting Orono, Excelsior, Minnetonka, Hopkins, and Minneapolis. In Hopkins, it travels on Minnetonka Boulevard. This route runs eastbound in morning peak hours and westbound in afternoon peak hours on weekdays.

Transit Facilities

There was a park-and-ride facility in Hopkins. It was located at 10201 Excelsior Boulevard (County Road 3 & 8th Avenue South) and held approximately 52 vehicles. Route 670 served this facility. At the time of this writing, the park-and-ride has been replaced with a temporary facility pending future changes associated with the Green Line Extension LRT project.

Dial-a-Ride Service

Hopkins is serviced by Transit Link, the dial-a-ride service provided through the Metropolitan Council at the county level. Transit Link provides metro-wide transit connections and access to qualifying rides, such as last mile service, connections between transit stations, or service in areas not covered by regular bus routes. Any member of the public may reserve a qualifying ride. Upon reservation, each trip is assessed to ensure it does not overlap with regular route bus services. Starting and ending destinations must be more than $\frac{1}{4}$ mile from regular route transit in winter months (November-March) and more than $\frac{1}{2}$ mile from regular route transit in summer months (April-October). Transit Link Service does not operate on Thanksgiving Day, Christmas Day, and New Year's Day.

Transit Link fares are determined by distance traveled. Trips less than 10 miles are \$2.25 one way, trips between 10 and 20 miles are \$4.50 one way, and trips more than 20 miles are \$6.75 one way. ADA-certified riders pay a maximum of \$4.50 one way regardless of distance traveled. This fare includes transfer to a regular service route except for the Northstar Line or peak hour services.

Transit Link service offered through Hennepin County serves all cities and townships in the County. Service is available Monday-Friday from 6:00 am-7:00 pm. Extended hour service is available Monday-Friday from 6:00 am-9:00 pm and Saturday from 8:00 am-4:00 pm in Deephaven, Excelsior, Greenwood, Minnetonka, Shorewood, and Tonka Bay. Transfers between Transit Link and regular service routes take place at one of the following transit hubs: Southdale Transit Center, Southwest Station, Louisiana Avenue Transit Center, Plymouth Road Transit Center, Robbinsdale Transit Center, Columbia Heights Transit Center, Brooklyn Center Transit Center, Starlite Transit Center, Maple Grove Transit Center (rush

hours only), Ridgedale Shopping Center, Uptown Transit Center, Mall of America Transit Center, Bloomington South Transit Center, Southbridge Crossing Park and Ride (rush hours only). The following stations in Dakota County are also available for transfer service: Burnsville Transit Station and Eagan Transit Center. The following stations in Anoka County are also available for transfer service: Northtown Transit Center and Foley Blvd Park and Ride. The following stations in Carver County are available for transfer service: Market Blvd Park and Ride and Southwest Village.

Metro Mobility is also available to qualified individuals with disabilities on an on-call basis throughout the seven-county metropolitan area.

Transit Advantages

Bus only shoulders are found along over 300 miles of freeways in the Twin Cities, including the full length of Highway 169 in Hopkins, and a portion of Highway 7 west of 169. Bus only shoulders are designed with extra width and strength to accommodate buses, allowing them to stay on schedule at a fraction of the cost of dedicated bus lanes. Bus only shoulders are regulated under state law, and buses only use them when the roadway is congested. Using bus only shoulders can result in significant time savings on bus routes, particularly express routes.

For additional time savings, buses sometimes use another transit advantage – ramp-meter bypasses – to reach shoulders directly and avoid spending time queuing with traffic at on-ramps. Hopkins has a ramp-meter bypass at Excelsior and Highway 169.

Planned Transit Improvements

Planned transit service and facilities in the City of Hopkins are depicted in **Figure B2.10** and summarized below.

General Scheduled Local Bus Service

At present, no specific service expansions are planned for bus routes running through Hopkins, besides the ongoing adjustments made periodically to improve system efficiency and performance. When the Green Line Extension is constructed, there may be additional bus route studies to maximize the connectivity of bus service to the new light rail stations.

The City of Hopkins will cooperate with any joint planning initiative regarding potential to expand transit service to the city.

Transitway

The Green Line Extension (also known as Southwest LRT) is a proposed light line that will operate between downtown Minneapolis and Eden Prairie, through the communities of St. Louis Park, Hopkins, and Minnetonka. From Target Field Station, the eastern terminus of this extension, Green Line Extension trains will continue east as the Green Line, providing one-seat rides to the University of Minnesota, state Capitol area and downtown St. Paul. Ridership for the line in 2040 is forecasted at approximately 34,000 average weekday boardings. **Figure B2.10** shows the location of the line and planned stations.

The mayor of Hopkins serves on the Southwest Corridor Management Committee, which also includes commissioners from Hennepin County and the mayors of Minneapolis, St. Louis Park, Edina, Minnetonka, and Eden Prairie. This committee provides advice and oversight for the project. Funding is provided by the Federal Transit Administration, Counties Transit Improvement Board (CTIB), State of Minnesota, Hennepin County Regional Railroad Authority (HCRRA), and other project partners. The Metropolitan Council will be the grantee of federal funds, and will build the line in partnership with the Minnesota Department of Transportation.

As of this writing, the project is in the engineering phase of the Federal Transit Administration's New Starts funding process. All five cities along the proposed alignment and Hennepin County have approved preliminary design plans. Heavy construction is scheduled to take place between 2018 and 2022. Assuming the project stays on schedule, it will begin passenger service as an extension of the existing Green Line in 2023.

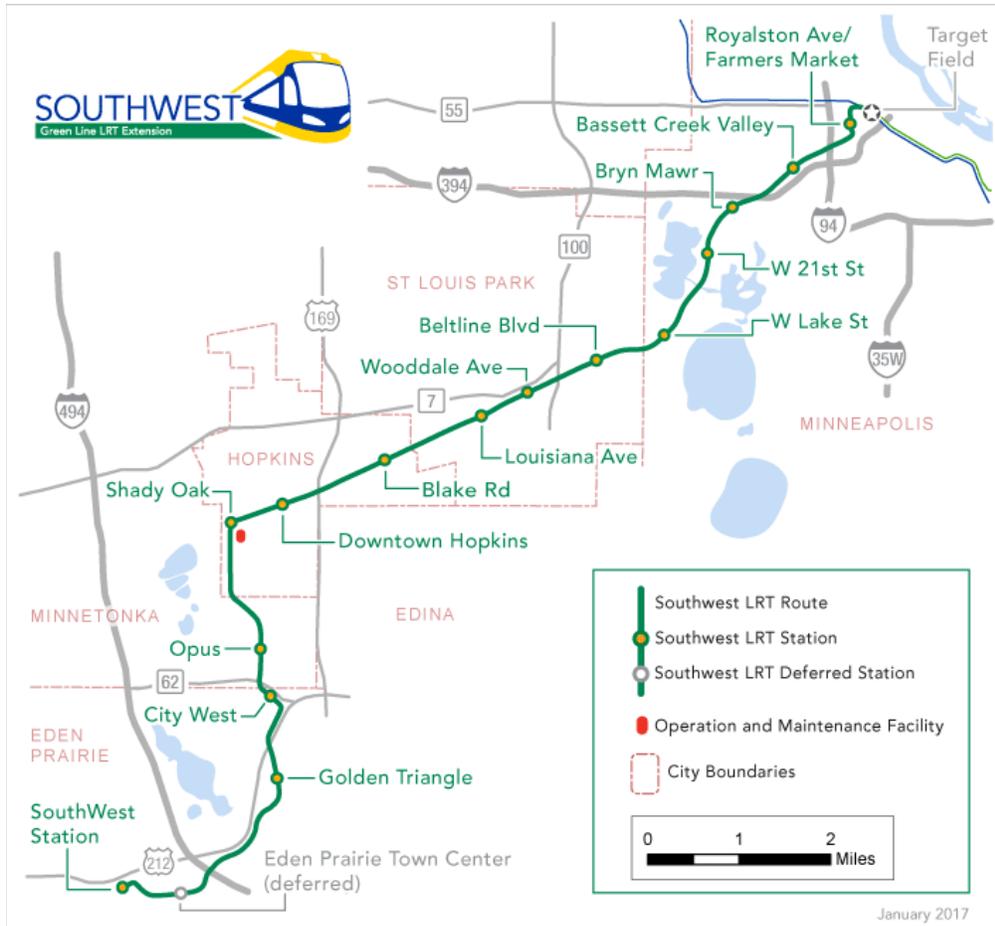
Stations

The proposed alignment includes 15 new stations along approximately 14.5 miles. Three of these stations are planned to be located in Hopkins. The Hopkins stations are, in order from east to west:

- **Blake Road** – The planned Blake Road Station will be located north of the intersection of Blake Road and Excelsior Boulevard, in an area with extensive rental housing and several large employers including the Cargill corporate headquarters. The Blake School's Hopkins campus is just south of the proposed station site. The station will be built next to the Cedar Lake LRT Regional Trail. The station area will include a park-and-ride lot and passenger drop-off and bus stop. A new pedestrian underpass will enable trail users to cross under Blake Road.
- **Downtown Hopkins** – The planned Downtown Hopkins Station will be located just south of Hopkins' Mainstreet along Excelsior Boulevard. The station will be connected to Mainstreet by Eighth Avenue, where the city is adding pedestrian and bicycle improvements as part of the

Artery project. As with the Blake Road station, it will be located in proximity to the Cedar Lake LRT Regional Trail. The station area will include a public plaza, passenger drop-off, and bus stop.

- Shady Oak** – Located near Shady Oak Lake and the border between Hopkins and Minnetonka, the proposed Shady Oak Station would provide transit access to recreational activities as well as employers and residential areas. In Hopkins, the general area is planned for extensive mixed use redevelopment. The station will be connected to a large park-and-ride lot serving LRT passengers, which will be screened by trees. The station site also is connected to the Minnesota River Bluffs Trail.



LRT Support Facility

The Shady Oak station area was originally intended to accommodate the Green Line Extension’s Operations and Maintenance Facility. However, that was removed during a cost-cutting exercise in mid-2018, and is being replaced with a smaller alternative, a 25,000-square-foot rail support facility. Additional discussion is anticipated about expanded development potential on land previously slated for the larger facility.

Community Roles and Responsibilities

The City of Hopkins has been actively involved in the development of the Green Line Extension project since its inception. The roles of the community at each stage of planning are outlined below. Currently, the Project Development phase is nearly complete, with environmental review documentation now under review. Some initial bid packages are being developed (the Engineering phase), but those are currently under revision.

- Corridor Alternatives and Initial Planning (complete):
 - Participated in alternatives analyses and initial planning.
 - Passed a resolution of support for mode and alignment recommendation.
 - Committed to the development of transit-supportive plans and policies that met the minimum expectations for transit station areas, and undertook station-area planning
- Project Development (underway):
 - Undertook station area plans with policies supportive of transit that address requirements in the TPP and other funding criteria, including New Starts. This was completed originally in 2008, and has since been updated as the project design has advanced.
 - Incorporating small area plans for station areas into the comprehensive plan as part of this update, in conjunction with updated forecasts that reflect these anticipated development patterns. Station area plans were incorporated by reference in the 2030 comprehensive plan, and are in this plan as well. See land use element for more details.
 - Began implementing elements of station area plans, such as updating zoning ordinances, adopting overlay districts, and updating Capital Improvement Plans
 - Identified potential FTA joint development opportunities, including parking facility at Blake Road station coordinated with private redevelopment.
- Engineering (initiating):
 - Complete zoning studies and adopt zoning and other regulatory changes supportive of station-area plan implementation.
 - Schedule improvements in city's Capital Improvement Plan; coordinate opening-day, station-supportive-capital improvements with transitway construction, including Locally Requested Capital Investments (LRCIs).
 - Finalize agreement with partner jurisdictions and developers on participation on joint development agreement.
- Construction and Operation (future):
 - Local opening day, station-supportive improvements completed, including LRCIs.
 - Ongoing implementation of the adopted zoning and regulatory changes.
 - Completion of Joint Development projects.

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.

Hopkins does not plan and its ordinances do not permit structures of 200 feet or more. Hopkins will notify MnDOT and the FAA using the FAA Form 7460-1 “Notice of Proposed Construction or Alteration” if it receives any development proposals for structures of 200 feet or taller.

Freight

The existing freight network in Hopkins is shown on **Figure B2.11**. Freight travels via roadways and rail, both described below.

Highway

Most freight travels through Hopkins via truck on the highway system. The Regional Truck Highway Corridor Study identified priority freight routes throughout the Twin Cities region. In Hopkins, this included the following:

- Highway 169 was identified as a Tier 1 corridor, among the highest priority category that includes the interstate system. The average daily traffic of heavy commercial vehicles on Highway 169 is around 4,850 vehicles – around 5% of total traffic.
- Excelsior Boulevard/CSAH 3 is identified as a freight corridor from Highway 100 to Highway 61.
- Highway 7 west of Highway 169 is identified as a Tier 3 corridor west of Highway 100, providing connectivity to Tier 1 and 2 corridors. The average daily traffic of heavy commercial vehicles on Highway 7 is around 990 vehicles – around 4% of total traffic.

The following potential existing barriers to freight travel have been identified:

- 11th Ave S at existing railroad bridge – low clearance and narrow width
- Excelsior Blvd / Jackson Ave N / Milwaukee Street – skewed and offset intersection with railroad crossing
- 3rd Street S & Washington Ave S near bridge – offset intersection and low clearance
- 12th Ave N north of Highway 7 – short queue length without adequate stacking distance for long trucks attempting to make a turn left or right onto Highway 7
- 17th Ave N at Highway 7 - short queue length without adequate stacking distance for long trucks attempting to make a turn left or right onto Highway 7

Railroad

There are two freight rail lines that run through the city of Hopkins: the Canadian Pacific Soo Line and the Minnesota Commercial Railway.

BNSF

The BNSF railroad is a Class I line, covering 1,584 miles in Minnesota and into South Dakota. The BNSF line runs along the northern city limits of Hopkins, north of a residential neighborhood and passing under Hopkins Crossroad. It does not serve any freight generating sites in Hopkins.

Canadian Pacific

Operated by the Soo Line Railroad Company till 1994, the Canadian Pacific Soo Line Railway runs through the central part of Hopkins, particularly areas that are traditionally industrial. The Green Line Extension LRT will follow this alignment.

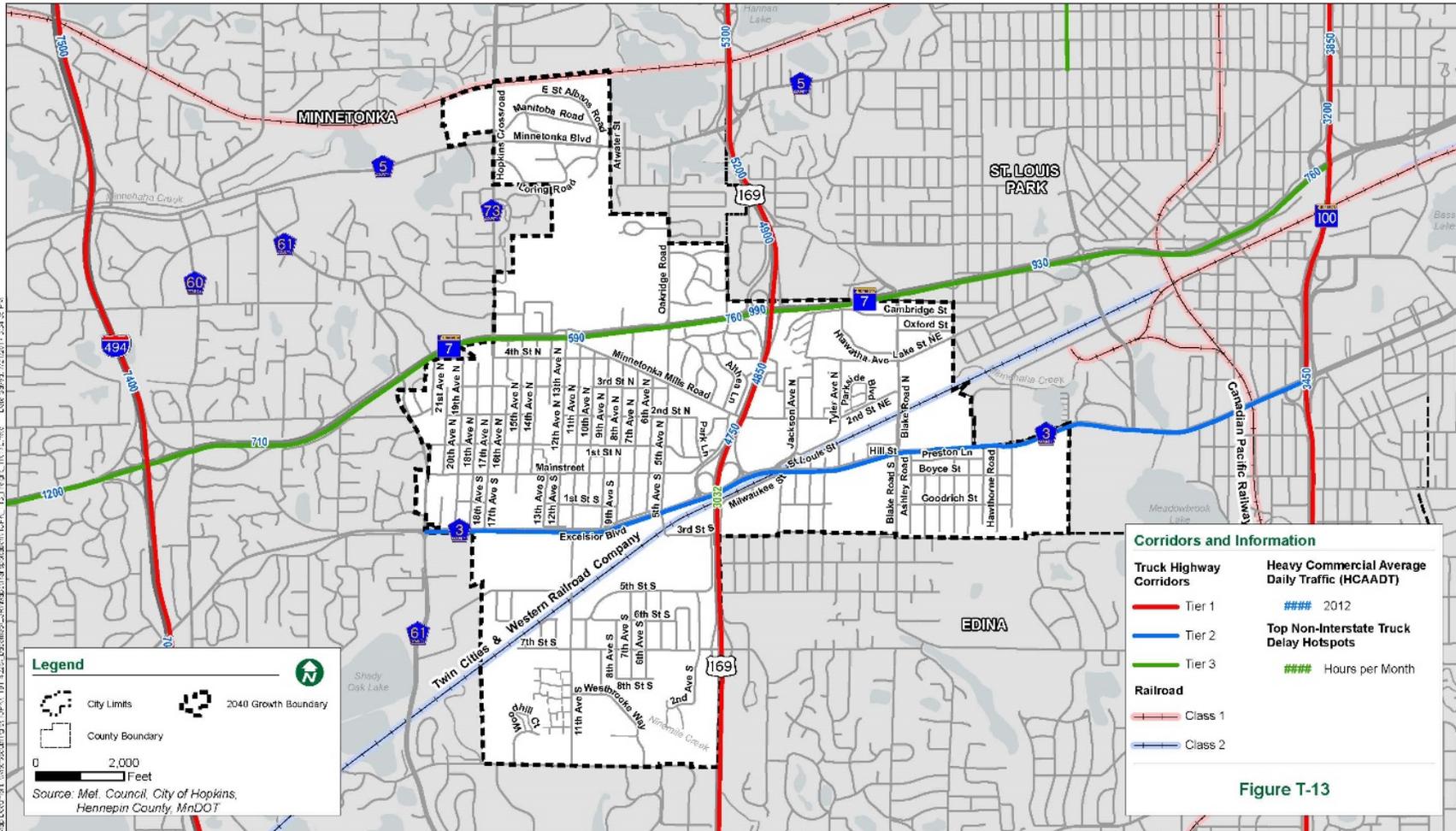
Freight Approach

The 2040 comprehensive plan supports regional and local goods movement in around Hopkins by:

- Providing concentrations of industry and business in appropriate locations, as shown on the existing and future land use maps.
- Maintaining a system of minor arterial and collector roads to access locations of industry and business while supplementing the regional highway system.
- Protecting the function of the arterial and collector road systems by enforcing county and regional access management guidelines.

In Hopkins, there are several freight generators located around the major highways and rail lines. These are included in areas guided for industrial on the future land use map.

Figure B2.11 – Freight, Rail, and Heavy Commercial Corridor



**Exhibit 7-5
Access Spacing Guidelines**

Access Type	Movements Allowed	Rural			Urban & Urbanizing			Urban Core
		Arterial		Collector	Arterial		Collector	
		Greater than 7,500 ADT	Less than 7,500 ADT		Undivided	Divided		
Single Family Residential Driveway or Farm Field Entrance	Full Movements allowed	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)			1/8 mile (660 feet)	
	Limited Access						1/16 mile (330 feet)	
Low Volume Driveway (less than or equal to 500 trips per day)	Full Movements allowed	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)			1/8 mile (660 feet)	1/16 mile (330 feet)
	Limited Access					1/8 mile (660 feet)	1/16 mile (330 feet)	1/16 mile (330 feet)
High Volume Driveway (greater than 500 trips per day)	Full Movements allowed	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)
	Limited Access					1/8 mile (660 feet)		1/16 mile (330 feet)
Low Volume Public Street (less than or equal to 2,500 ADT)	Full Movements allowed	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/8 mile (660 feet)	1/8 mile (660 feet)
	Limited Access					1/8 mile (660 feet)		1/16 mile (330 feet)
High Volume Public Street (greater than 2,500 ADT)	Full Movements allowed	1/2 mile (2,640 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)	1/4 mile (1,320 feet)
	Limited Access					1/8 mile (660 feet)		1/8 mile (660 feet)
Definitions & Notes:								
- Non-Applicable or Not Allowed. Residential driveways in urban & urbanizing settings should be oriented to the local street system.								
There is recognition that non-conforming driveways currently existing along the county roadway system - these will be reviewed for removal if and when redevelopment opportunities occur.								
If conformance to guidelines does not appear feasible, further justification, evaluation, and analysis may be required. Formal traffic studies may be required for large projects.								
Existing median channelization will not be opened or broken even under circumstances where the above guidelines would suggest that full access could be allowed.								
Other criteria are also reviewed for access requests such as entering sight distances, speeds, traffic volumes, and other elements (truck traffic, land use activities, etc.).								
Access spacing is measured from centerline to centerline								
Street spacing applies between street entrances, driveway spacing applies between all access types								
If the roadway is divided - access spacing is measured on just one side of the roadway.								
Rural - areas where agriculture, forestry, or very low density residential uses predominate. Local street networks are widely spaced								
Urban / Urbanizing - areas with either fully matured development or continued development is occurring.								
Urban Core - areas that are fully developed with a tightly woven network of public streets. Public street spacing is based on block length - usually between 300-660 feet.								
ADT - Average Daily Traffic - volumes should be based on the 20-year forecasts.								
June 24, 2009	Limited access means some intersection movements are restricted. Examples include; 1) Designs limiting turns to right-in / right-out, or 2) Movements restricted by median channelization.							