



CITY OF
MINNETONKA



2022 Trail Improvement Plan

Inventory of unscheduled and unfunded segments (draft)

Table of Contents

Introduction and Definitions

Trail Analysis by Priority Ranking Map

Priority Ranking Table

Individual Pages of Unscheduled and Unfunded Trail Segments

Park Board Presentation: April 5, 2017

Priority Ranking Calculation

Introduction

The goal of the ranking system is to prioritize high use trail segments that are easy to construct above those trail segments that may have less users and/or those that are more invasive to construct. The questions below provide the basis for the ranking system. The yes/no questions are each assigned values of 1 or 0 so that the trail segments can be prioritized by a numeric priority score. Segments that contain "*" may partially meet the question and are therefore given partial points. An example of this calculation is shown at the end of this section.

Degree of Difficulty

Environmental Impacts: Can the trail be constructed without significant impacts to wetlands, water bodies, or other environmentally sensitive natural resources?

Minimal Tree Loss: Can the trail be constructed without significant impacts to trees?

Cost Effectiveness

Solutions: Can the trail be constructed without bridges, boardwalks, or significant infrastructure?

Right-of-way (ROW)/Easements Not Needed: Can the trail be constructed without ROW/easements?

Minimal Utility Relocation: Can the trail be constructed without significant utility relocation?

Nature of Use

Passive/Recreational Use: Will the trail be used for recreational purposes?

Transportation: Will the trail be used for transportation purposes?

High Use Segment: Will the segment be used by a large number of users?

Completes a Route: Will the trail connect two existing trail segments to complete a continuous route?

Community Access

Village Center: Will the trail be located in the village center or connect to a village center?

Business Access: Will the trail provide business access?

Library/Government Center: Will the trail provide access to a library, city hall, or other government center?

School Access: Will the trail provide a connection to a school?








Connect to Transit Location: Will the trail provide a connection or is directly adjacent to light rail transit, bus transit, or a park and ride?



Regional Commuting: Will the trail be used by regional users?

Minnetonka Trail Improvement Plan 2023 - 2027





Trail Construction

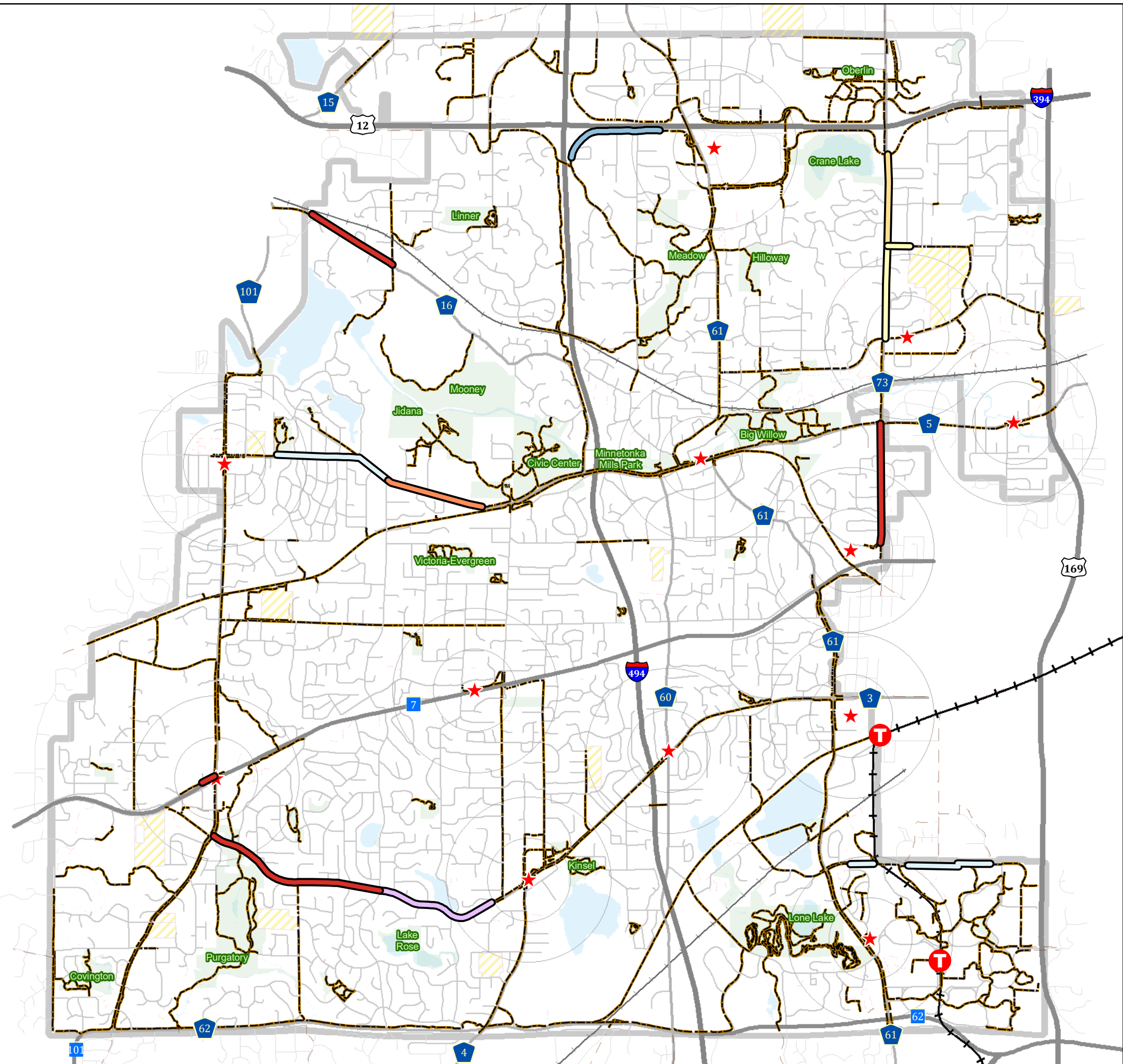
Year

-  2022
-  2023
-  2024
-  2025
-  2026
-  2027
-  10 yr Plan 2028 - 2031

-  Light Rail Station
-  Village Center

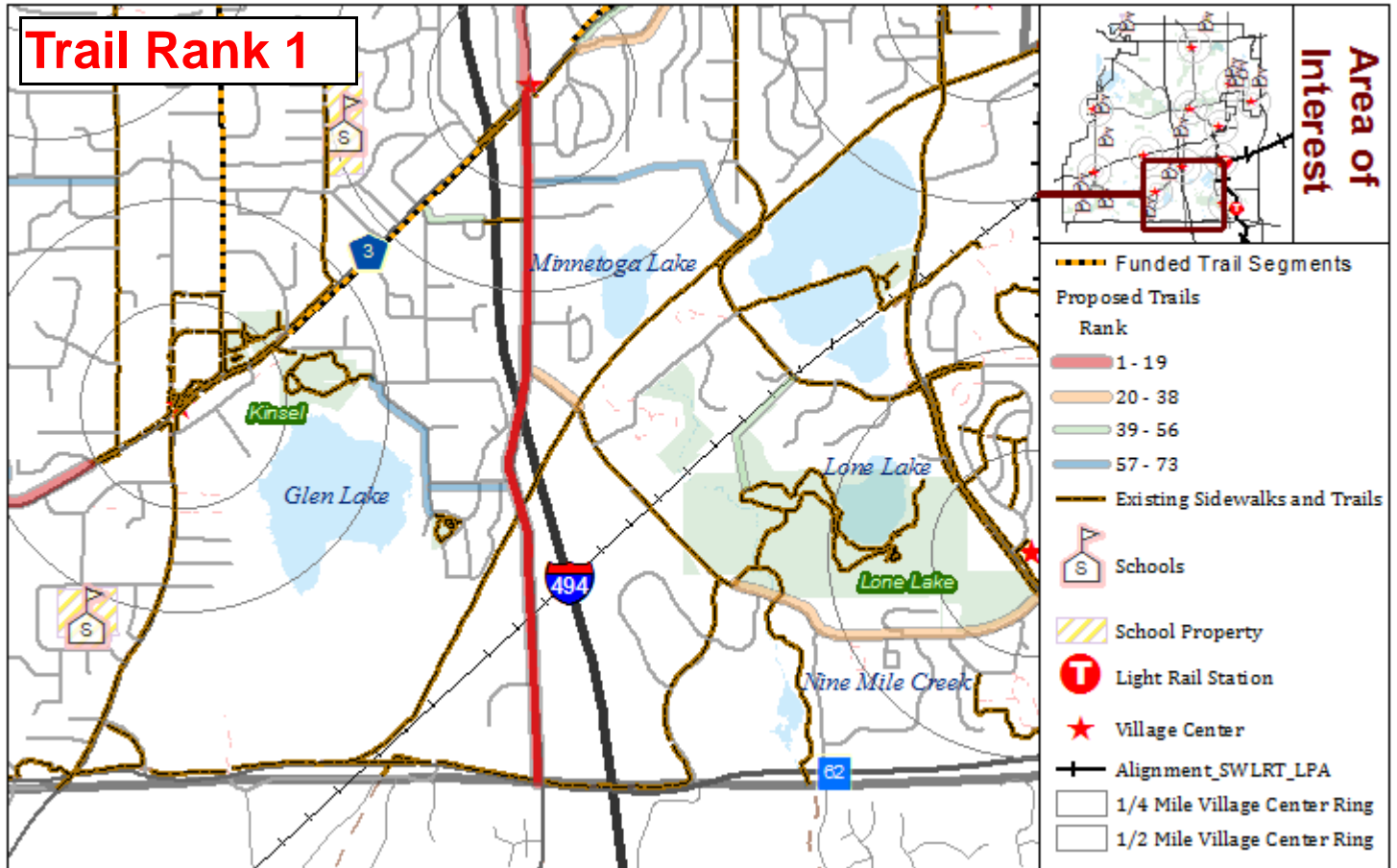
Existing Sidewalks and Trails

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



Priority Rank	Priority Score (10=High 1=Low)	Priority Trail Segments (all costs 2022 dollars)	Length (miles)	Estimated Cost 2023-2027 CIP	Estimated Cumulative Cost
			44.7		
1	7.0	Baker Rd - Excelsior Blvd to Crosstown Hwy	1.7		by others
2	7.0	Baker Rd - Excelsior Blvd to Minnetonka Blvd	1.7		by others
3	6.5	Ridgedale Dr - White Birch Lane to Target	0.6		Constructed 2022 - \$900,000
4	6.2	Minnetonka Blvd - Woodlawn Ave to Tonkawood	0.8		Programmed for 2023 - \$2,700,000
5a	6.1	Hopkins Crossroad - Cedar Lake Rd to Hillside Lane	0.6		Programmed for 2024 - \$3,900,000
5b	6.1	Hopkins Crossroad - Hillside Ln to Wayzata Blvd	0.4		Programmed for 2025 - \$2,920,000
6	6.0	Minnetonka Blvd - The Marsh to Tonkawood	0.8		Programmed for 2026 - \$3,400,000
7	5.9	Excelsior Blvd - Woodland Rd to Clear Springs Rd/101 Library	1.0		Programmed for 2027 - \$3,600,000
8	5.9	Excelsior Blvd - Glen Oak St to Woodland Rd	0.7	\$2,057,000	\$2,057,000
9	5.6	Hwy 7 Cr 101 to Seven Hi La	0.1	\$242,000	\$2,299,000
10	5.5	Hopkins Crossroad - Minnetonka Blvd to Minnetonka Mills Rc	0.6	\$1,331,000	\$3,630,000
11	5.3	McGinty Rd - CR 101 to Crosby Rd (partly in Wayzata)	0.6	\$1,210,000	\$4,840,000
12	5.1	Delton Ave - Vine Hill Rd to Old Excelsior Blvd	0.7	\$1,452,000	\$6,292,000
13	5.0	Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)	0.9	\$1,815,000	\$8,107,000
14	4.9	Essex Rd - Ridgedale Dr to Oakland Rd	0.7	\$1,573,000	\$9,680,000
15	4.9	Hwy 7 Underpass west of CR 101*	0.0	\$121,000	\$9,801,000
16	4.9	Minnetonka Mills Rd - Shady Oak Rd to Hopkins Crossroad	0.6	\$1,210,000	\$11,011,000
17	4.8	TH 7 - Cattle Pass to CR 101 on north side	0.4	\$847,000	\$11,858,000
18	4.7	Hillside La - Hopkins Crossroad to Tanglen School	0.1		Programmed for 2024
19	4.7	Meadow Park to Ridgedale	0.4	\$726,000	\$12,584,000
20	4.6	Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7	0.8	\$1,694,000	\$14,278,000
21	4.6	Williston Rd - Minnetonka Blvd to Hwy 7	1.0	\$2,057,000	\$16,335,000
22	4.5	Wayzata Blvd N - Hampton Inn to Shelard Pkwy	0.3	\$726,000	\$17,061,000
23	4.5	Ridgedale Connections	1.1	\$2,299,000	\$19,360,000
24	4.3	McGinty Rd - Crosby Rd to existing trail on west side of I-494	1.3	\$2,662,000	\$22,022,000
25	4.2	Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system	1.1	\$2,299,000	\$24,321,000
26	4.1	Rowland Rd - Baker Rd to SWLRT Trail	0.1	\$363,000	\$24,684,000
27	4.0	Porter/Delton Ave - Hutchins Dr to Cr 101	0.2	\$605,000	\$25,289,000
28	3.9	Tonkawood Road - Minnetonka Blvd to Hwy 7	1.5	\$3,025,000	\$28,314,000
29	3.8	Woodland Rd - Townline Rd to Hwy 7	2.0	\$4,235,000	\$32,549,000
30	3.7	Orchard Rd/Westmark Dr - Minnetonka Dr	1.3	\$2,662,000	\$35,211,000
31	3.7	Pioneer Rd - Carlton Rd to Shady Oak Rd	0.6	\$1,331,000	\$36,542,000
32	3.7	Shady Oak Rd - Minnetonka Blvd to Hwy 7	1.1	\$2,178,000	\$38,720,000
33	3.6	Minnetonka Blvd - CR 101 west to Deephaven city limits	0.2	\$484,000	\$39,204,000
34	3.4	Sunset Dr and Marion Lane West segments	0.3	\$605,000	\$39,809,000
35	3.3	Minnehaha Creek Trail - Headwaters to Jidana Park	0.9	\$1,815,000	\$41,624,000
36	3.2	McGinty Rd E - Minnetonka Blvd to Surry La	0.5	\$1,089,000	\$42,713,000
37	3.1	Wayzata Blvd - Claredon Dr to Wayzata city limits	0.2	\$605,000	\$43,318,000
38	2.9	Stone Rd - Saddlebrooke Cir to Sheffield Cur	0.1	\$363,000	\$43,681,000
39	2.9	Orchard Rd/Huntingdon Dr - Baker Rd to Shady Oak Rd	0.7	\$1,452,000	\$45,133,000
40	2.9	North Lone Lake Park - along RR tracks to Dominick Rd	0.3	\$726,000	\$45,859,000
41	2.9	Knollway Park to Wayzata Blvd/Horn Dr	0.2	\$484,000	\$46,343,000
42	2.9	Knollway Park to Shady Oak Rd	0.3	\$726,000	\$47,069,000
43	2.8	NTC - Meeting St to existing trail on west side of I-494	0.1	\$242,000	\$47,311,000
44	2.8	Clear Spring Rd - connect trail to Hwy 7	0.2	\$484,000	\$47,795,000
45	2.8	58th St W - Mahoney Ave into Purgatory Park	0.2	\$605,000	\$48,400,000
46	2.7	Victoria Evergreen to McKenzie Park	1.0	\$2,057,000	\$50,457,000
47	2.7	Lake St Ext - Baker Rd to Shady Oak Rd	0.9	\$1,936,000	\$52,393,000
48	2.6	Stone Rd/Meeting St - RR tracks to Linner Rd	0.6	\$1,331,000	\$53,724,000
49	2.6	Orchard Rd - Wyola Rd to Baker Rd	0.1	\$363,000	\$54,087,000
50	2.5	Excelsior Blvd - Pioneer to Nelson/Shady Oak Rd - S	0.9	\$1,936,000	\$56,023,000
51	2.4	Lake St Ext - Williston Rd to Spring Lake Rd	0.7	\$1,452,000	\$57,475,000
52	2.3	Covington Park east side connection to CR 101	0.2	\$484,000	\$57,959,000
53	2.3	NTC - Maywood La from I-494 crossing to Excelsior Blvc	0.2	\$363,000	\$58,322,000
54	2.2	Covington Rd - Vine Hill Rd to Mahoney Ave	0.9	\$1,936,000	\$60,258,000
55	2.1	Hilloway Park to YMCA La	0.5	\$968,000	\$61,226,000
56	2.1	East side of I-494 - Minnetonka Blvd to Wentworth Tr	0.4	\$847,000	\$62,073,000
57	2.0	Ford Rd - All	1.2	\$2,420,000	\$64,493,000
58	1.9	Woodland Rd to Williston Rd - Through Woodgate Park	0.7	\$1,573,000	\$66,066,000
59	1.9	Westmill Rd - Spring Hill Park to Clear Spring Rd	0.3	\$605,000	\$66,671,000
60	1.9	Oberlin Park along Park Ave to Ridgemount Ave	0.2	\$484,000	\$67,155,000
61	1.9	Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park	0.7	\$1,452,000	\$68,607,000
62	1.9	Highwood Dr - Williston Rd to Tonkawood Rc	0.8	\$1,694,000	\$70,301,000
63	1.9	Cedar Lake Rd - Big Willow to Hopkins Crossroad	0.6	\$1,331,000	\$71,632,000
64	1.8	Jane La - Baker Rd to County Trail (Dominick Dr)	0.6	\$1,331,000	\$72,963,000
65	1.5	South St - Mayview Rd to Baker Rd	0.2	\$484,000	\$73,447,000
66	1.5	Oak Ridge Rd - Minnetonka Blvd to Hopkins city limits	0.4	\$968,000	\$74,415,000
67	1.5	Kinsel Rd/Mayview Rd - Excelsior Blvd to Glen Moor Park	0.4	\$847,000	\$75,262,000
68	1.5	Ford Park to Lindbergh Dr	0.4	\$847,000	\$76,109,000
69	1.3	Jidana La - Minnetonka Blvd to Jidana Park	0.2	\$484,000	\$76,593,000
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr	0.2	\$484,000	\$77,077,000
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7	1.5	\$3,146,000	\$80,223,000

Baker Rd - CR 3 to CR 62



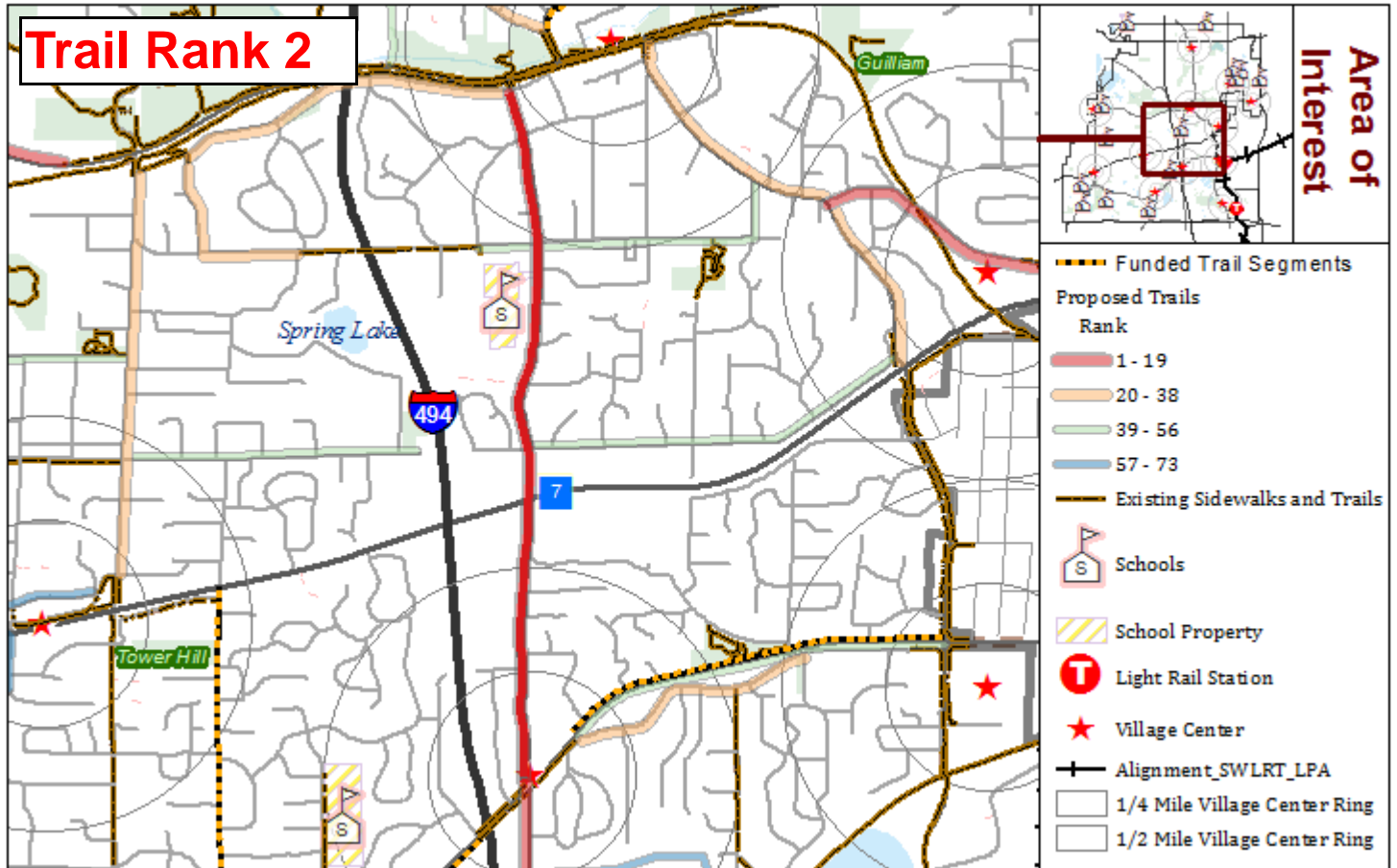
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
7.0	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	8,920

Est Cost with Road Project (by LF): \$624,387
 Est Cost Independent Project (by LF): \$2,229,953

Segment Description:

This 1.7 mile segment along Baker Road provides an important north/south connection between Excelsior Boulevard and County Road 62. This high use segment will provide regional access to the Minnesota River Bluffs LRT Trail as well as local connections to Glen Lake Elementary School, Hopkins West Junior High School and to the Glen Lake Village Center. Utility relocations and the need for right of way or easements, or both, are anticipated. The existing land use along the portion of this segment west of I 494 to CR 62 is primarily commercial or light industrial, while the portion east of I 494 to Excelsior Blvd is primarily single family residential.

Baker Rd - CR 3 to CR 5



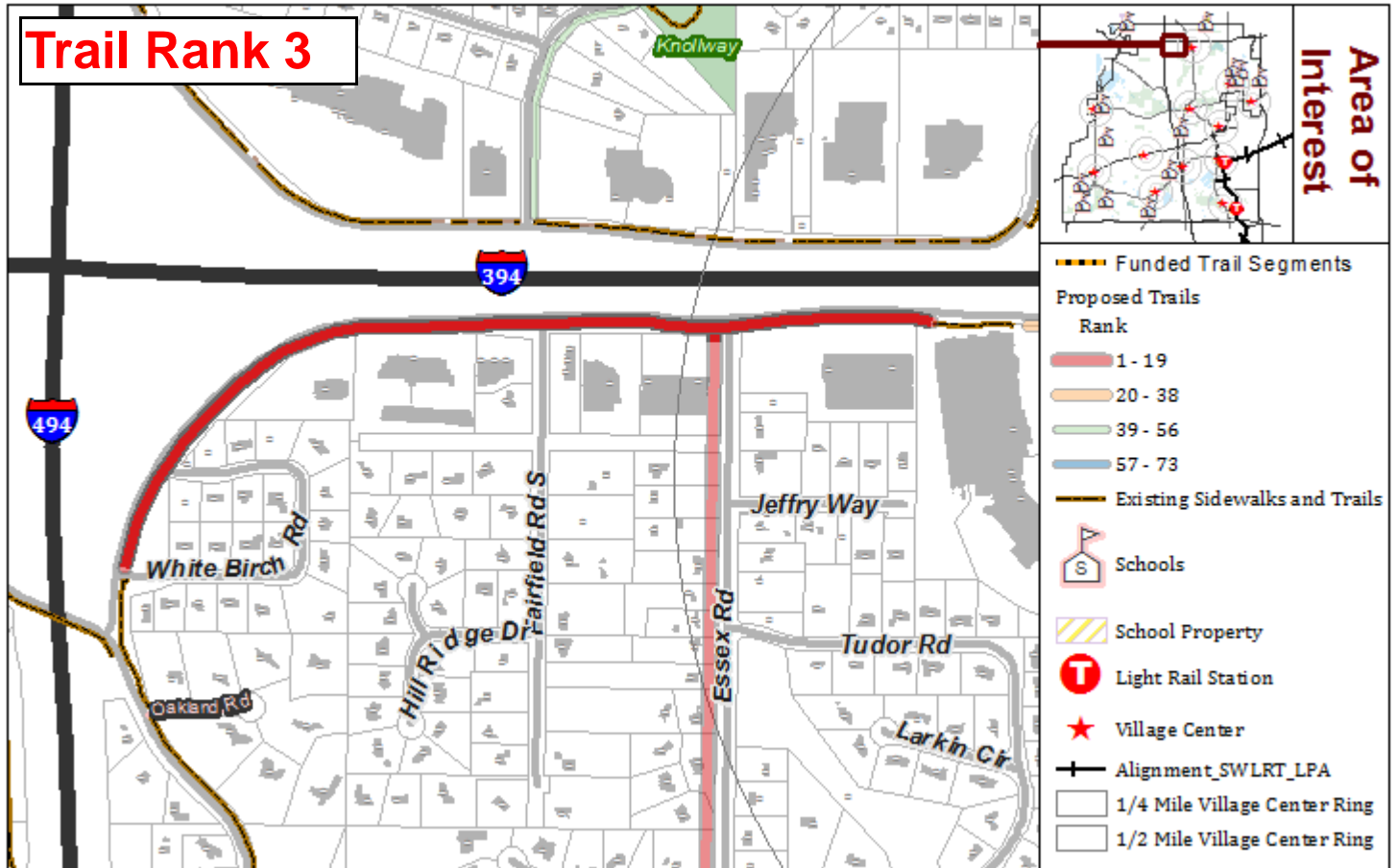
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
7.0	N	N	N	N	N	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	8,894

Est Cost with Road Project (by LF): \$622,604
 Est Cost Independent Project (by LF): \$2,223,584

Segment Description:

This 1.7 mile segment along Baker Road provides an important north/south connection between Excelsior Boulevard and Minnetonka Boulevard. This segment completes a continuous connection from County Road 62 to Minnetonka Boulevard providing regional access to the Lake Minnetonka LRT Regional Trail and the Minnesota River Bluffs LRT Trail as well as local connections to Minnetonka Mills, Glen Lake Elementary School, Hopkins West Junior High School and to the Glen Lake Village Center. Utility relocations and the need for right of way or easements, or both, are anticipated. The existing land use along this segment is primarily single family residential.

Ridgedale Dr - White Birch Rd to Target



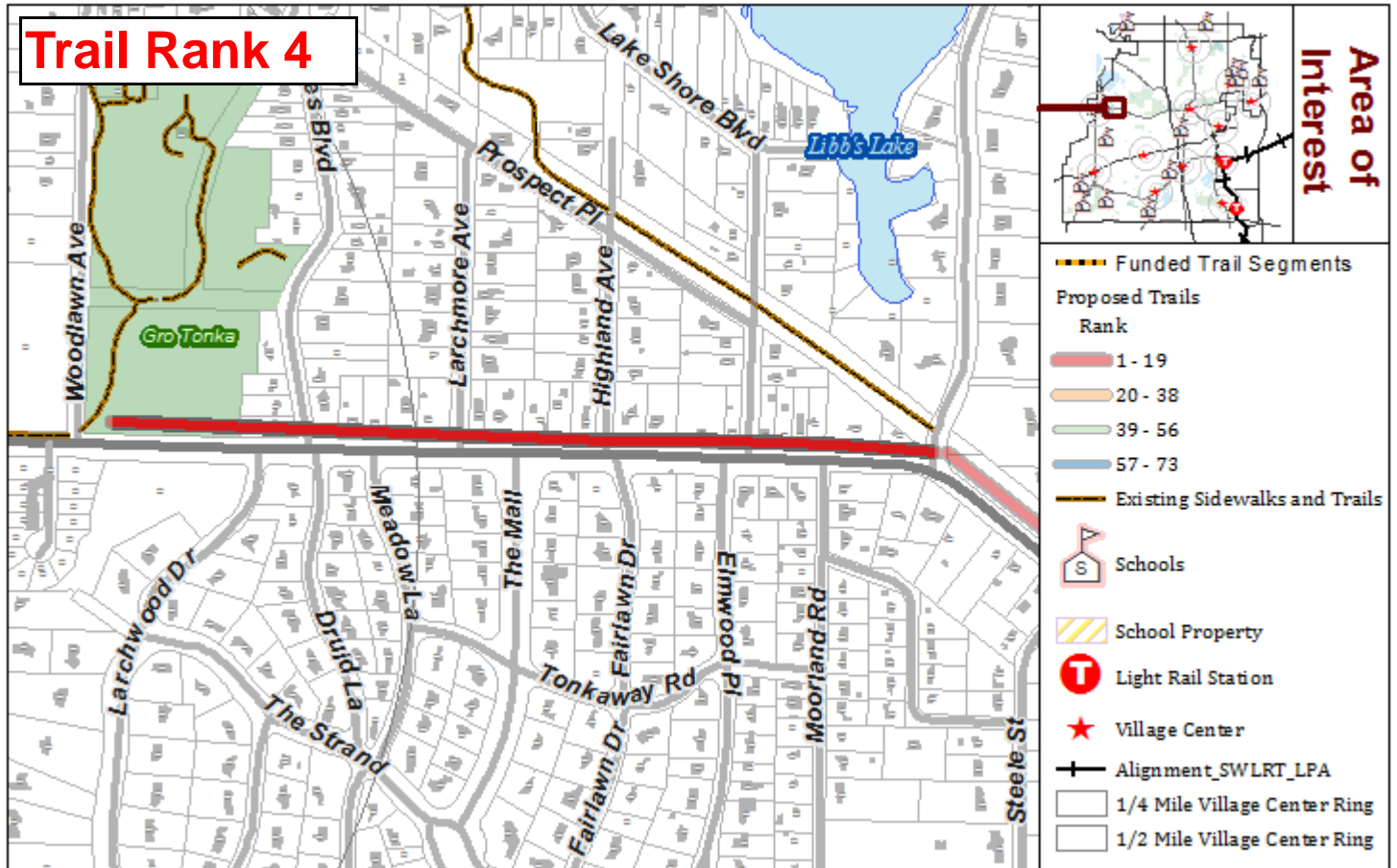
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
6.5	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,253
	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$227,721
 Est Cost Independent Project (by LF): \$813,289

Segment Description:

This 0.6 mile segment along Ridgedale Drive provides a connection from White Birch Road to Target. This segment provides connectivity to the Ridgedale Village Center and Metro Transit express route 645 bus stops. In addition, this segment connects to the trail along the west side of I 494 to the south, pedestrian sidewalks along Oakland Rd to the west, and upcoming trails along Plymouth Rd. Utility relocations are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. The existing land use along this segment is primarily commercial, with some single family residential adjacent to White Birch Rd.

CR 5 - Woodlawn Ave to Tonkawood



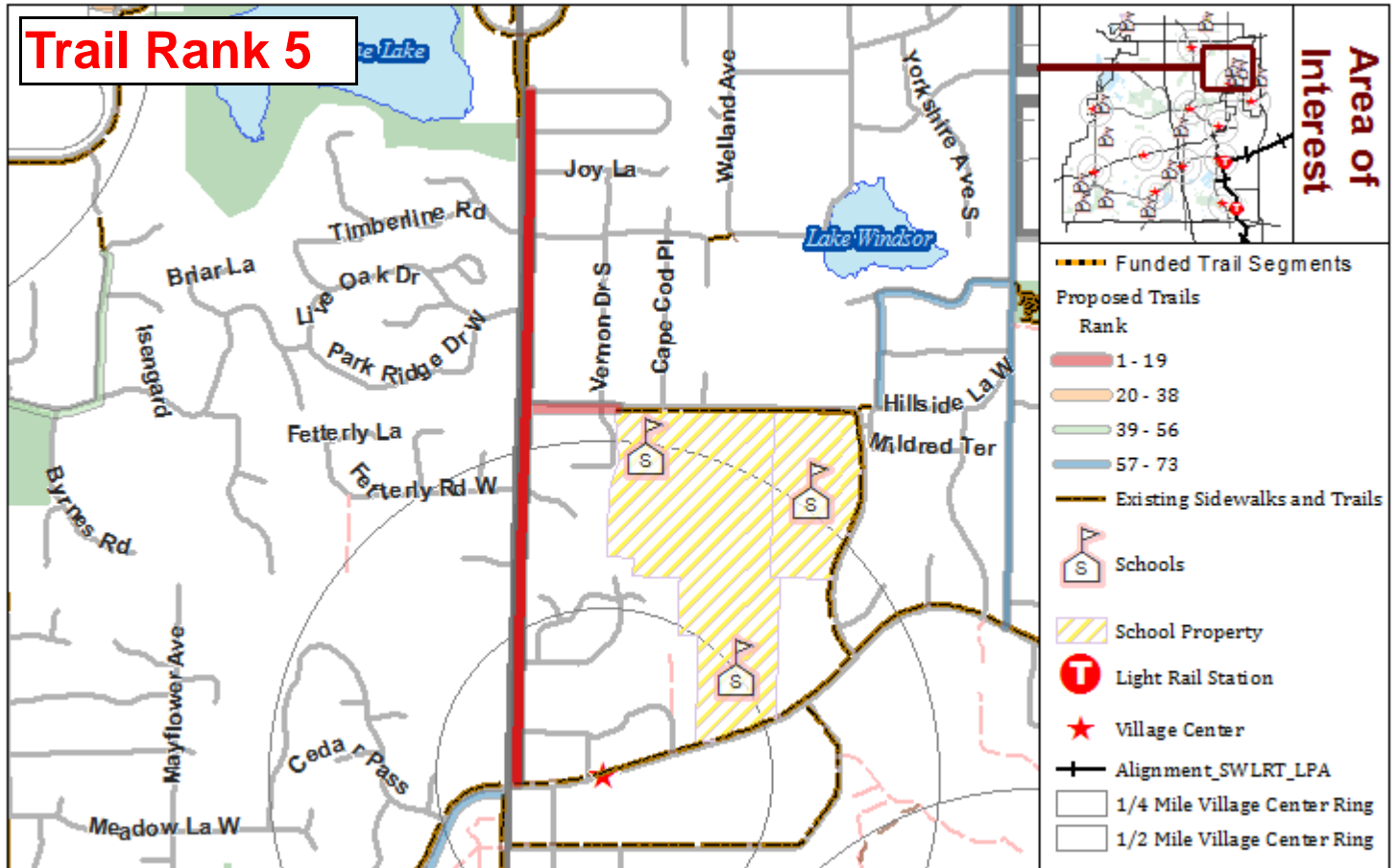
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5.4	Y	Y	N	N	Y	N	Y	Y	Y	N	Y	N	N	N	

Est Cost with Road Project (by LF): \$182,057
 Est Cost Independent Project (by LF): \$650,205

Segment Description:

This 0.5 mile segment along Minnetonka Boulevard completes a connection between Fairchild Avenue and Woodlawn Avenue. This segment provides community access to Groveland Elementary School, Gro Tonka Park, Metro Transit local route 614 and express route 671 bus stops, and local businesses at the Minnetonka Boulevard and County Road 101 intersection. Utility relocations and the need for right of way or easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land use along this segment is single family residential.

CR 73 - Cedar Lake Rd to Wayzata Blvd



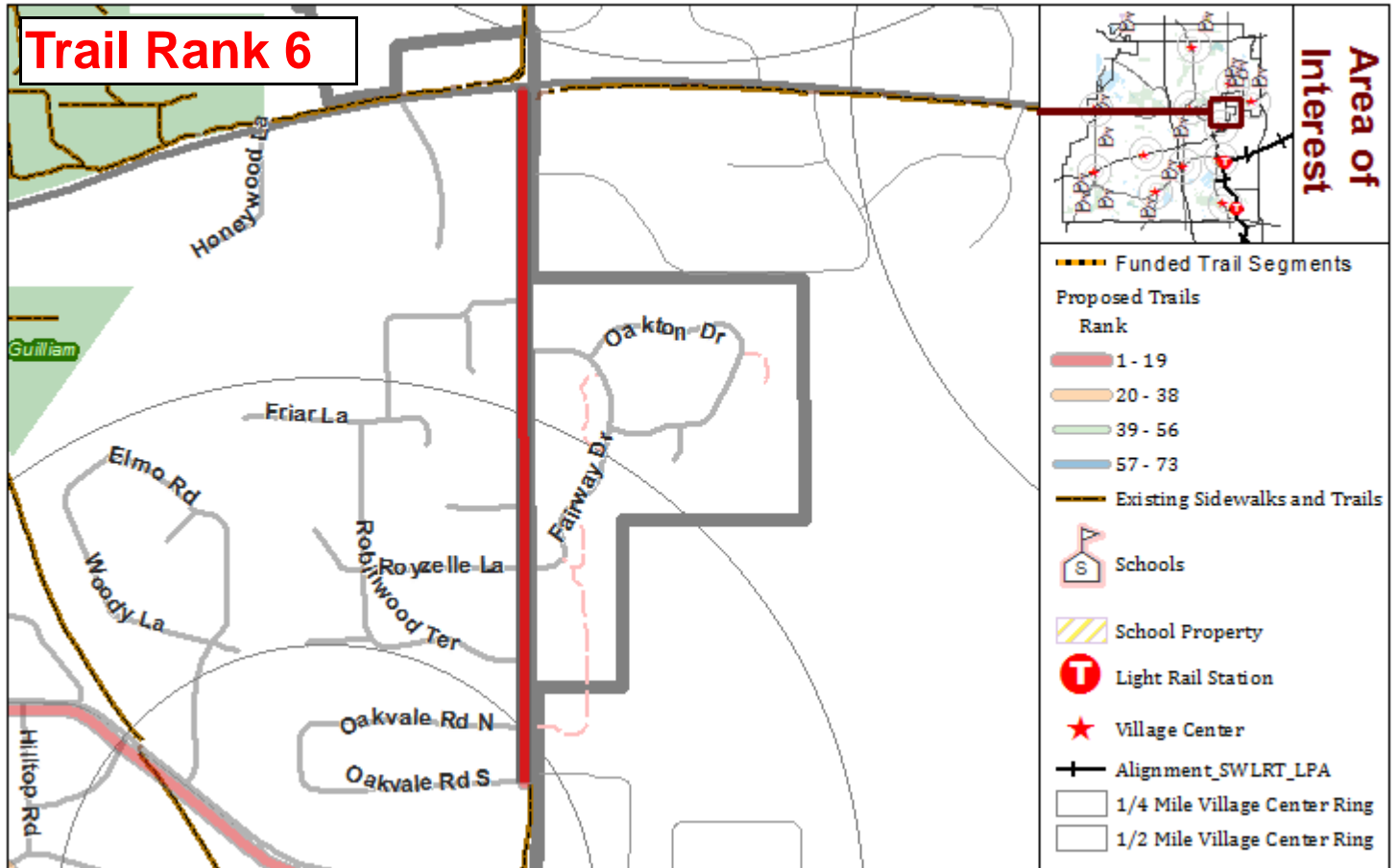
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
6.1	N	N	Y	Y	N	N	Y	Y	Y	N	Y	N	Y	Y	Y	5,452

Est Cost with Road Project (by LF): \$381,608
 Est Cost Independent Project (by LF): \$1,362,885

Segment Description:

This 1.0 mile segment along Hopkins Crossroad provides a connection between Cedar Lake Road and Wayzata Boulevard, which both currently have sidewalks. The route provides access to Metro Transit local route 615 bus stops, the Cedar Lake Village Center, Tanglen Elementary School, and the Hopkins Junior and Senior High Schools. Utility relocations are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land use along this corridor is primarily residential with some commercial at either end.

CR 73 - CR 5 to Minnetonka Mills Rd



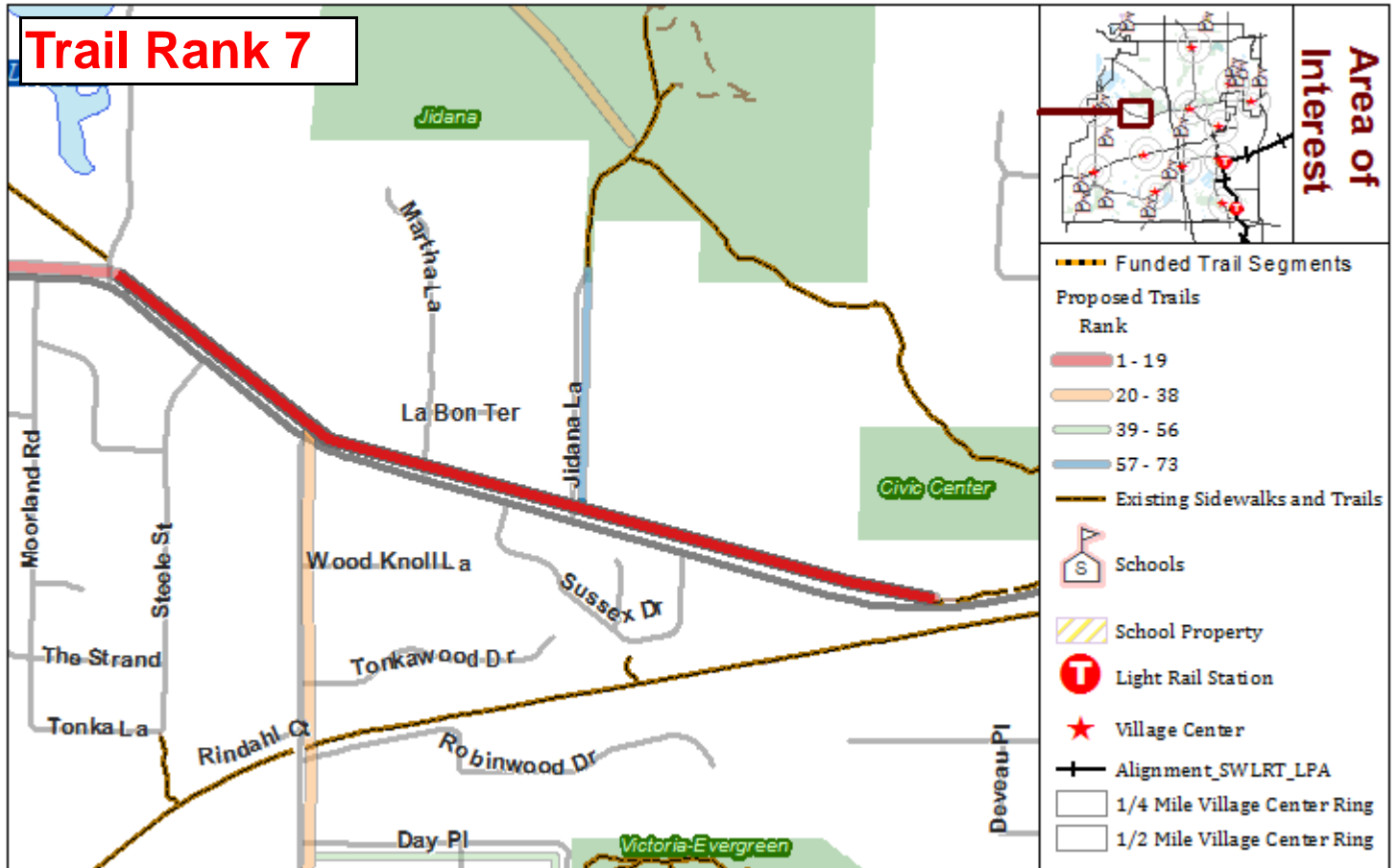
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
5.5	Y	N	N	N	N	N	Y	Y	Y	N	Y	N	N	Y	Y	3,397

Est Cost with Road Project (by LF): \$237,797
 Est Cost Independent Project (by LF): \$849,274

Segment Description:

This 0.6 mile segment is located on Hopkins Crossroads between Minnetonka Boulevard and Minnetonka Mills Road. This route will provide access to local businesses at Minnetonka Mills, Metro Transit express route 667 bus stops at Minnetonka Mills, and express route 671 & local route 615 at Minnetonka Blvd. This segment is also in close proximity to the Lake Minnetonka LRT regional trail, which is located along the western edge of the Country Village shopping center property. Utility relocations and the need for right of way easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Land uses along this corridor are primarily single family residential and open space.

CR 5 - The Marsh to Tonkawood



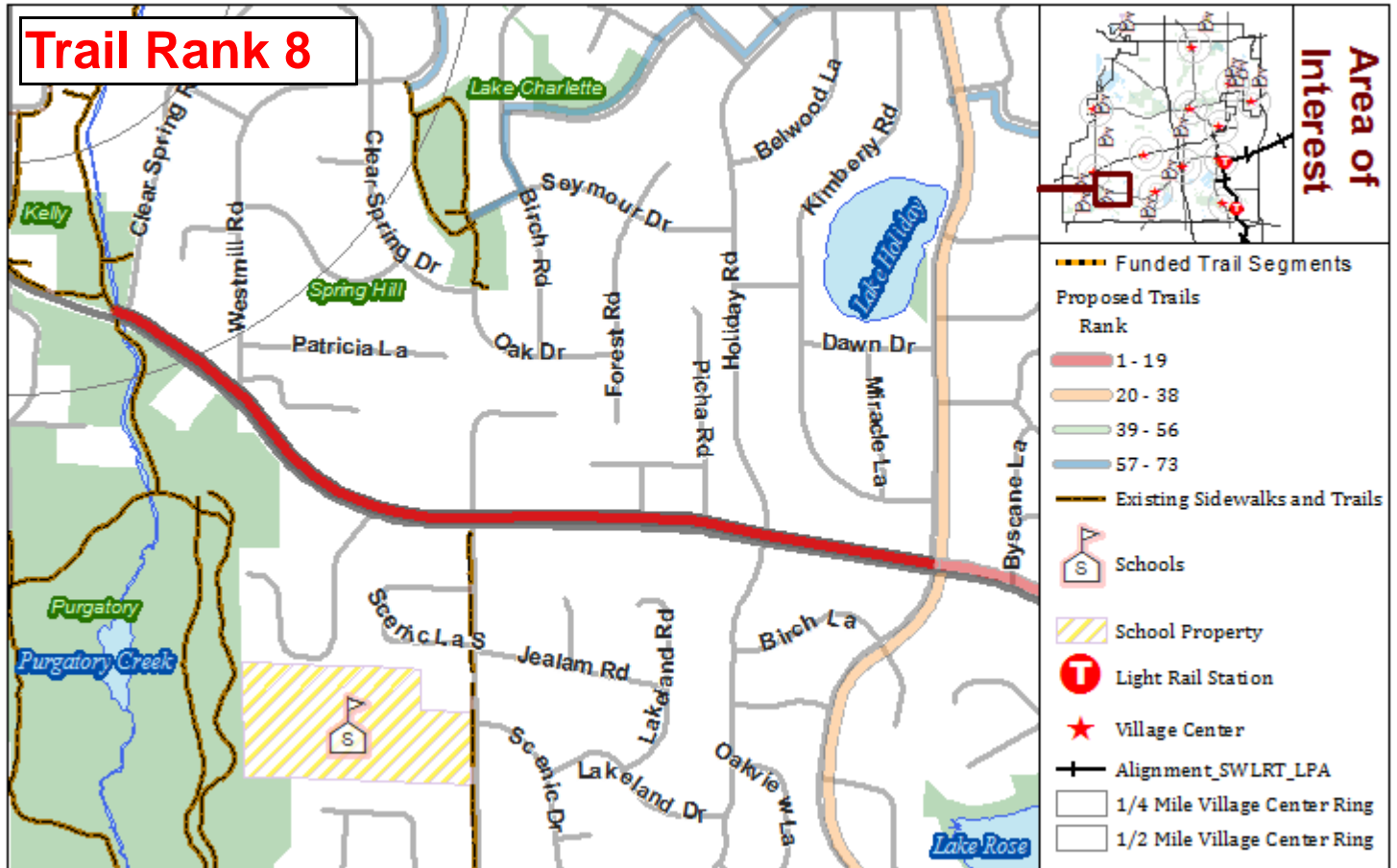
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	6.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	
	Y	Y	Y	N	N	N	N	Y	Y	N	Y	Y	Y	Y	Y	

Est Cost with Road Project (by LF): \$300,663
 Est Cost Independent Project (by LF): \$1,073,796

Segment Description:

This 0.8 mile segment on Minnetonka Boulevard provides a connection between Fairchild Ave and the Marsh. This high use segment provides connectivity to the Minnetonka Civic Center Campus, local businesses, Metro Transit local route 614 and express route 671 as well as a park & ride facility, Groveland Playground, and the Minnetonka Christian Academy. Utility relocations and the need for right of way or easements, or both, are anticipated and coordination with Metro Transit for bus stop facilities should be pursued. Existing land uses along this corridor are a mix of single family residential, open space, and commercial.

CR 3 - Woodland Rd to Clear Springs Rd/101 Library



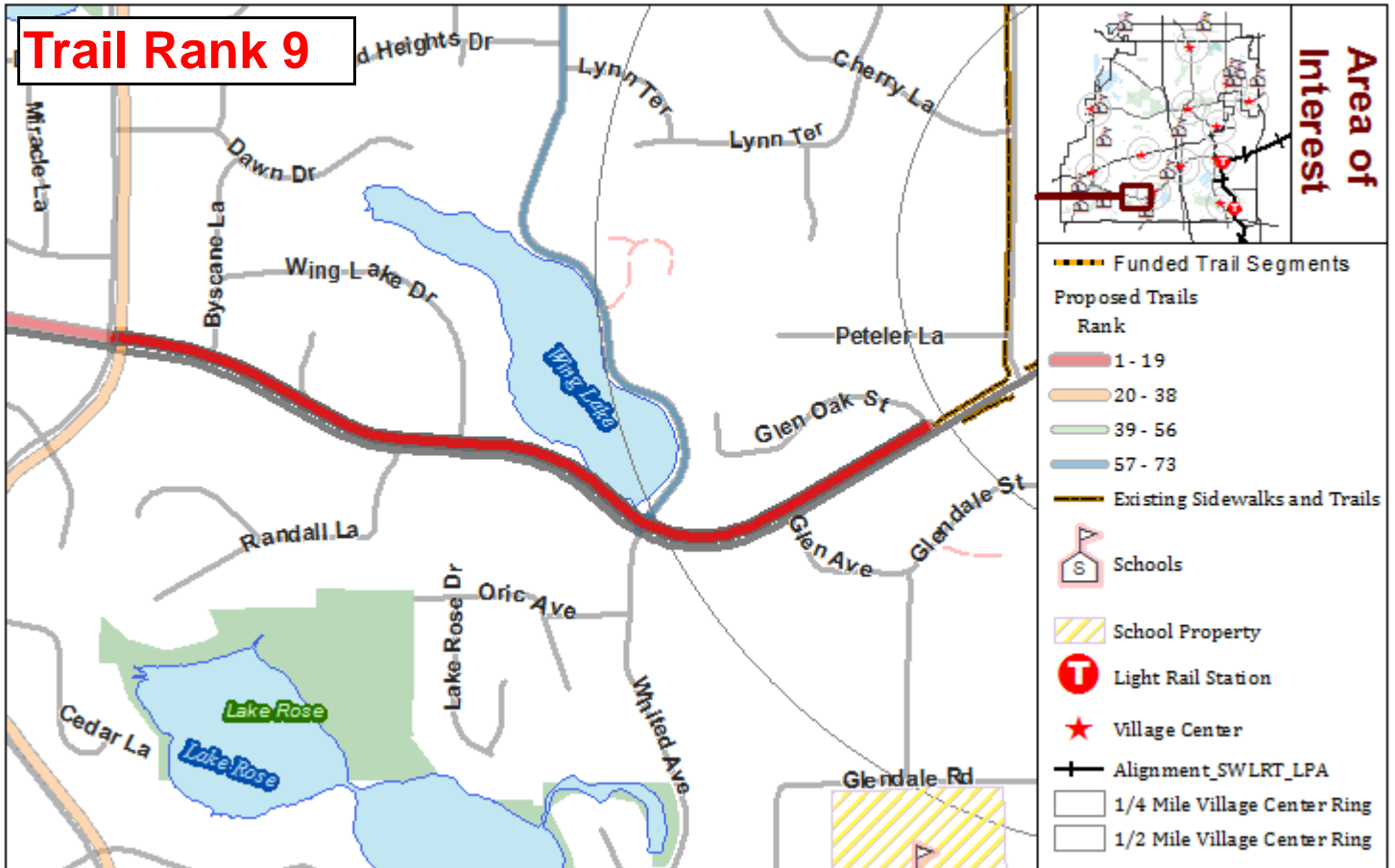
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5.9	Y	Y	N	N	Y	N	Y	Y	Y	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$354,336
 Est Cost Independent Project (by LF): \$1,265,484

Segment Description:

This 1.0 mile segment on Excelsior Boulevard provides a route between Woodland Road and Clear Springs Road, which currently has sidewalks. This high use segment provides regional access to Purgatory Park, Metro Transit express route 670 bus stops, Scenic Heights Elementary School, Minnetonka High School, Hennepin County Library, and the Seven-Hi Shopping Center. Utility relocations and the need for right of way or easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land use along this corridor are primarily residential.

CR 3 - Glen Oak St to Woodland Rd



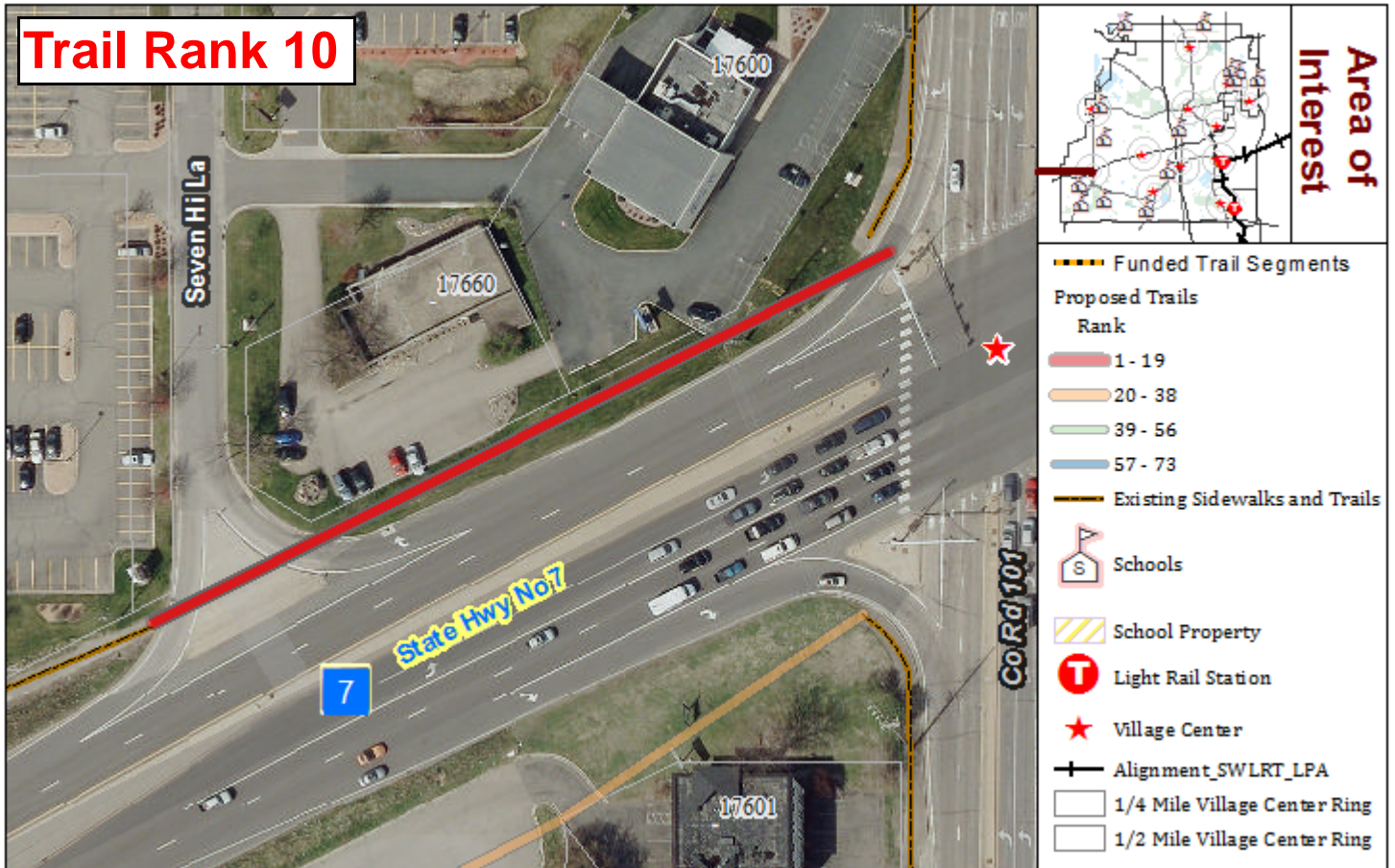
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
5.9	Y	Y	N	N	Y	N	Y	Y	Y	Y	N	N	N	N	Y	3,907

Est Cost with Road Project (by LF): \$273,494
 Est Cost Independent Project (by LF): \$976,765

Segment Description:

This 0.7 mile segment along Excelsior Boulevard provides connection between Woodland Road and Glen Oak Street. The connection will complete a route between County Road 101 and the Glen Lake Village Center as well as existing sidewalks along Williston Rd and Metro Transit express route 670 bus stops. Utility relocations and the need for right of way or easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Land uses along this corridor are primarily residential and open space.

Hwy 7 Cr 101 to Seven Hi La



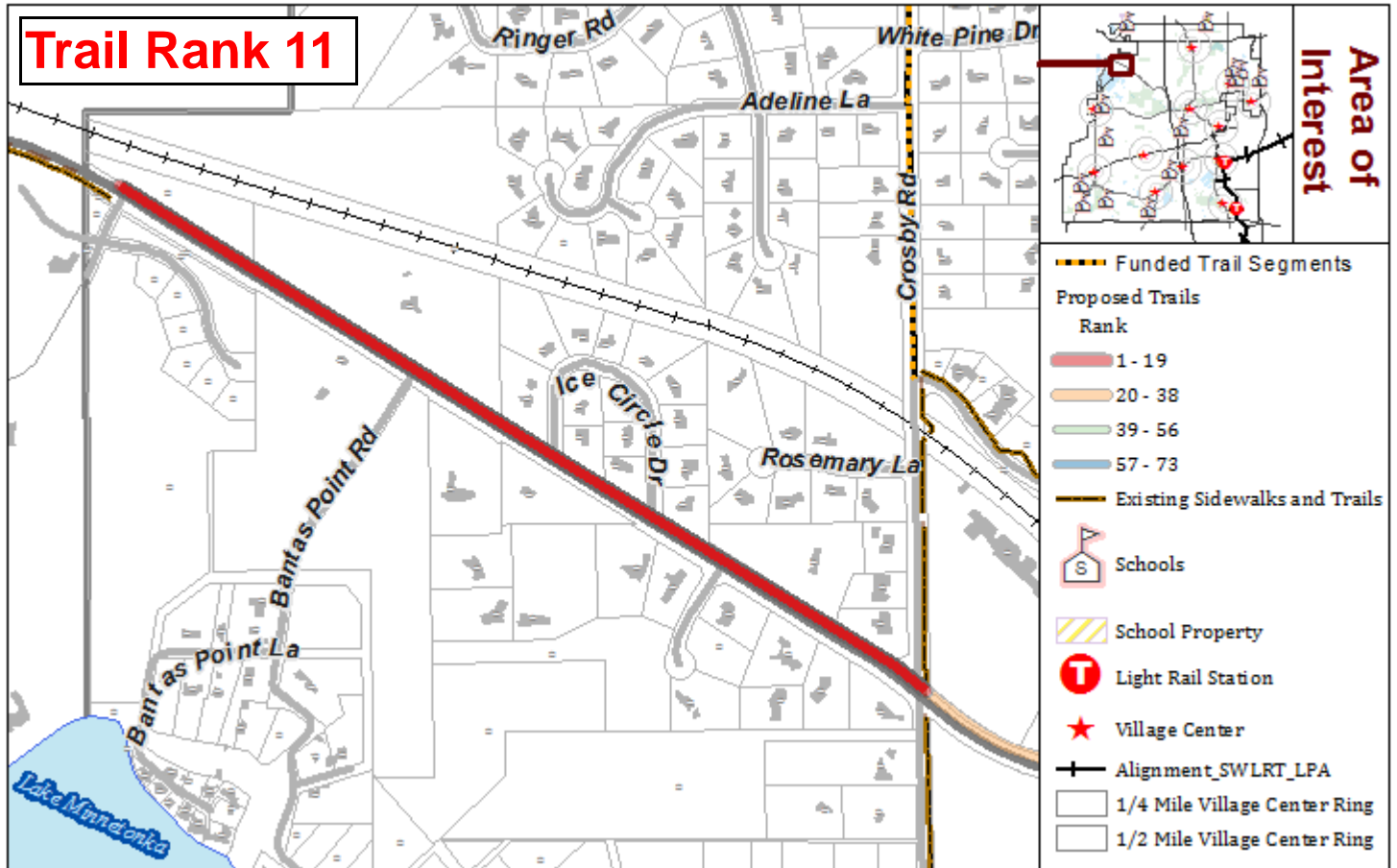
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
5.6	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	N	N	N	439

Est Cost with Road Project (by LF): \$30,731
 Est Cost Independent Project (by LF): \$109,753

Segment Description:

This 0.1 mile segment is located along Trunk Highway 7 between southbound CR 101 and Seven Hi Lane. This segment connects existing trails along Hwy 7 and CR 101 and provides access to the Seven-Hi Shopping Center and other local businesses. Utility relocations are anticipated. The existing land use along this segment is commercial.

CR 16 - CR 101 to Crosby Rd (partly in Wayzata)



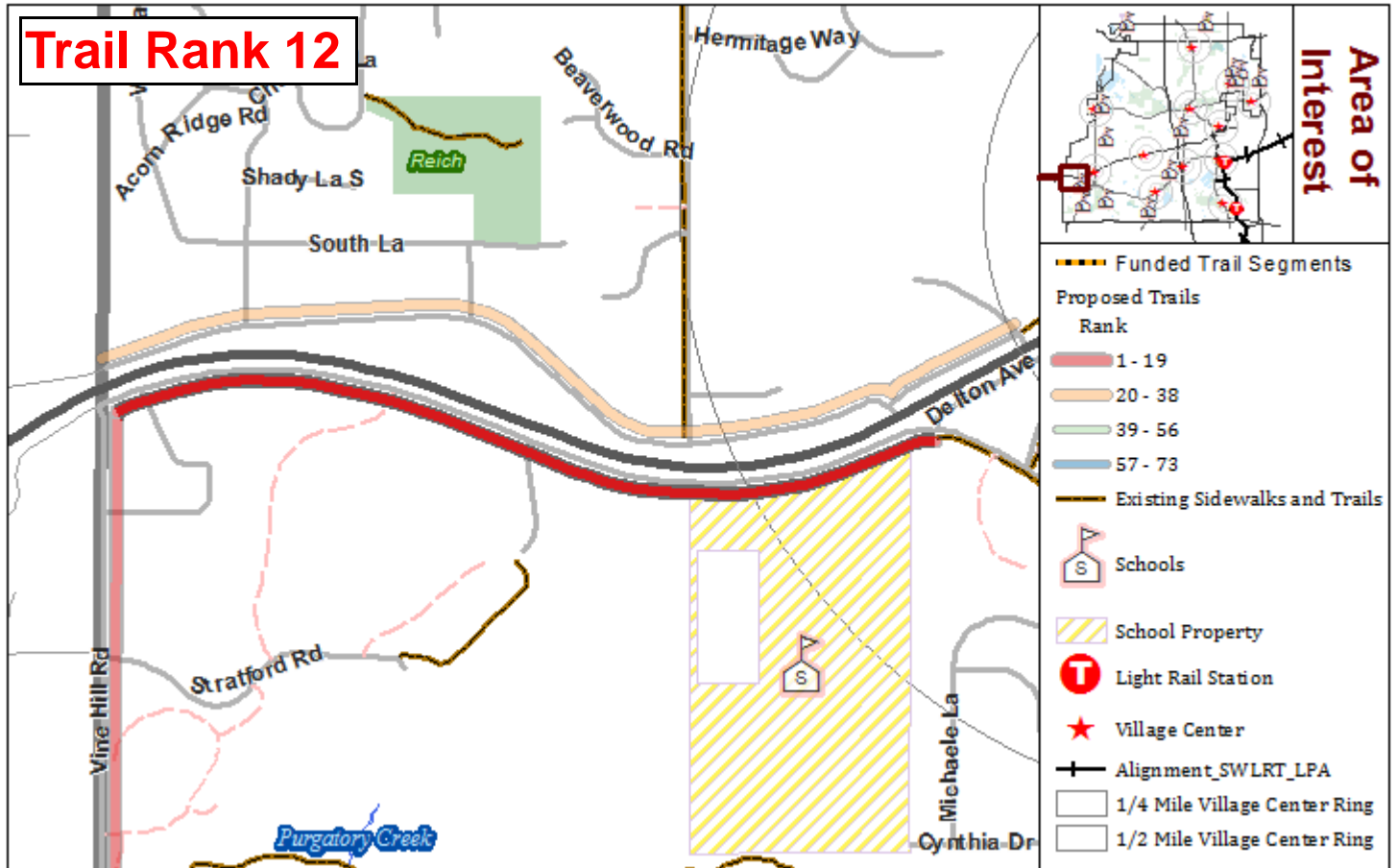
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
5.3	Y	Y	Y	Y	Y	N	Y	Y	*	N	N	N	N	N	Y	4,389

Est Cost with Road Project (by LF): \$212,546
 Est Cost Independent Project (by LF): \$759,094

Segment Description:

This 0.6 mile segment on McGinty Road provides completes a connection between Crosby Road and County Road 101. This high use segment provides regional access opportunities into downtown Wayzata. Existing land uses along this segment include open space and single family residential.

Delton Ave - Vine Hill Rd to Old Excelsior Blvd



Considerations

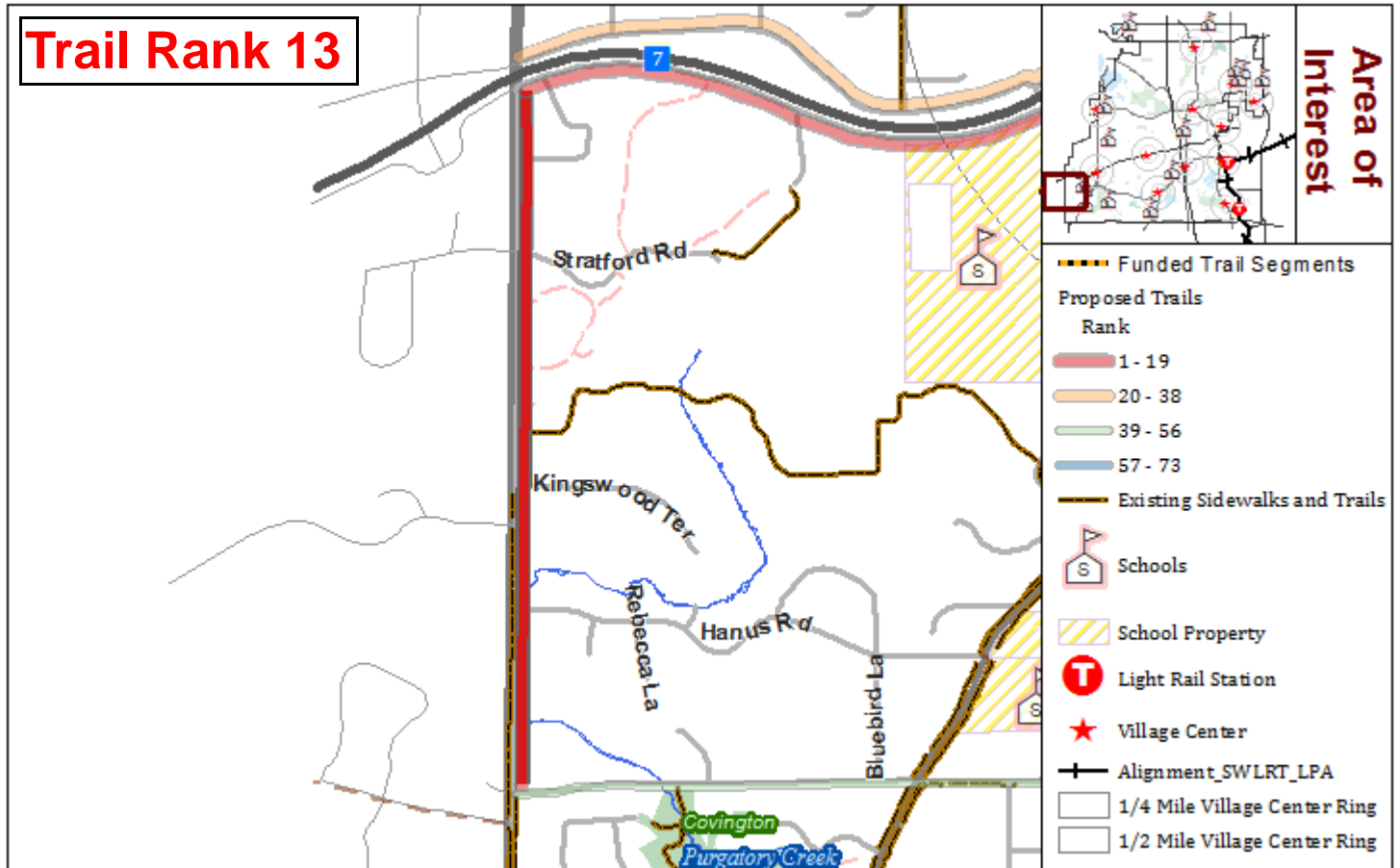
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
5.1	Y	Y	Y	N	Y	N	Y	Y	Y	N	N	N	Y	N	N	3,693

Est Cost with Road Project (by LF): \$258,536
 Est Cost Independent Project (by LF): \$923,344

Segment Description:

This 0.7 mile segment is located on Delton Avenue between Vine Hill Road and Old Excelsior Boulevard paralleling Hwy 7. This high use segment provides access to the Minnetonka High School and completes a route to the local businesses located at County Road 101 and beyond to Excelsior Blvd, as well as a connection to Metro Transit express route 670. The need for right of way or easements, or both, is anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land uses along this segment include residential and institutional.

Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)



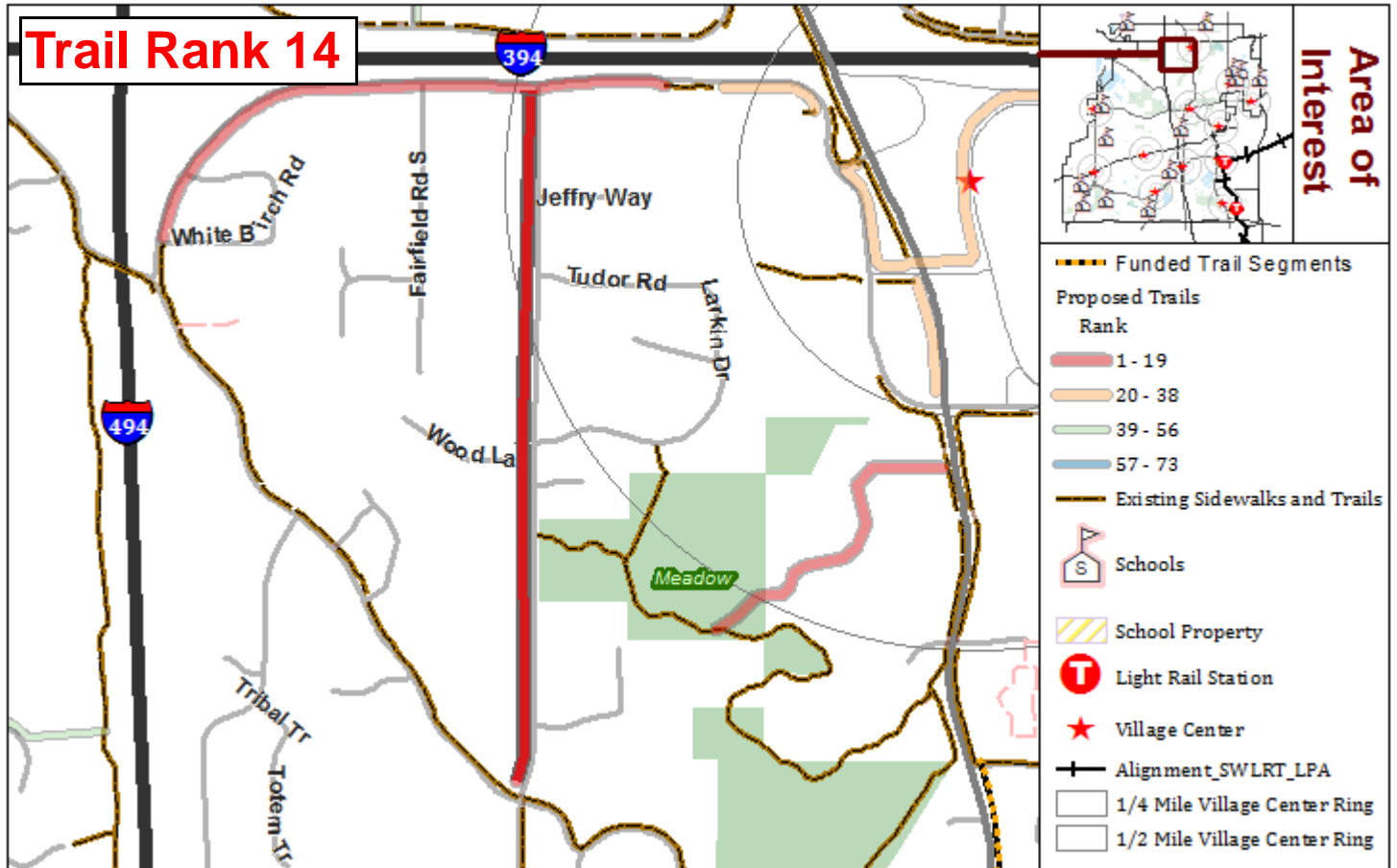
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
5.0	Y	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	N	N	Y	2,607

Est Cost with Road Project (by LF): \$319,581
 Est Cost Independent Project (by LF): \$1,141,362

Segment Description:

This 0.9 mile segment on Vine Hill Road provides a connection between Delton Avenue and Covington Road. This route provides access from residential neighborhoods to local businesses as well as an existing trail adjacent to Minnetonka High School. There is an existing sidewalk on the city of Shorewood side of Vinehill Road beginning at Kingswood Terrace, which will be evaluated for potential connections prior to implementation. Utility relocations and the need for right of way or easements, or both, are anticipated. Existing land use along this corridor is single family residential.

Essex Rd - Ridgedale Dr to Oakland Rd



Considerations

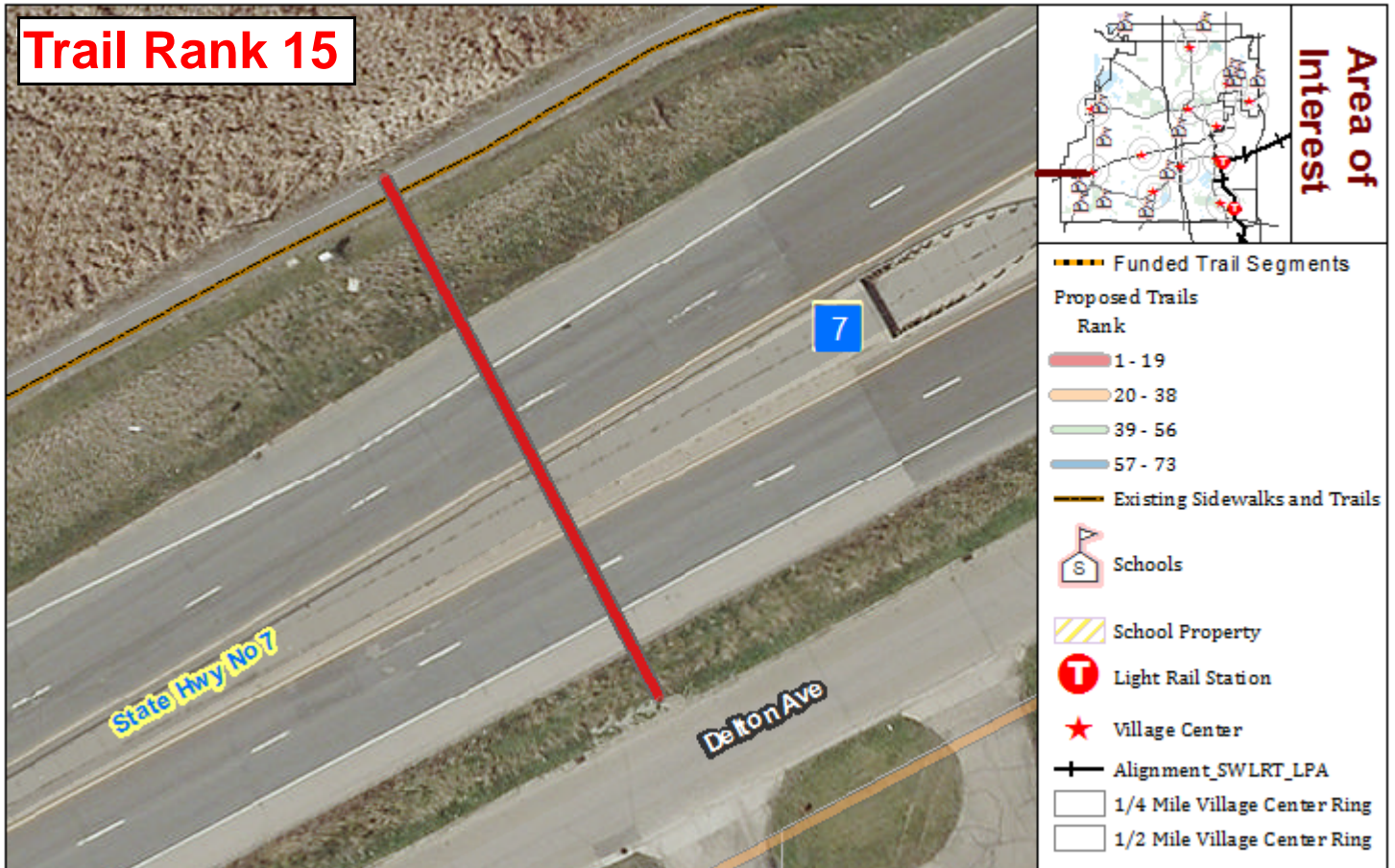
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,894
	N	N	N	Y	N	N	Y	Y	Y	Y	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$272,548
 Est Cost Independent Project (by LF): \$973,385

Segment Description:

This 0.7 mile segment along Essex Road provides completes a connection from Ridgedale Dr to existing trails at Oakland Road. This high use segment provides connectivity to local businesses, Ridgedale Village Center, and connections to existing trails through Meadow Park. Utility relocations are anticipated. Existing land use along this segment is primarily single family residential.

Hwy 7 Underpass west of CR 101



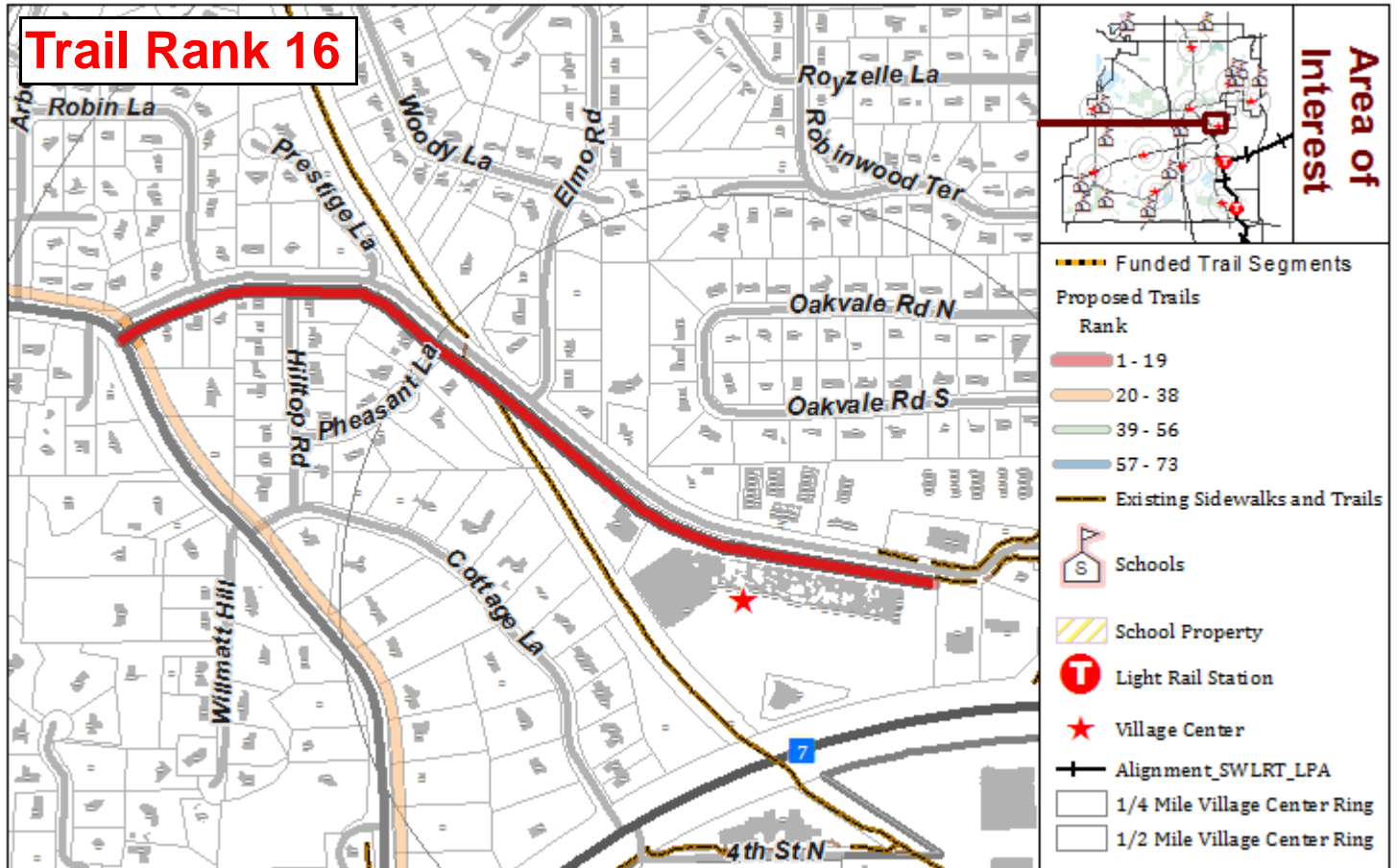
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.9	N	Y	N	Y	N	N	Y	Y	N	Y	Y	N	N	N	N	154

Est Cost with Road Project (by LF): \$10,786
 Est Cost Independent Project (by LF): \$38,521

Segment Description:

This segment has been removed from the list of priority trail connections. This connection will be sought through future reconstruction of a potential grade separated intersection at Hwy 7 and County Road 101.

Minnetonka Mills Rd - CR 61 to CR 73



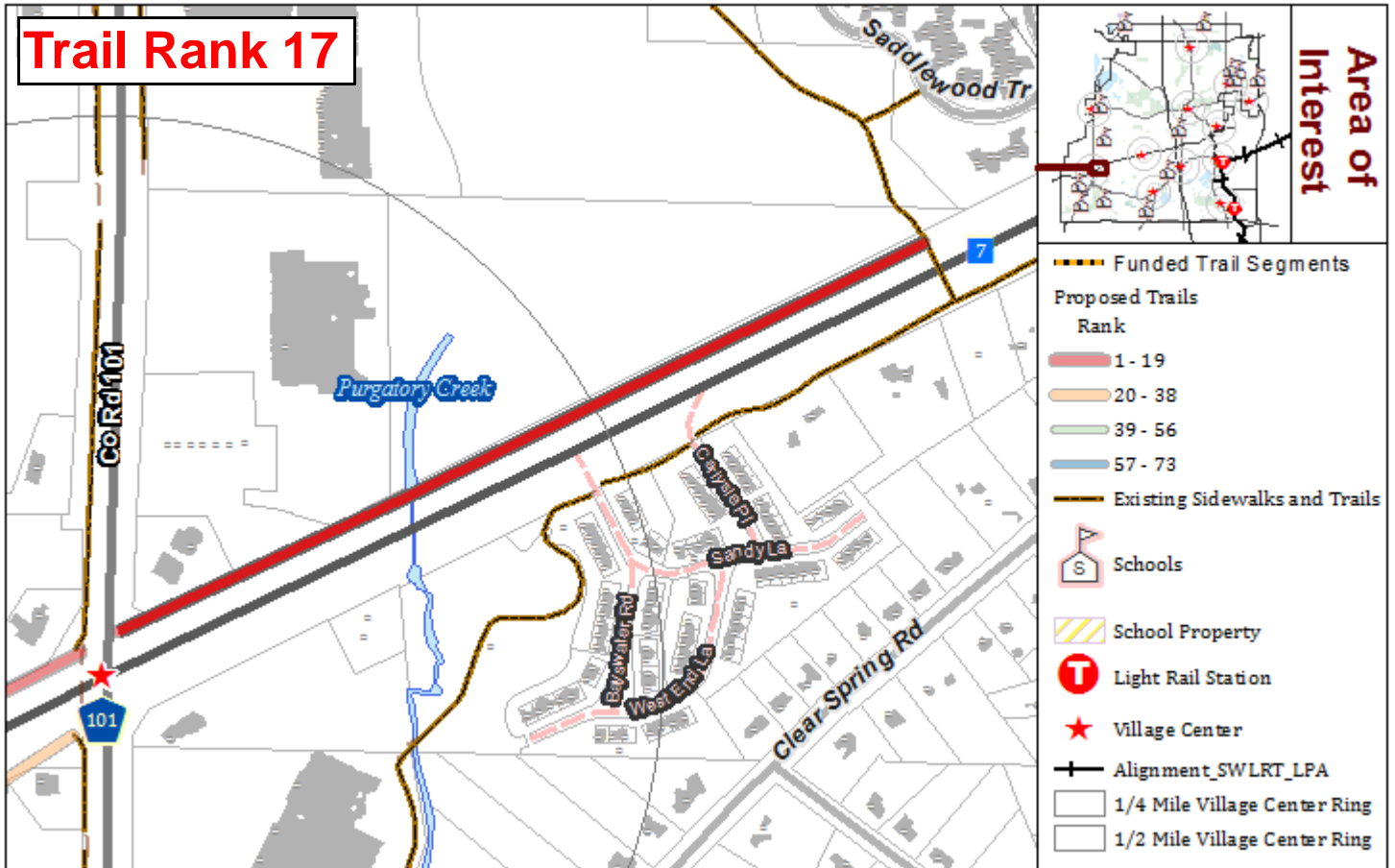
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	4.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	
	Y	Y	Y	N	Y	N	Y	Y	*	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$207,138
 Est Cost Independent Project (by LF): \$739,778

Segment Description:

This 0.6 mile segment is located on Minnetonka Mills Road between Shady Oak Road and Hopkins Crossroads. This segment provides access from residential neighborhoods to local businesses and a regional connection to the Minnetonka LRT Regional Trail which crosses Minnetonka Mills Rd at grade. Utility relocations and the need for right of way or easements, or both, are anticipated. Existing land uses along this segment are commercial by Hopkins Crossroad and single family residential by Shady Oak Rd.

TH 7 - Cattle Pass to CR 101 on north side



Considerations

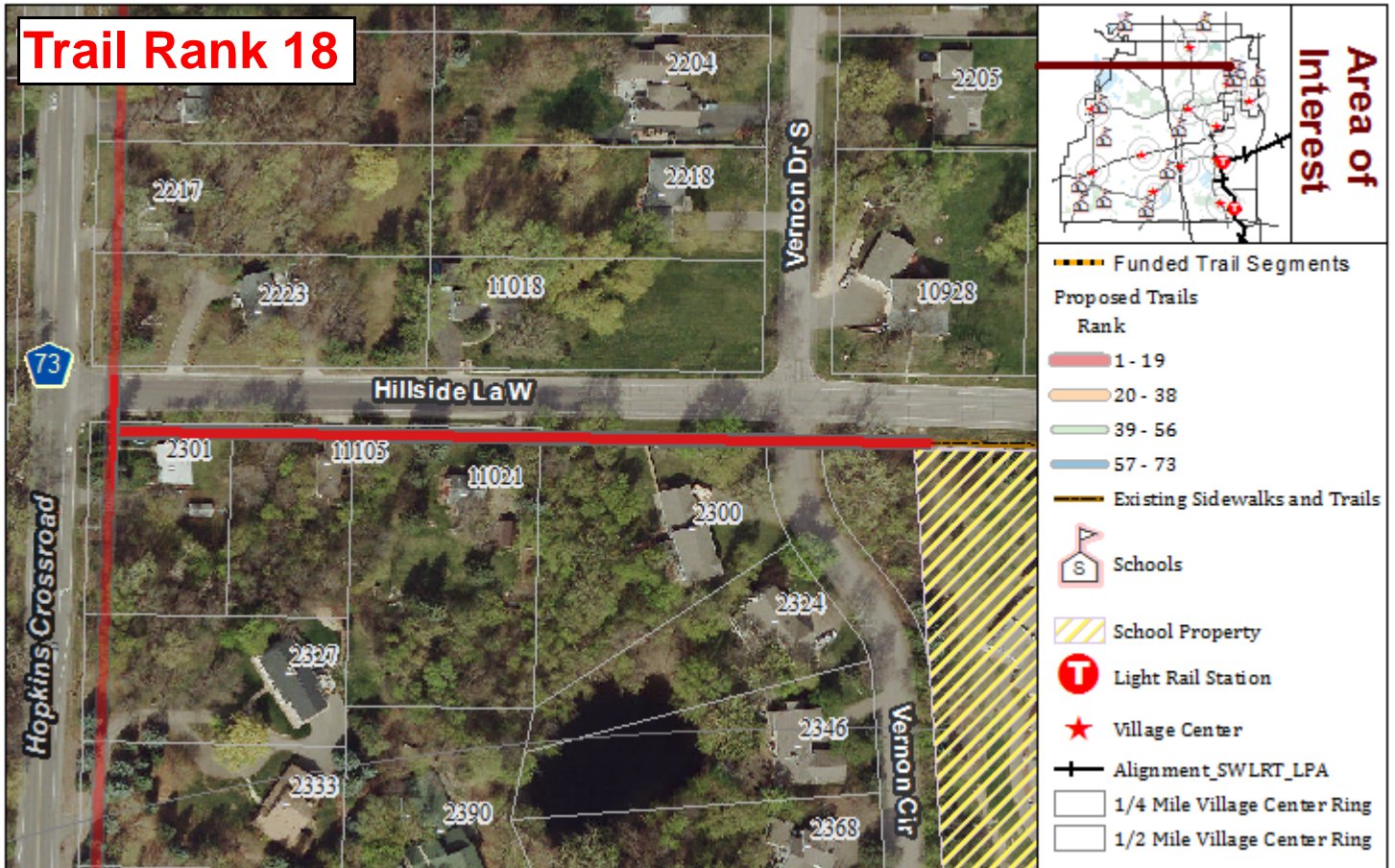
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.8	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,116
	Y	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$148,086
 Est Cost Independent Project (by LF): \$528,880

Segment Description:

This 0.4 mile segment is located along Hwy 7 between the cattle pass near Saddlewood Trail and County Road 101. This segment provides direct access to the Seven-Hi Shopping Center and other local businesses, and connects existing trails. Existing land use along the segment is primarily open space.

Hillside La - CR 73 to Tanglen School



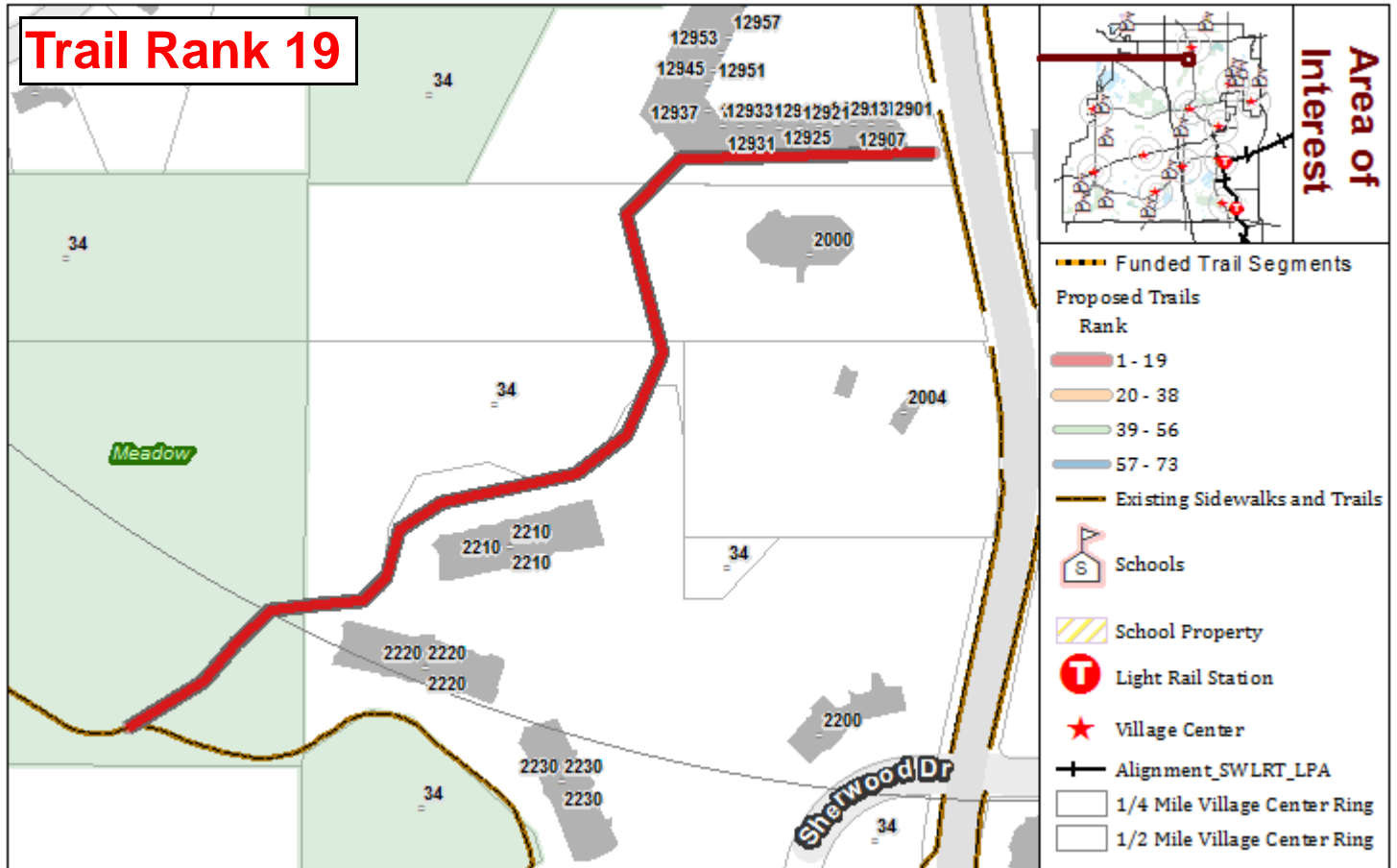
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.7	N	Y	Y	N	N	N	Y	Y	Y	N	Y	N	N	N	Y	720

Est Cost with Road Project (by LF): \$50,426
 Est Cost Independent Project (by LF): \$180,092

Segment Description:

This 0.1 mile segment on Hillside Lane provides a connection between Hopkins Crossroads and Tanglen Elementary School, which has existing sidewalks on the south side of Hillside Lane. Utility relocations and the need for right of way or easements, or both, are anticipated. Existing land use along this segment is single family residential.

Meadow Park to Ridgedale



Considerations

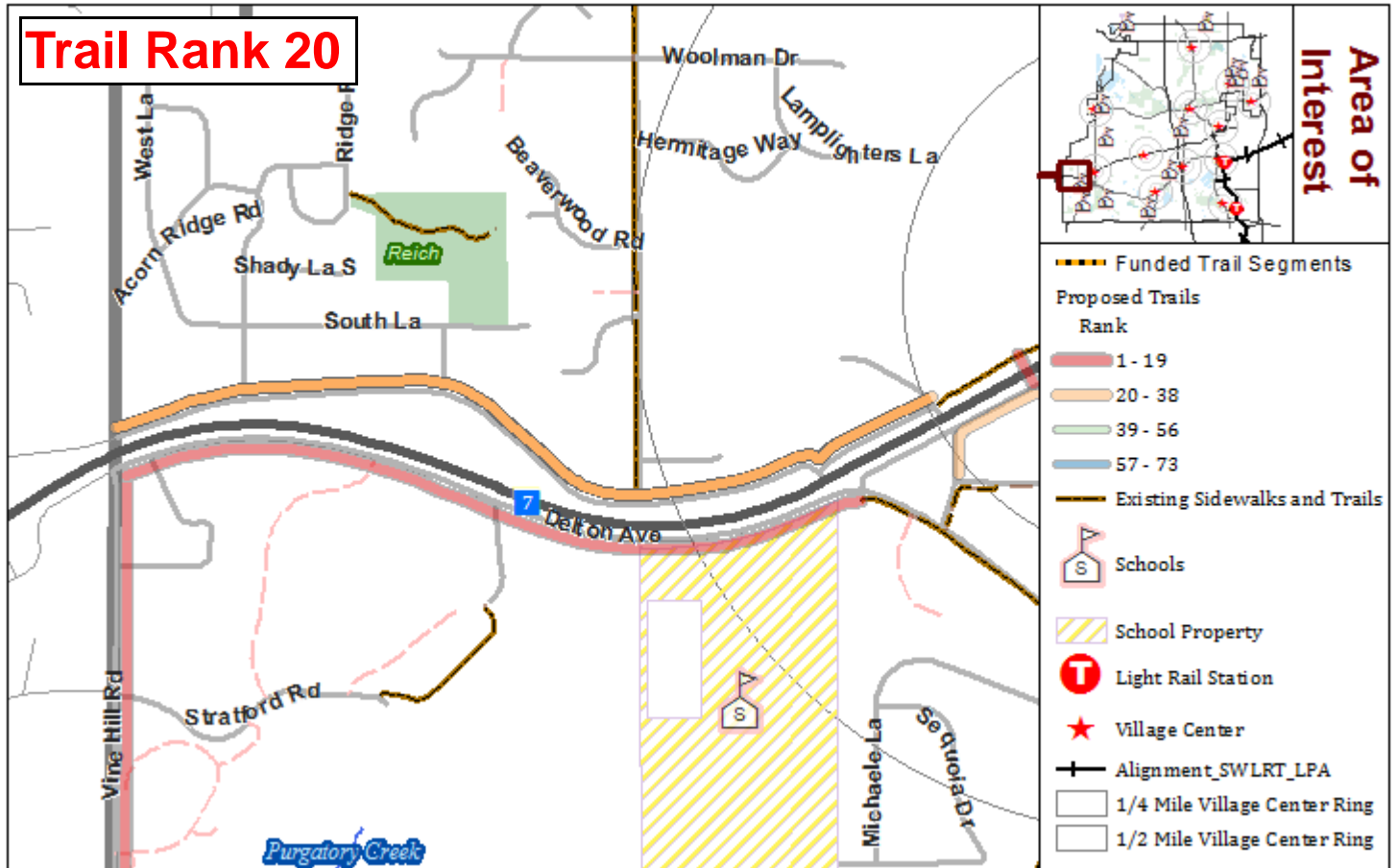
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
4.7	N	Y	N	N	Y	Y	N	Y	*	N	Y	Y	N	N	N	1,875

Est Cost with Road Project (by LF): \$131,250
 Est Cost Independent Project (by LF): \$468,749

Segment Description:

This 0.4 mile segment connects Meadow Park to the Ridgedale Village Center, Hennepin County Library, and Government Center. The need for right of way, easements, or both is anticipated. The existing land use along this segment is open space adjacent to some multifamily residential.

Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7)



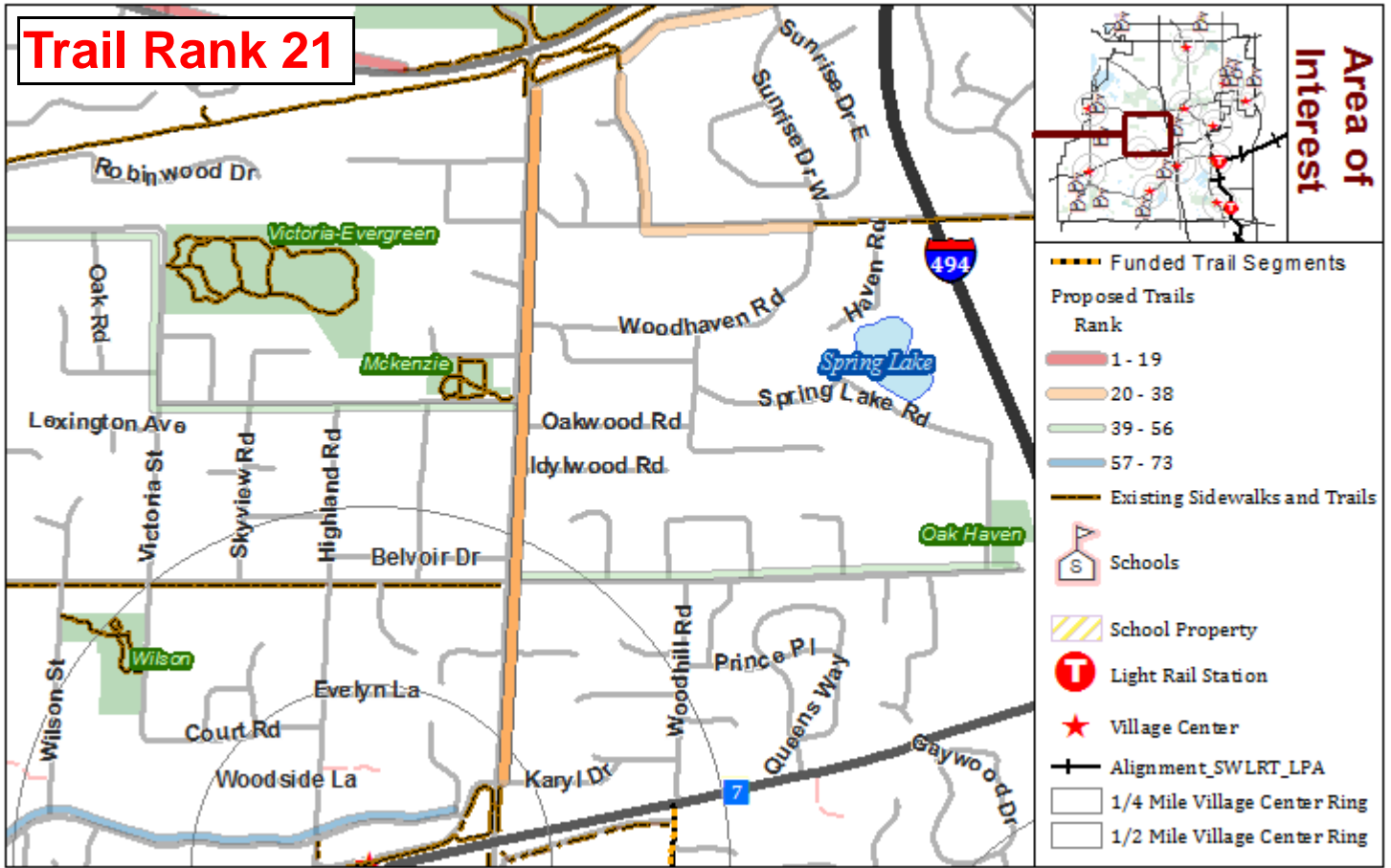
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	4.6	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	

Est Cost with Road Project (by LF): \$301,706
 Est Cost Independent Project (by LF): \$1,077,522

Segment Description:

This 0.8 mile segment is located on Old Excelsior Boulevard and completes a high use connection between Vine Hill Road and County Road 101 on the north side of Trunk Highway 7. An existing sidewalk exists currently between the 7 Hi shopping Center and the terminus of Old Excelsior Blvd. Utility relocations and the need for right of way or easements, or both, are anticipated. Existing land use along the segment is primarily residential with some commercial and an assisted living facility.

Williston Rd - CR 5 to Hwy 7



Considerations

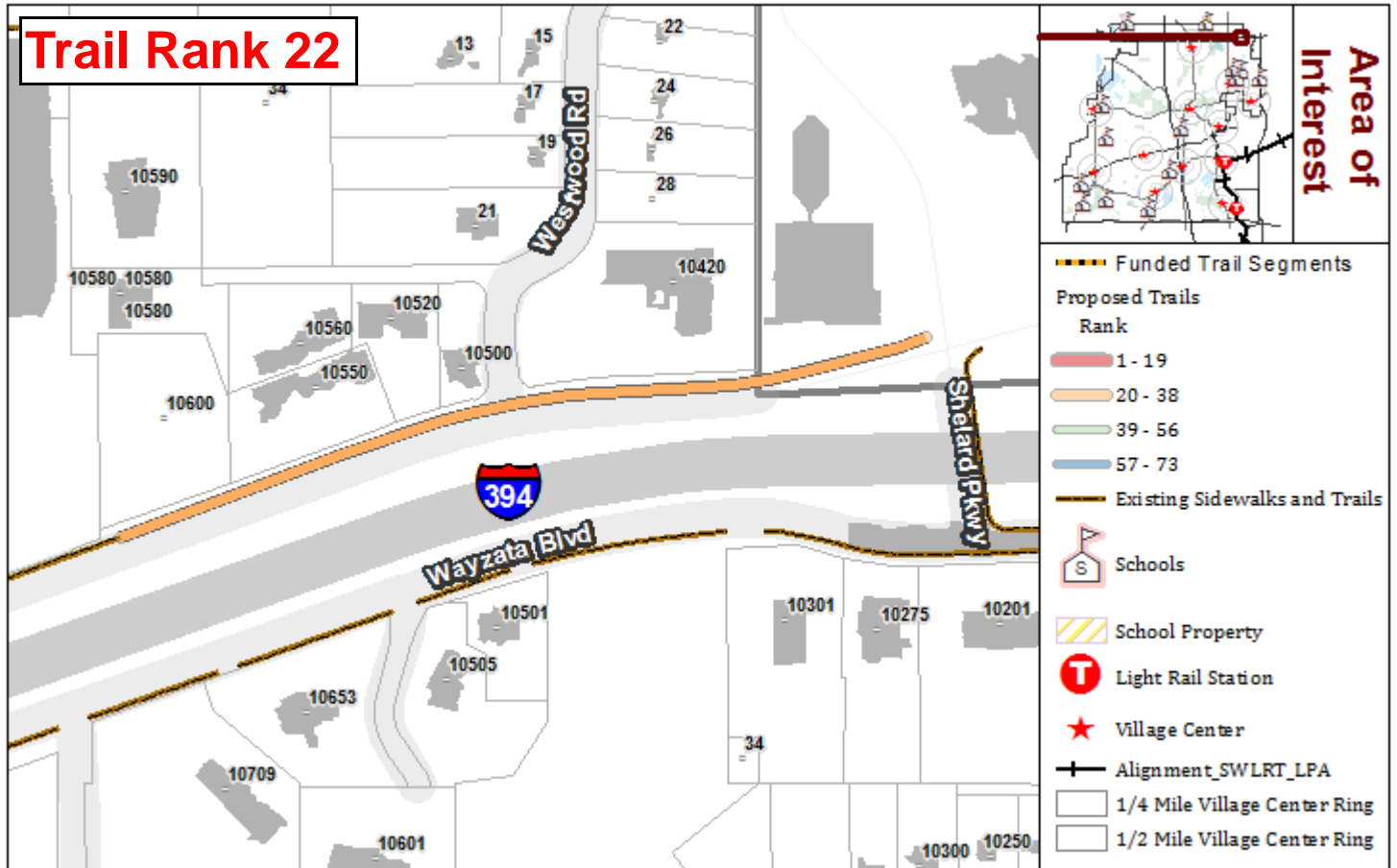
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%		5%
4.6	Y	N	Y	Y	N	N	N	Y	Y	N	Y	Y	N	N	Y	5,074

Est Cost with Road Project (by LF): \$355,149
 Est Cost Independent Project (by LF): \$1,268,388

Segment Description:

This 1.0 mile segment is located on Williston Road between Minnetonka Boulevard and Trunk Highway 7. This segment provides regional connectivity to the Lake Minnetonka LRT Trail as well as local businesses, the Williston Fitness Center, and the Civic Center Campus. Utility relocations are anticipated. Existing land use along this corridor is primarily single family residential, with some light industrial close to Minnetonka Blvd.

Wayzata Blvd N - Hampton Inn to Shelard Pkwy



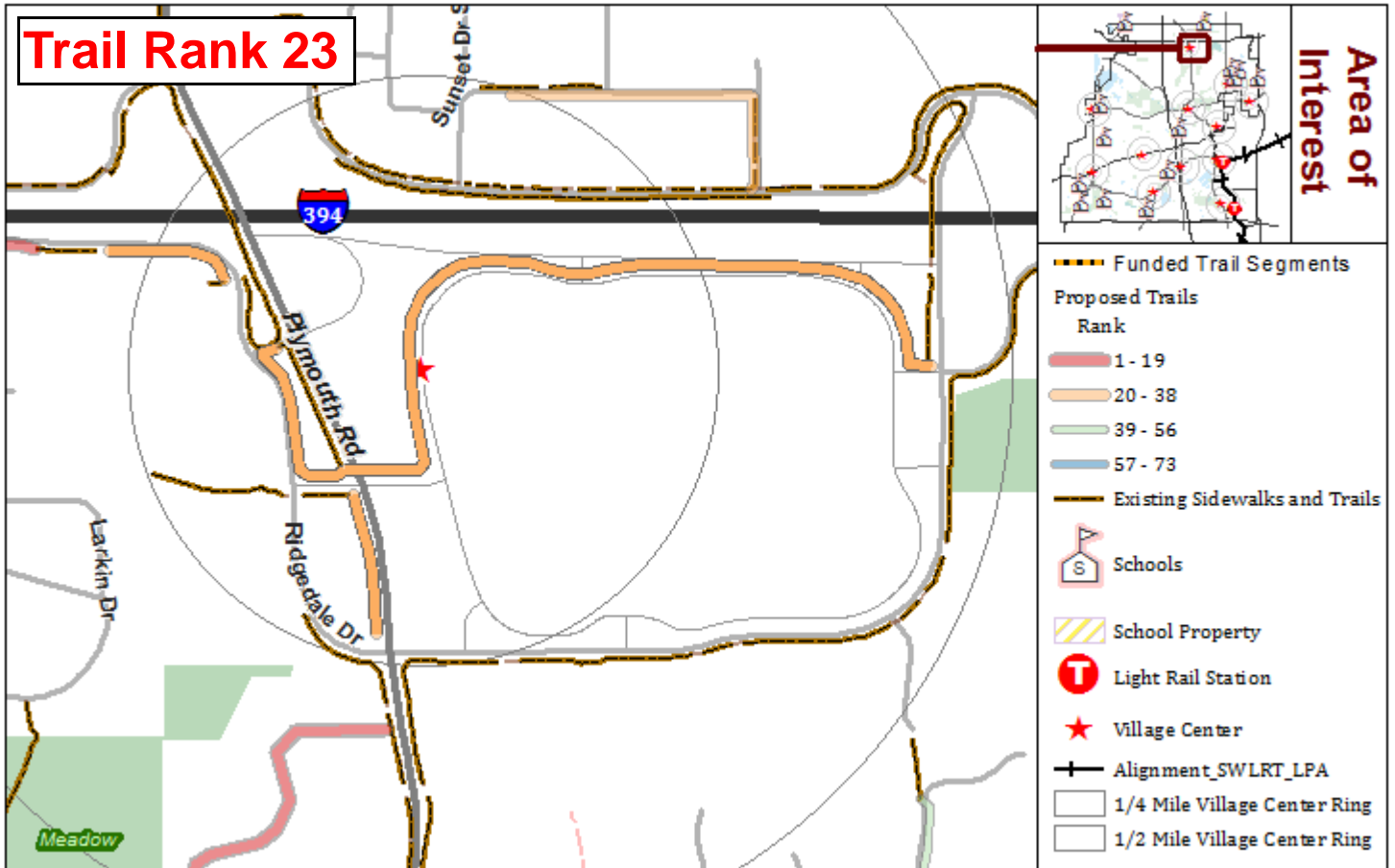
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.5	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,593
	Y	Y	N	N	N	N	Y	Y	Y	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$111,517
 Est Cost Independent Project (by LF): \$398,275

Segment Description:

This 0.3 mile segment on Wayzata Boulevard, north of I-394, provides a connection to local businesses between Shelard Parkway and the Hampton Inn, existing sidewalks and on-street bike lanes on Shelard Pkwy, as well as to Metro Transit express route 645 bus stops. Utility relocations and the need for right of way or easements, or both, are anticipated, and coordination with Metro Transit for bus stop facilities should be pursued. Existing land use along this segment is primarily commercial.

Ridgedale Connections



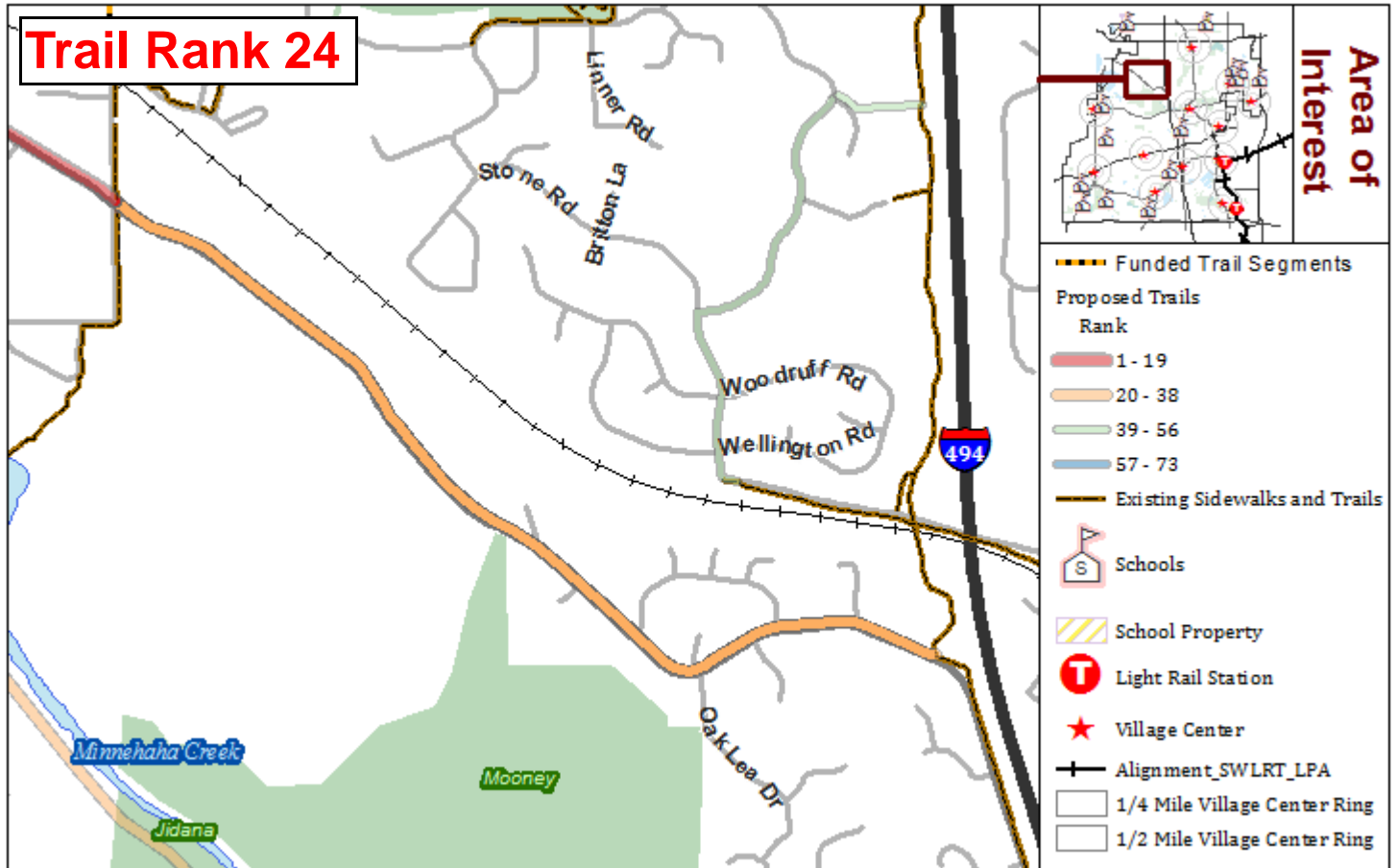
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.5	Y	Y	Y	N	N	N	N	Y	*	N	Y	Y	N	N	Y	5,800

Est Cost with Road Project (by LF): \$406,003
 Est Cost Independent Project (by LF): \$1,450,011

Segment Description:

The Ridgedale area trails will provide 1.1 miles of connections throughout the Ridgedale Village Center promoting walkability within this village center. Utility relocations and the need for right of way or easements, or both, are anticipated. Coordination with Metro Transit for bus facilities at the numerous bus stops serving this village center should be pursued. Existing land use along this corridor is primarily surface parking lots and commercial.

CR 16 - Crosby Rd to existing trail on west side of I-494



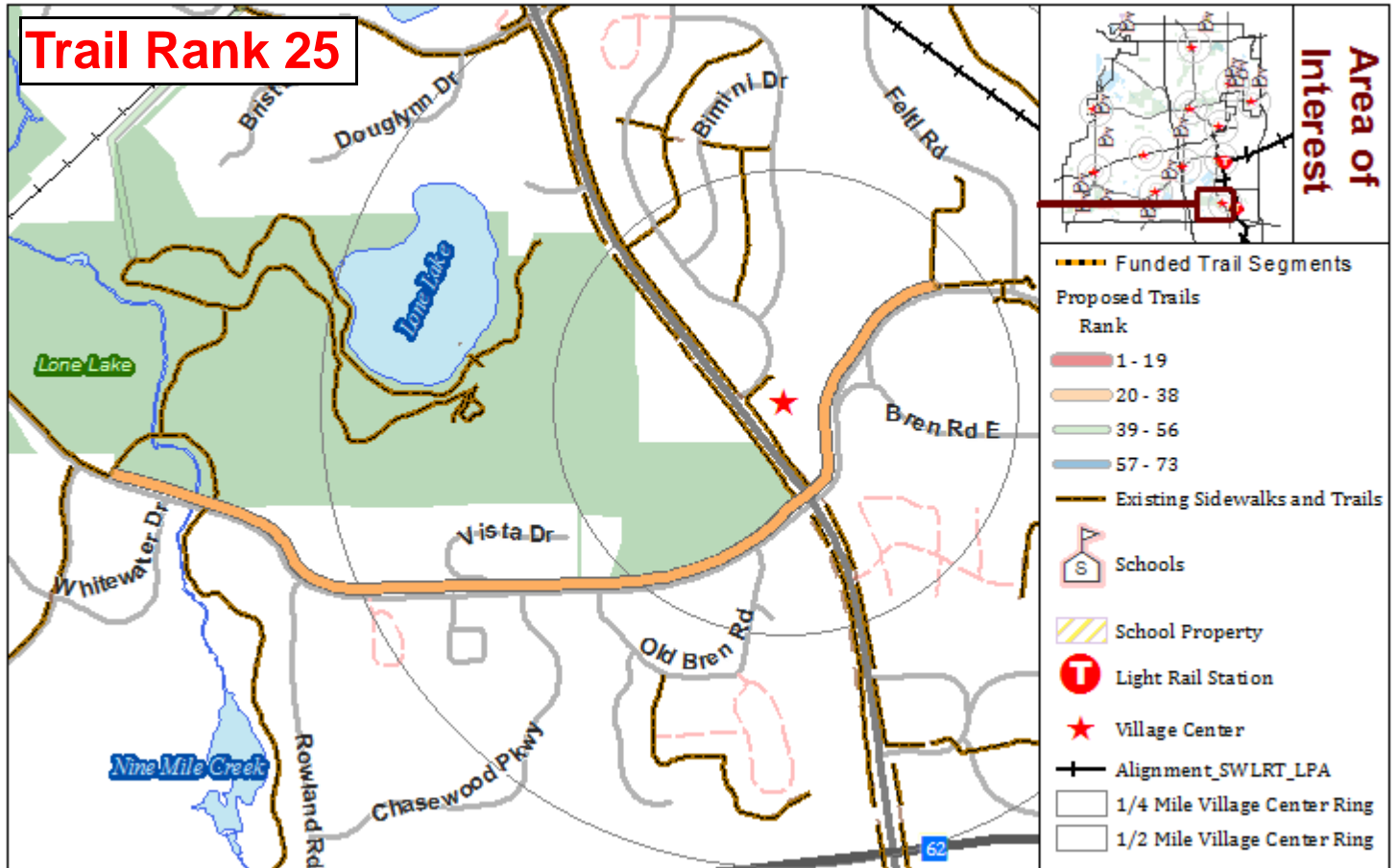
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.3	Y	Y	Y	Y	Y	N	N	Y	*	N	N	N	N	N	Y	6,802

Est Cost with Road Project (by LF): \$476,151
 Est Cost Independent Project (by LF): \$1,700,541

Segment Description:

This 1.3 mile segment on McGinty Road provides a connection from Crosby Road to an existing trail on the west side of I-494. This high use segment will complete a continuous trail from Minnetonka Civic Center Campus and the Lake Minnetonka LRT Regional Trail to downtown Wayzata and beyond and provide regional access opportunities. Utility relocations and the need for right of way or easements, or both, are anticipated. Existing land use along the corridor are primarily single family residential, open space and the Cargill corporate headquarters.

Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system



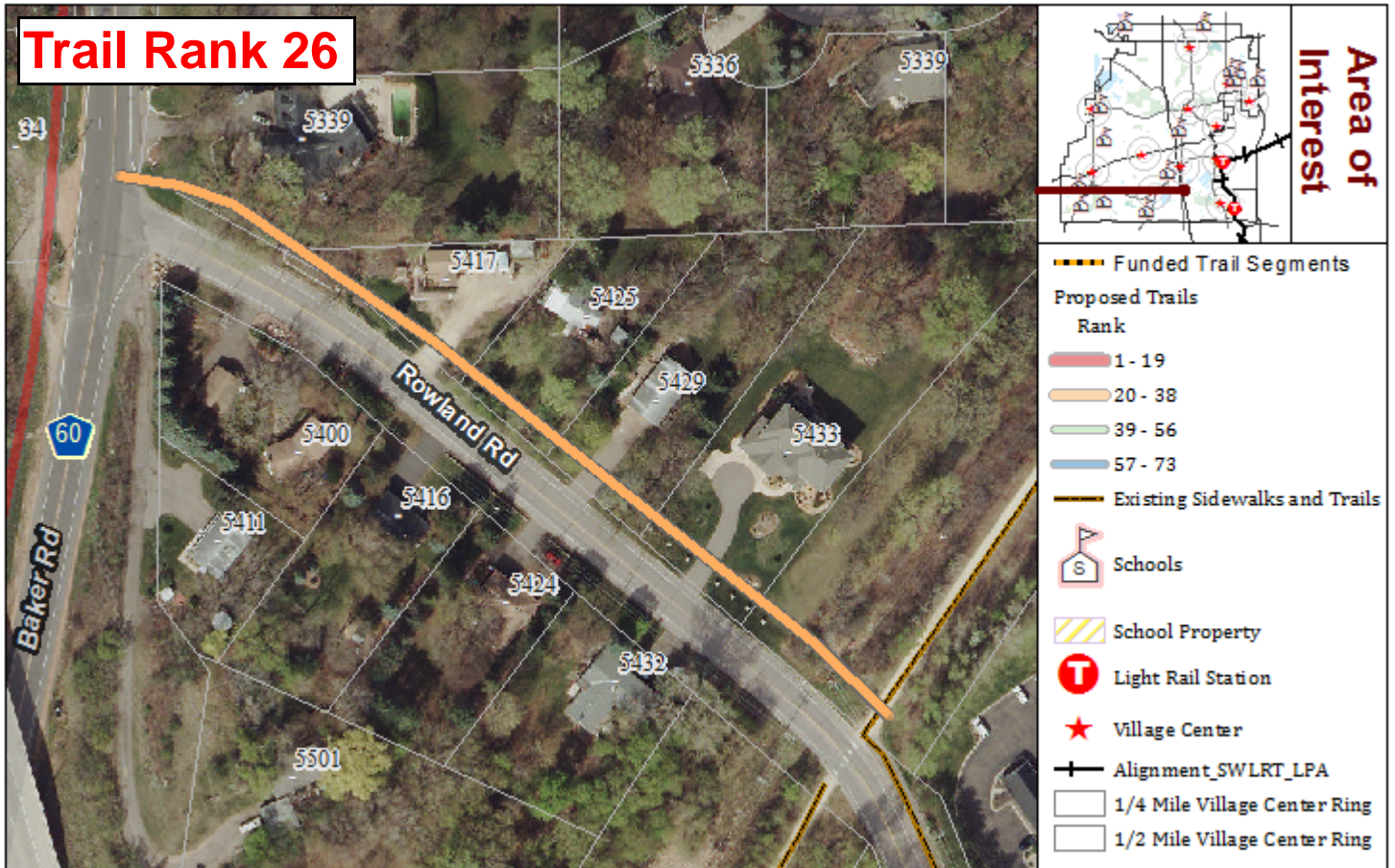
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	5,794
	N	N	Y	N	N	N	N	Y	Y	N	Y	N	N	Y	Y	

Est Cost with Road Project (by LF): \$405,570
 Est Cost Independent Project (by LF): \$1,448,465

Segment Description:

This 1.1 mile segment is located on Rowland Road and Bren Road, and provides a connection between Lone Lake Park and the trail system in Opus. This segment provides regional connectivity to local businesses, Lone Lake Park, and Metro Transit route 12 bus stops and the future SWLRT Opus Station. This segment will need to safely cross Shady Oak Road. Utility relocations and the need for right of way or easements, or both, are anticipated and coordination with Metro Transit for bus stop facilities should be pursued. Existing land uses along this segment include open space, residential, institutional, and commercial. The Opus area will likely see substantial redevelopment along with the opening of Southwest Light Rail Transit.

Rowland Rd - CR 60 to SWLRT Trail

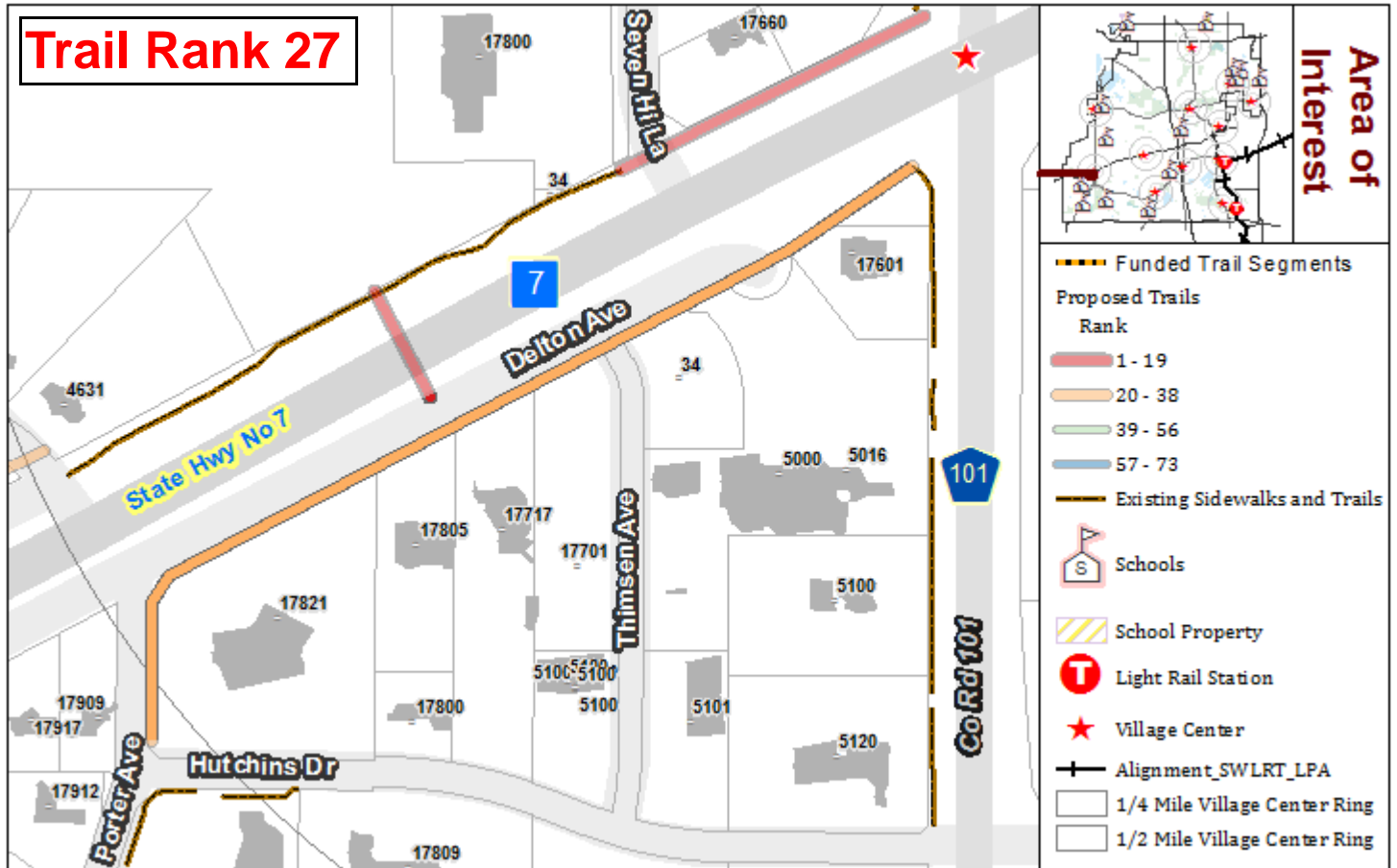


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
4.1	Y	Y	Y	N	Y	N	Y	N	Y	Y	N	N	N	N	N	762

Est Cost with Road Project (by LF): \$53,336
 Est Cost Independent Project (by LF): \$190,487

Segment Description:

Porter/Delton Ave- Hutchins Dr to Cr 101

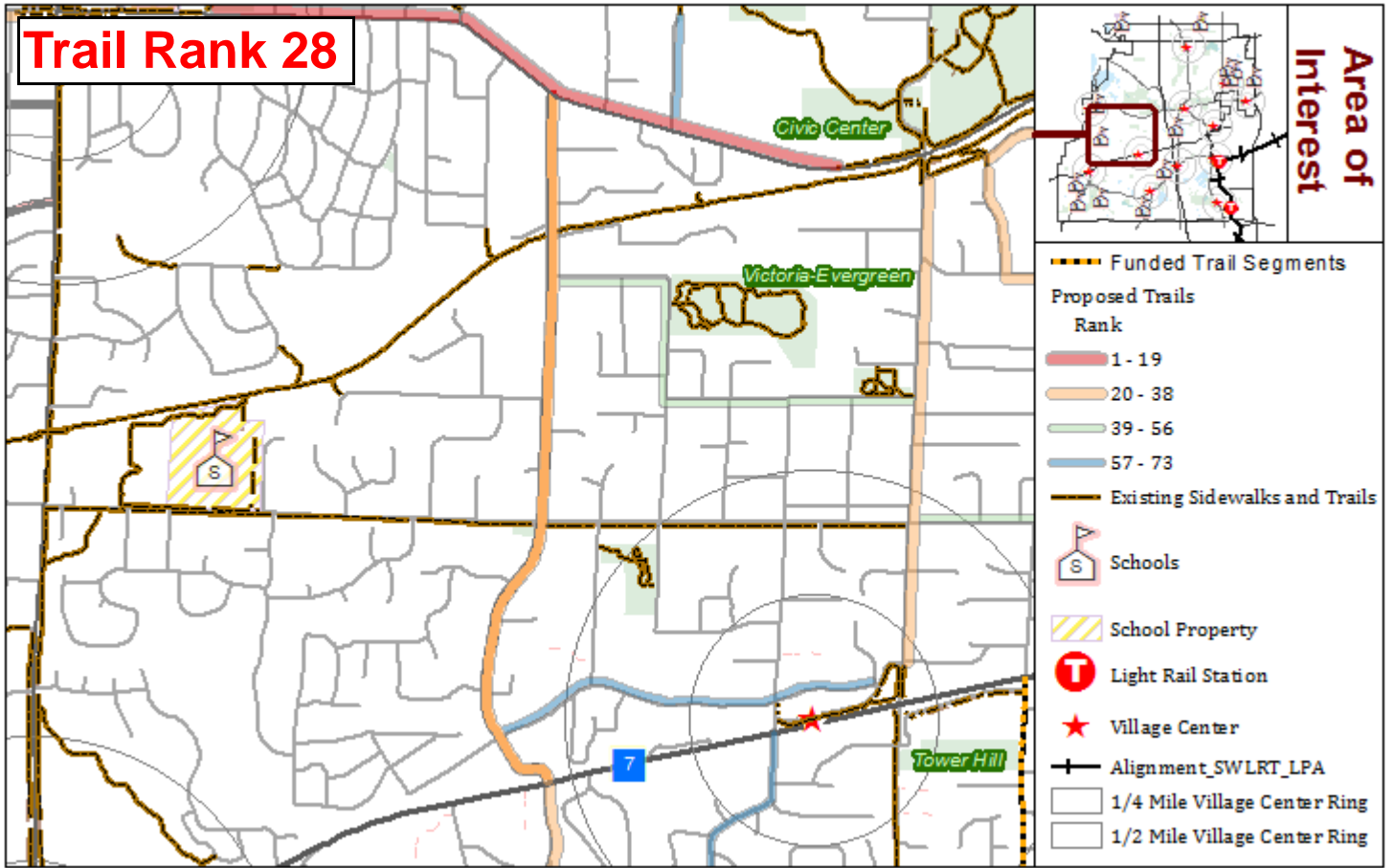


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	4.0	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	

Est Cost with Road Project (by LF): \$91,726
 Est Cost Independent Project (by LF): \$327,592

Segment Description:

Tonkawood Road - CR 5 to Hwy 7

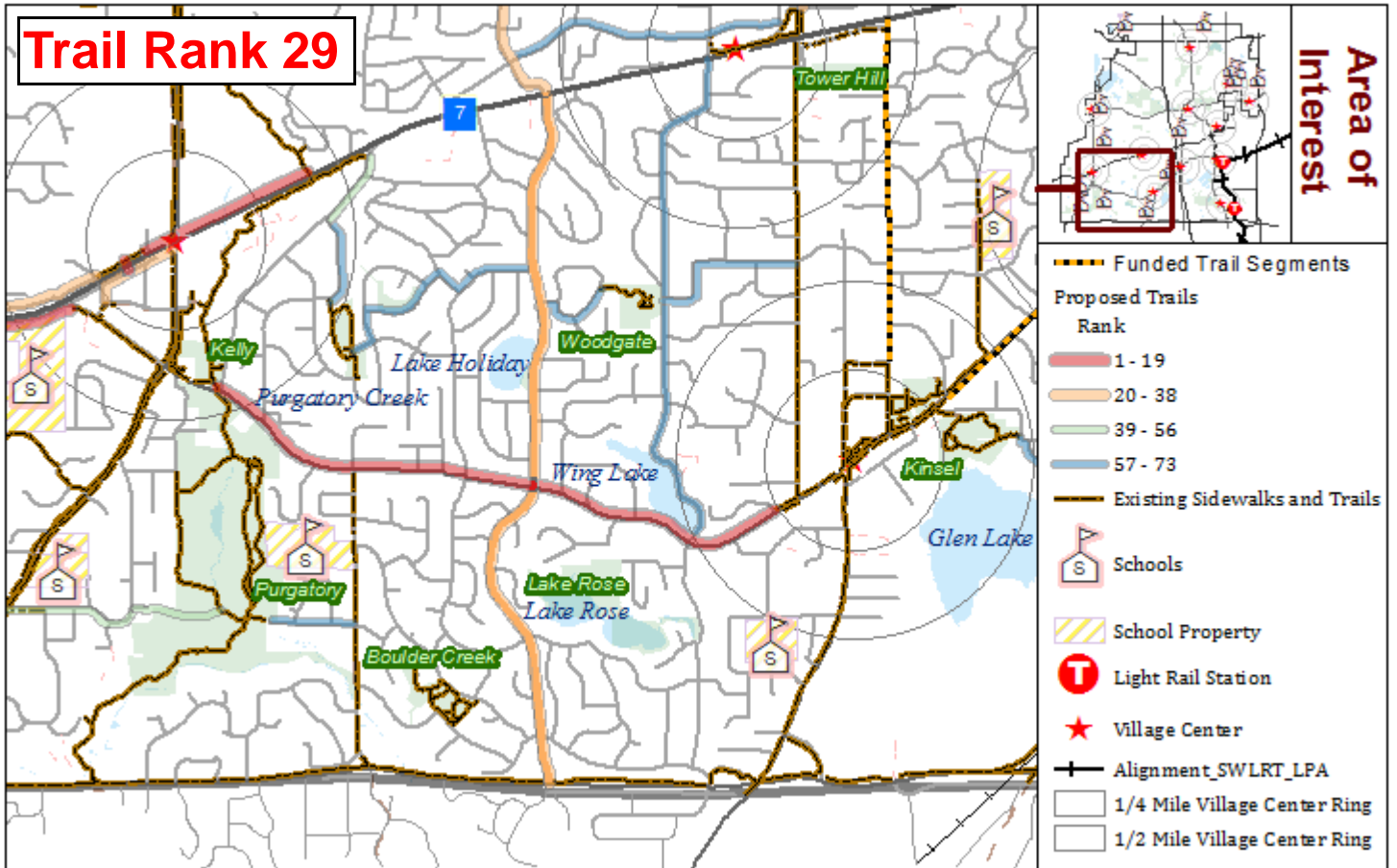


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.9	Y	Y	Y	N	Y	N	N	Y	*	N	N	N	N	N	Y	7,765

Est Cost with Road Project (by LF): \$543,556
 Est Cost Independent Project (by LF): \$1,941,271

Segment Description:

Woodland Rd - Townline Rd to Hwy 7

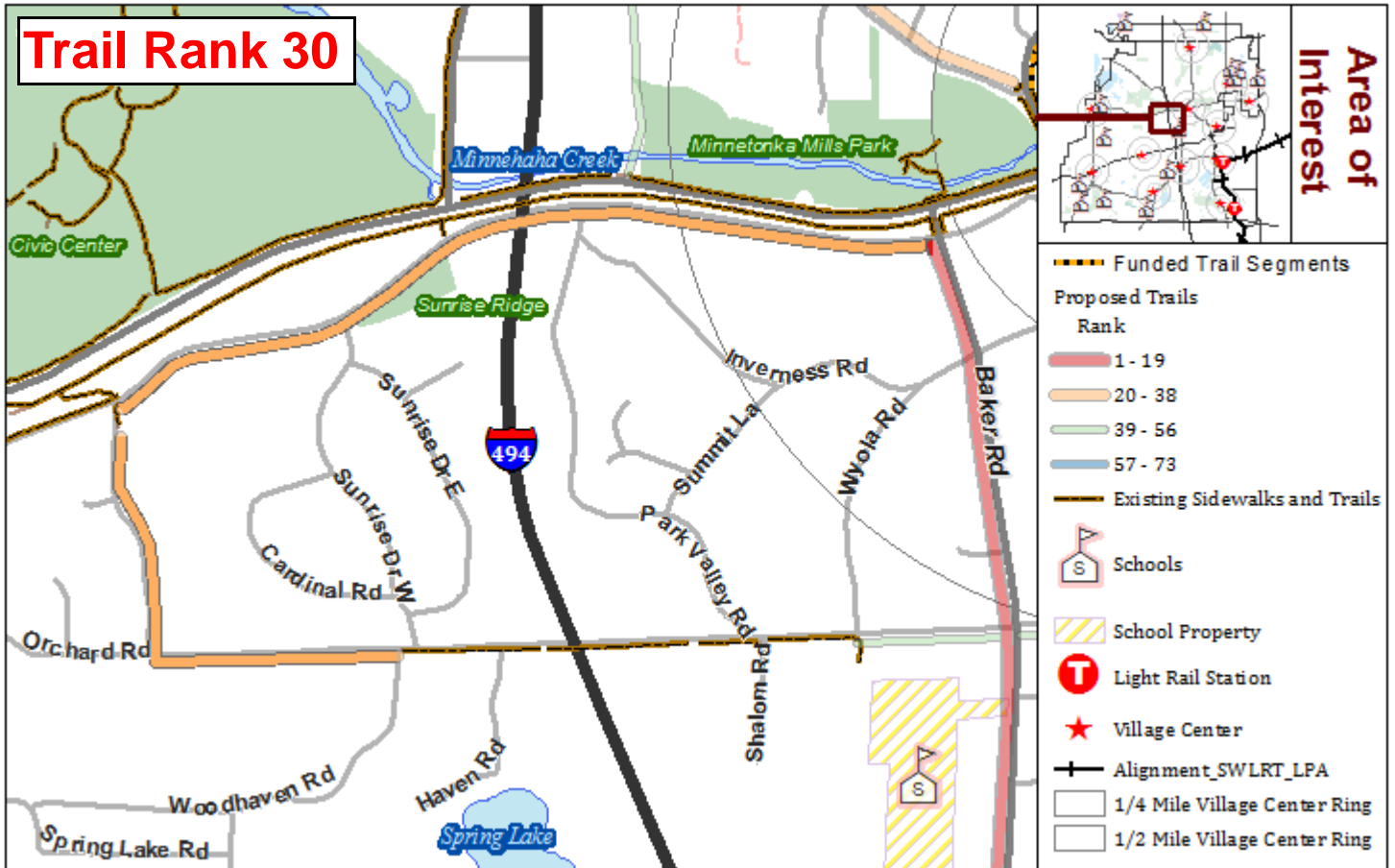


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.8	Y	Y	Y	Y	Y	N	Y	N	*	N	N	N	N	N	Y	10,737

Est Cost with Road Project (by LF): \$751,559
 Est Cost Independent Project (by LF): \$2,684,139

Segment Description:

Orchard Rd/Westmark Dr - Minnetonka Dr

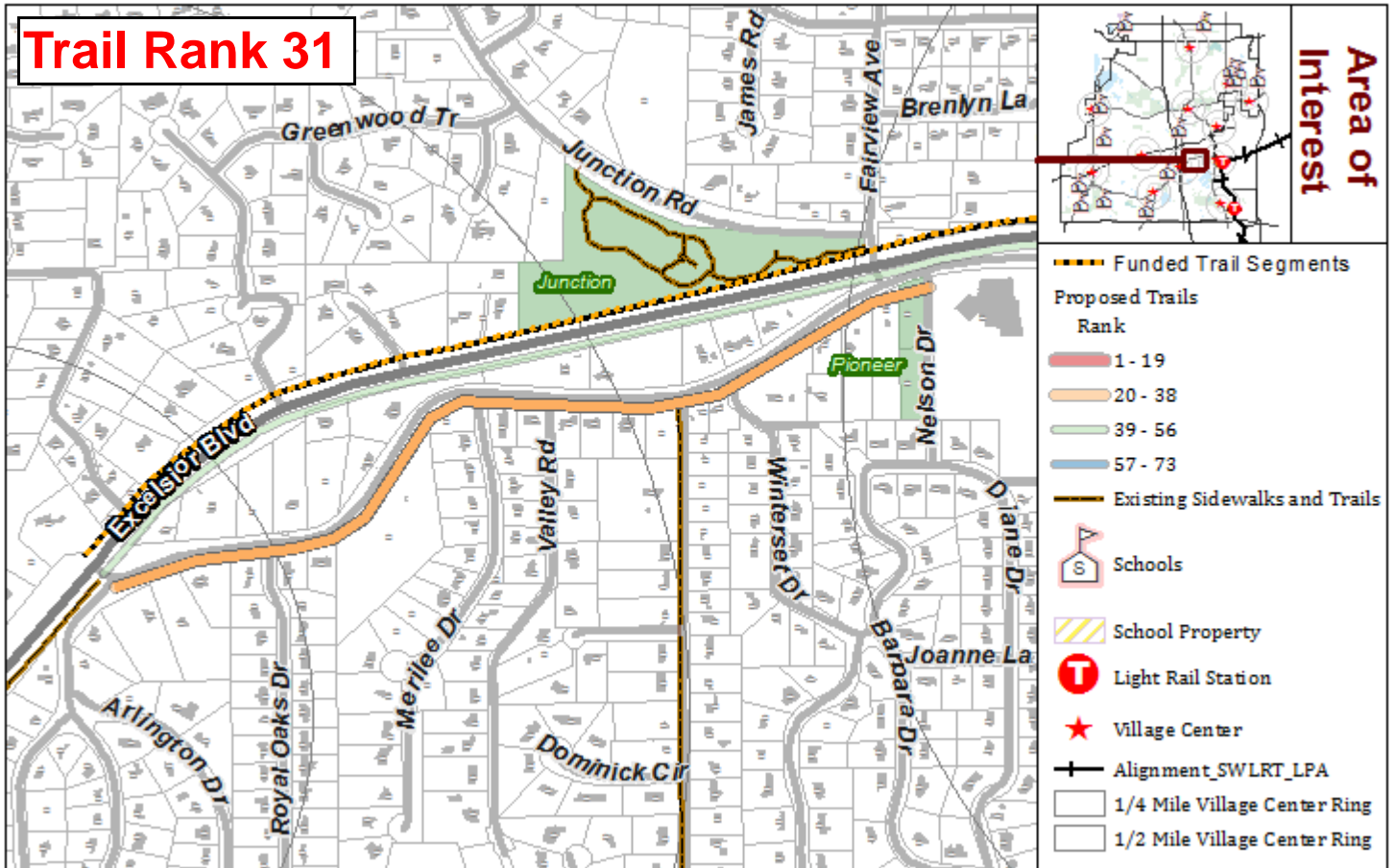


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.7	N	Y	Y	N	N	Y	Y	*	*	N	N	N	N	N	N	6,710

Est Cost with Road Project (by LF): \$469,712
 Est Cost Independent Project (by LF): \$1,677,544

Segment Description:

Pioneer Rd - Carlton Rd to CR 61

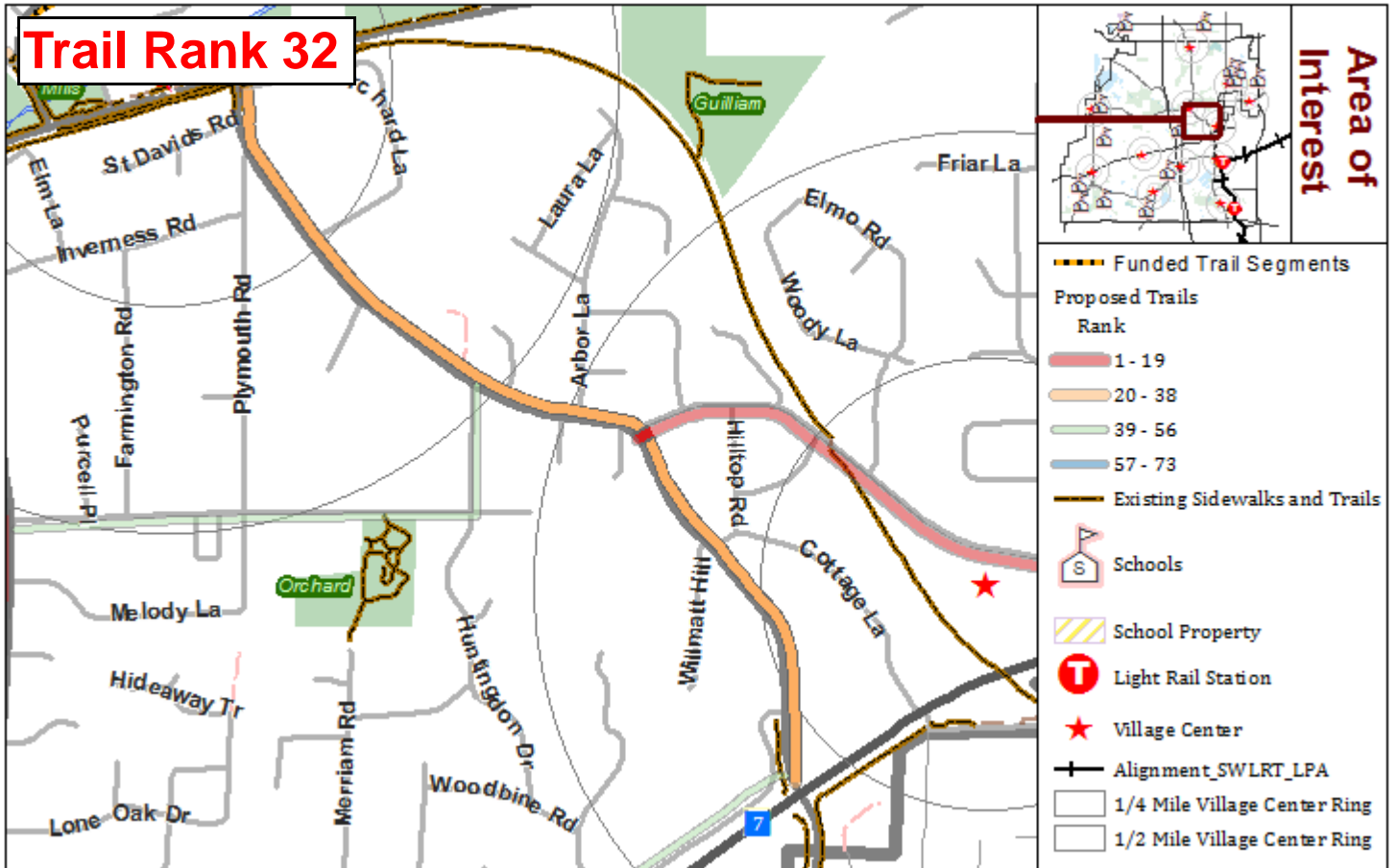


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
3.7	Y	Y	Y	N	N	N	Y	N	Y	N	Y	N	N	N	Y	3,209

Est Cost with Road Project (by LF): \$224,597
 Est Cost Independent Project (by LF): \$802,133

Segment Description:

CR 61 - CR 5 to Hwy 7

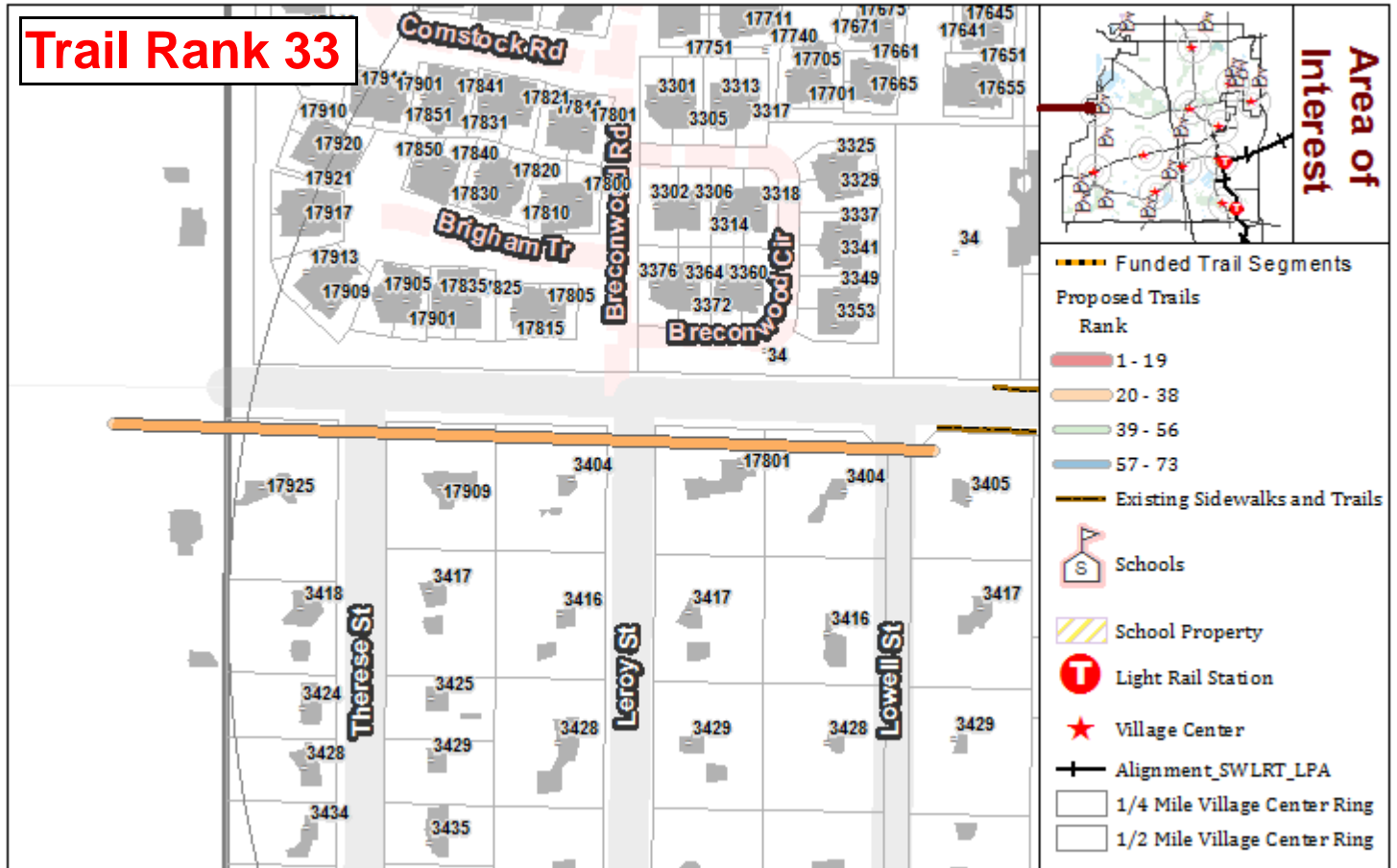


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.7	N	N	Y	N	N	N	Y	Y	Y	N	N	N	N	N	Y	5,593

Est Cost with Road Project (by LF): \$391,492
 Est Cost Independent Project (by LF): \$1,398,187

Segment Description:

Minnetonka Blvd - CR 101 west to Deephaven city limits

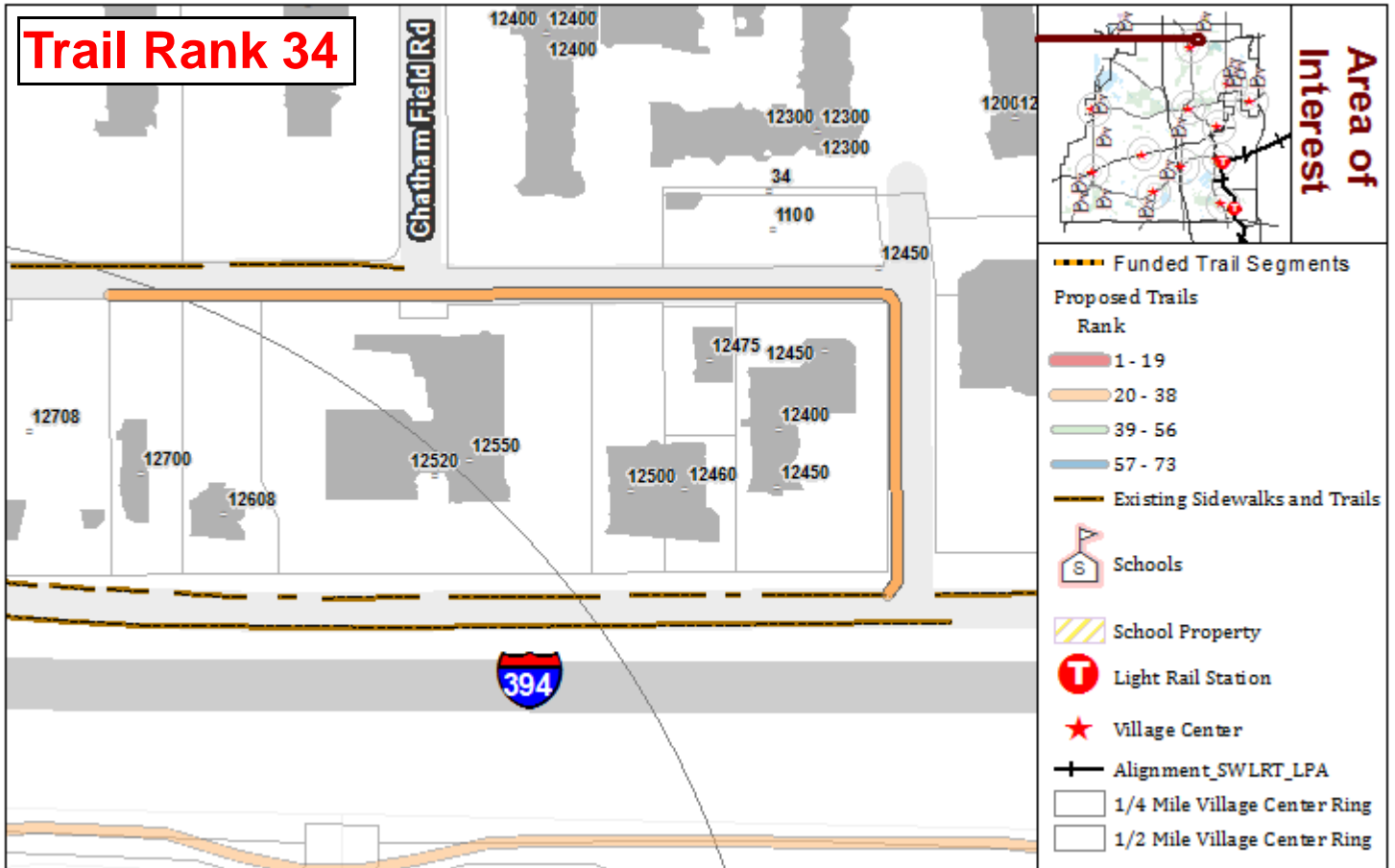


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.6	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N	N	N	Y	1,010

Est Cost with Road Project (by LF): \$70,678
 Est Cost Independent Project (by LF): \$252,421

Segment Description:

Sunset Dr and Marion Lane West segments

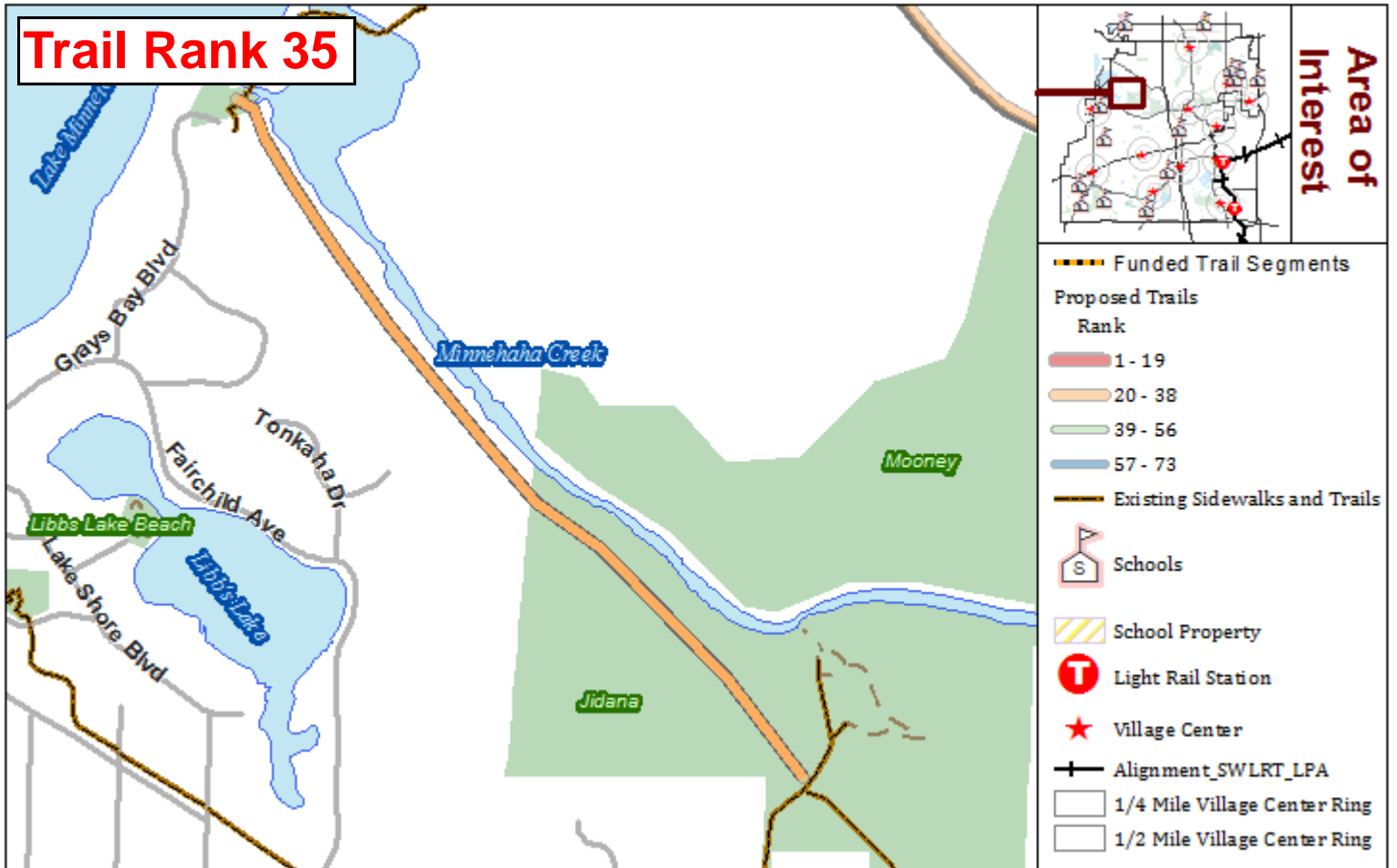


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
3.4	Y	Y	Y	Y	N	N	Y	N	*	N	Y	N	N	N	N	1,500

Est Cost with Road Project (by LF): \$104,987
 Est Cost Independent Project (by LF): \$374,952

Segment Description:

Minnehaha Creek Trail - Headwaters to Jidana Park



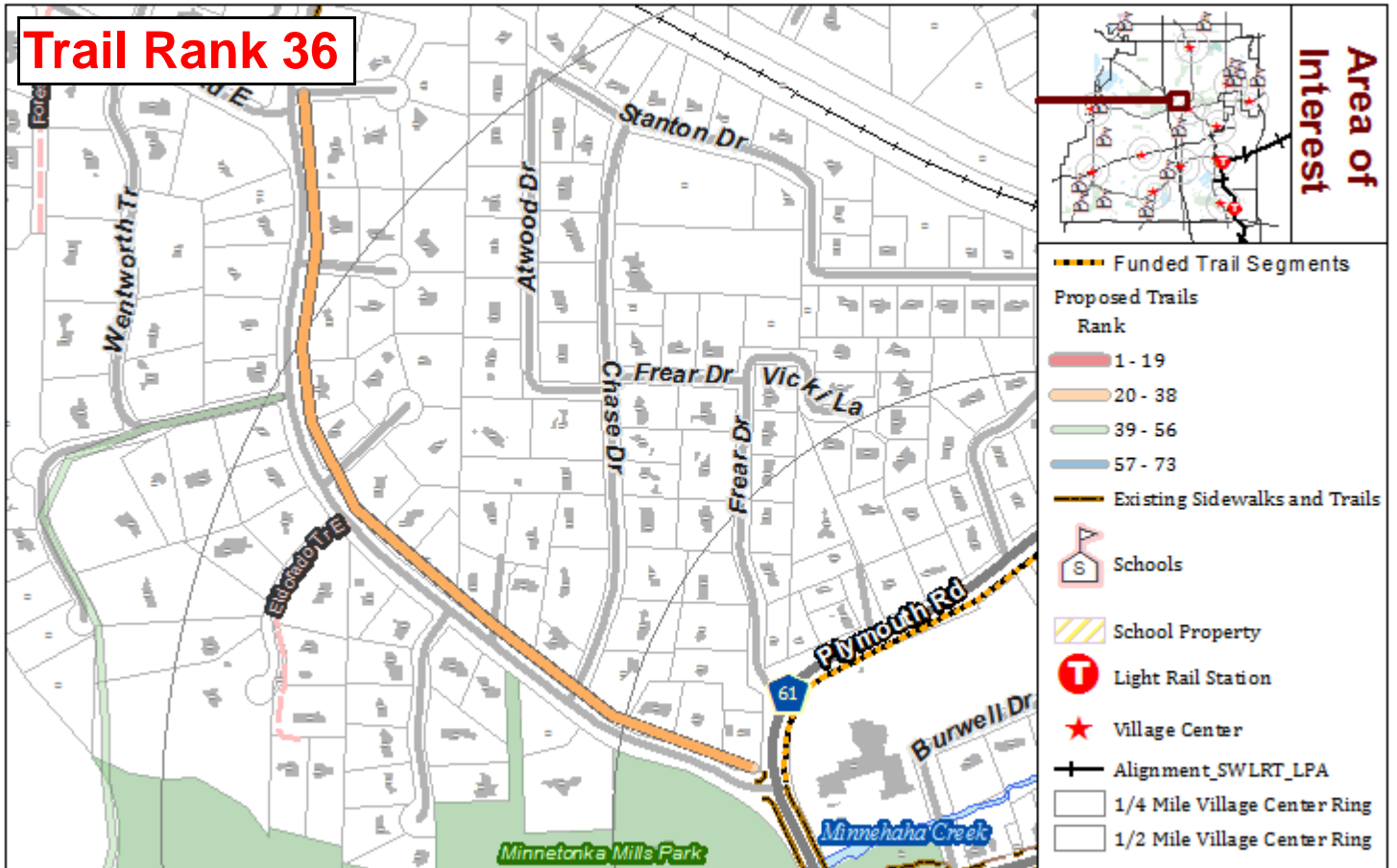
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.3	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	4,589
	Y	Y	N	Y	Y	Y	N	N	Y	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$321,244
 Est Cost Independent Project (by LF): \$1,147,299

Segment Description:

McGinty Rd E - CR 5 to Surry La



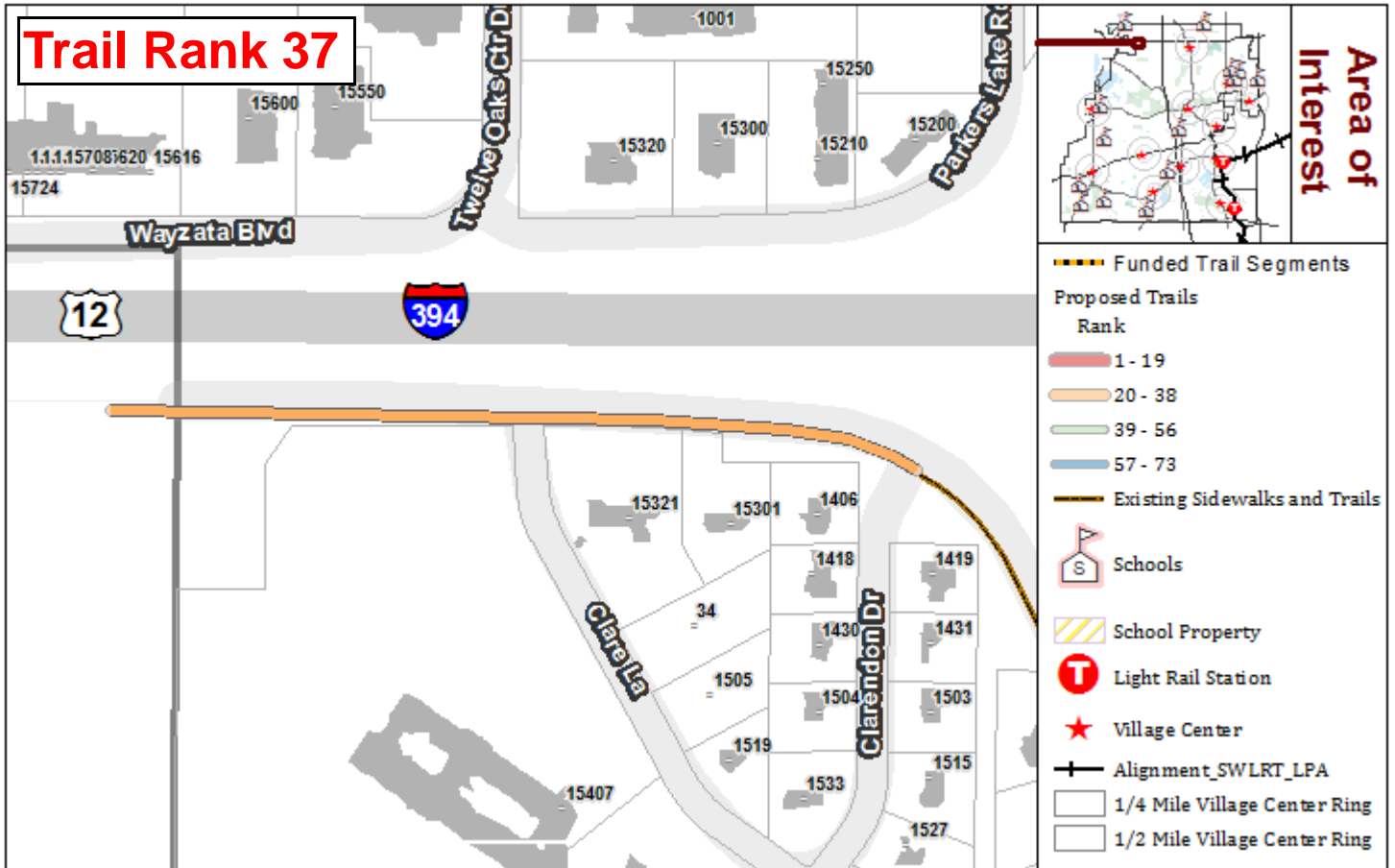
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,642
	Y	Y	Y	N	N	N	Y	N	Y	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$184,973
 Est Cost Independent Project (by LF): \$660,618

Segment Description:

Wayzata Blvd - Claredon Dr to Wayzata city limits



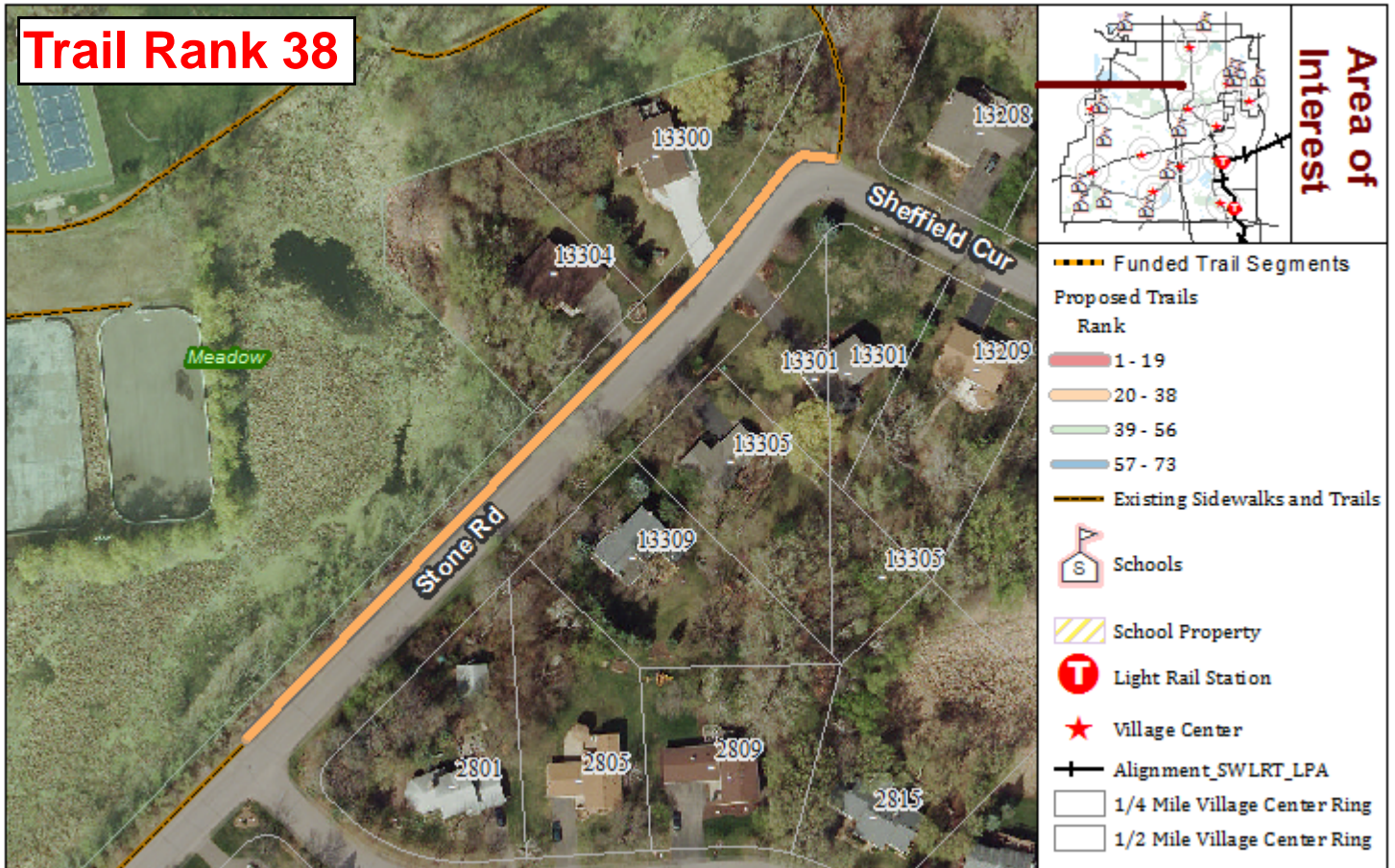
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
3.1	N	Y	Y	N	Y	N	Y	*	*	N	N	N	N	N	N	1,296

Est Cost with Road Project (by LF): \$90,755
 Est Cost Independent Project (by LF): \$324,124

Segment Description:

Stone Rd - Saddlebrooke Cir to Sheffield Cur

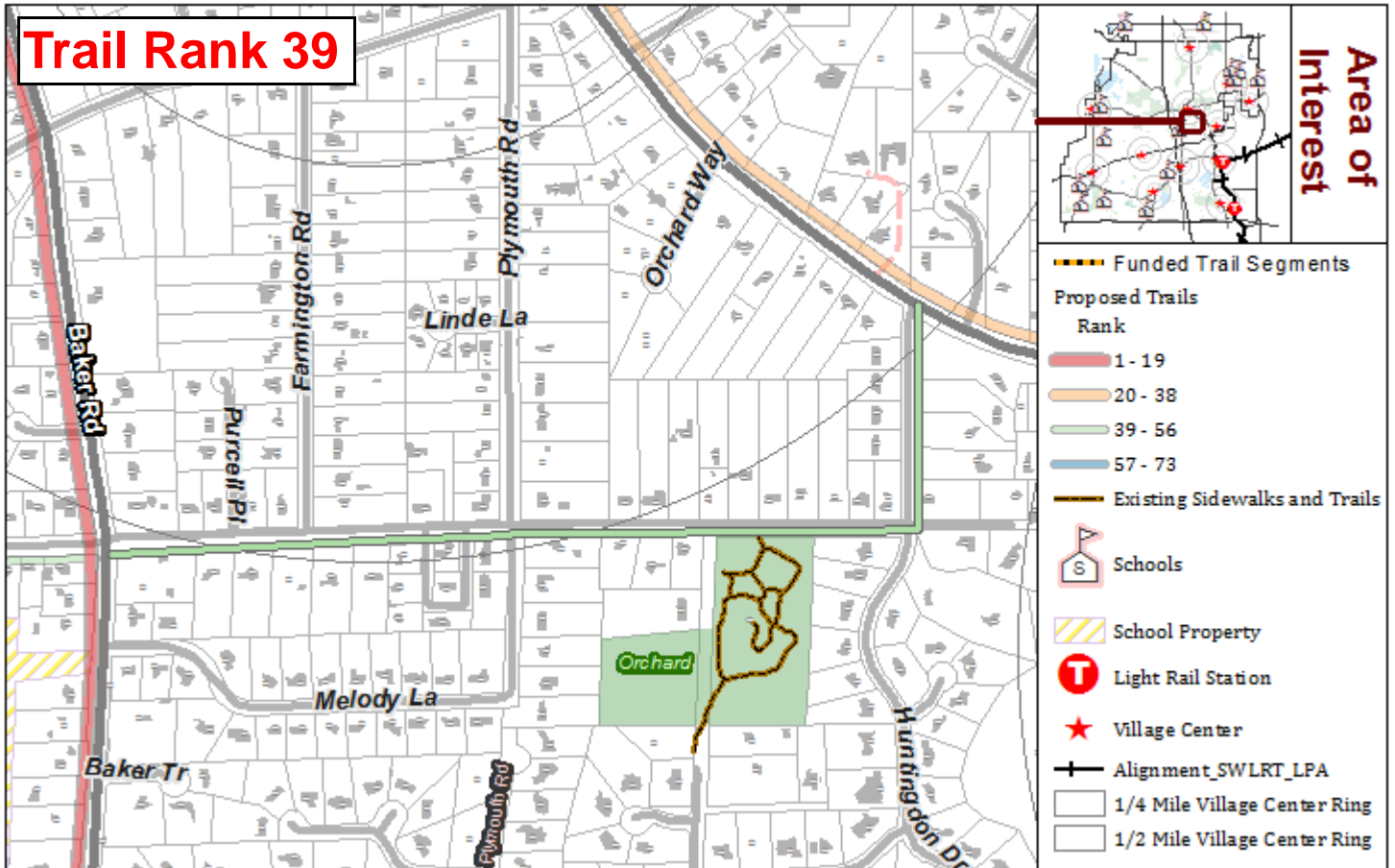


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.9	Y	Y	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	673

Est Cost with Road Project (by LF): \$47,113
 Est Cost Independent Project (by LF): \$168,262

Segment Description:

Orchard Rd/Huntingdon Dr - CR 60 to CR 61

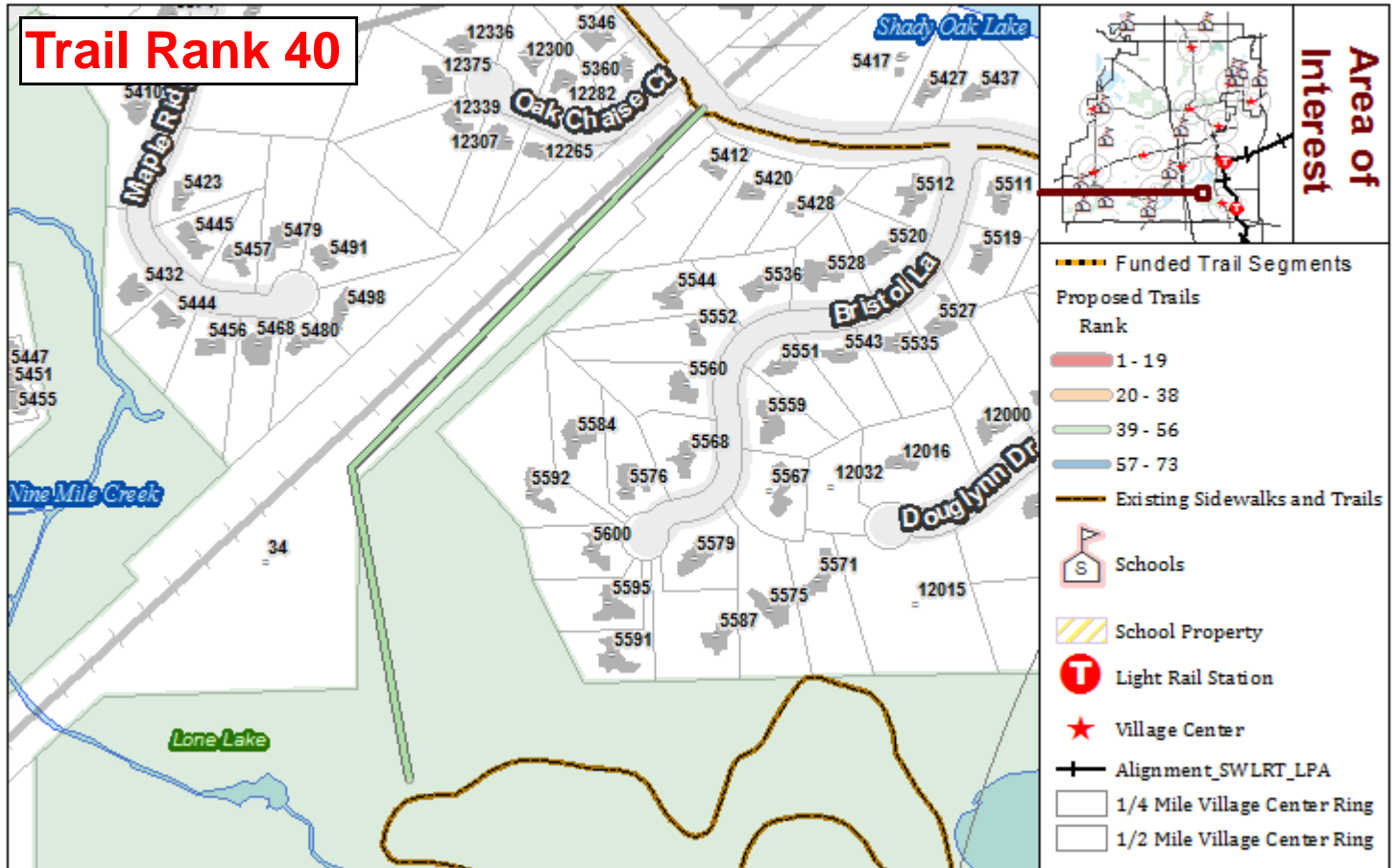


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.9	Y	N	Y	N	Y	N	Y	N	*	N	N	N	Y	N	N	3,453

Est Cost with Road Project (by LF): \$241,729
 Est Cost Independent Project (by LF): \$863,320

Segment Description:

North Lone Lake Park - along RR tracks to Dominick Rd

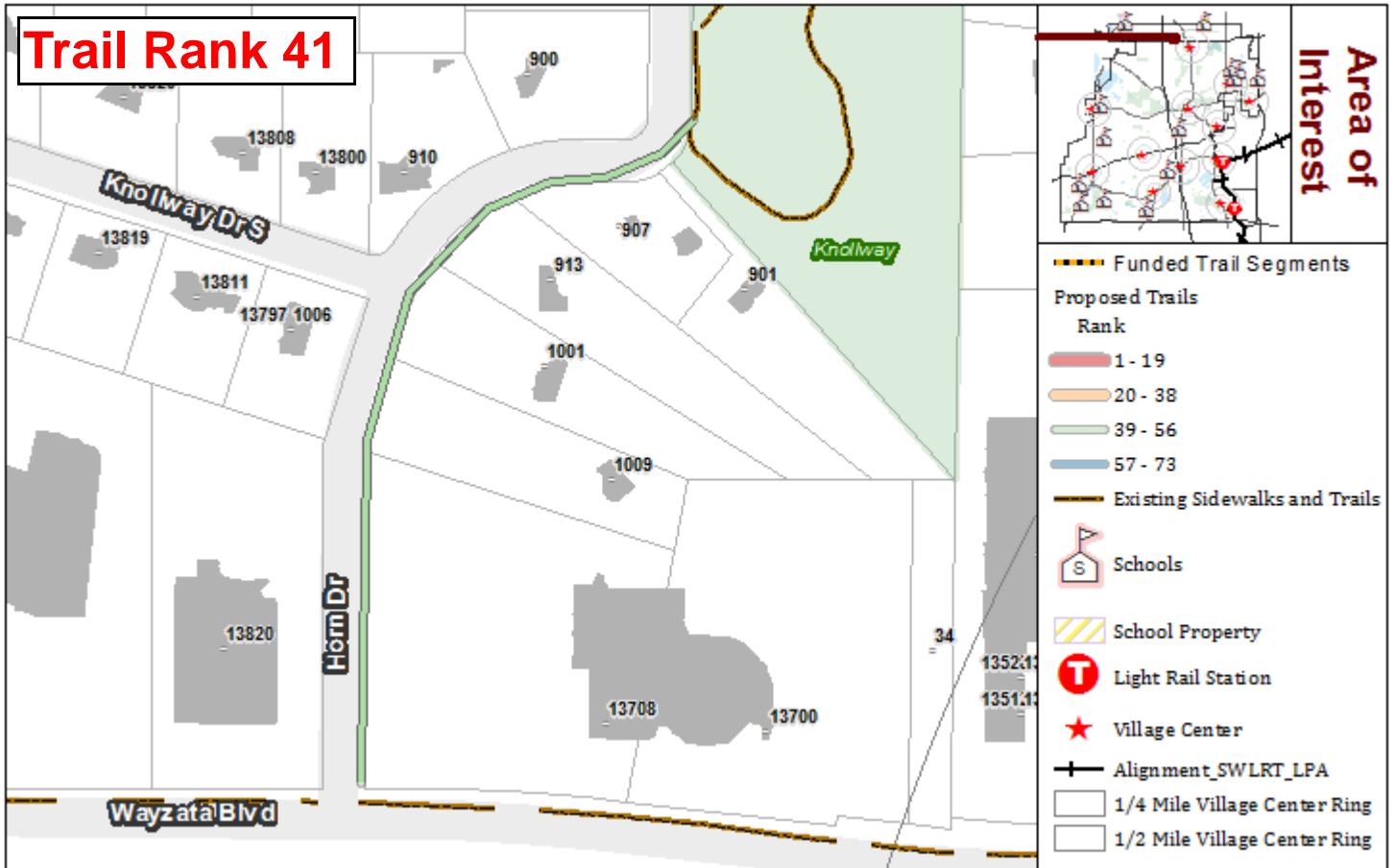


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.9	Y	Y	Y	N	Y	Y	N	N	*	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$120,315
 Est Cost Independent Project (by LF): \$429,696

Segment Description:

Knollway Park to Wayzata Blvd/Horn Dr



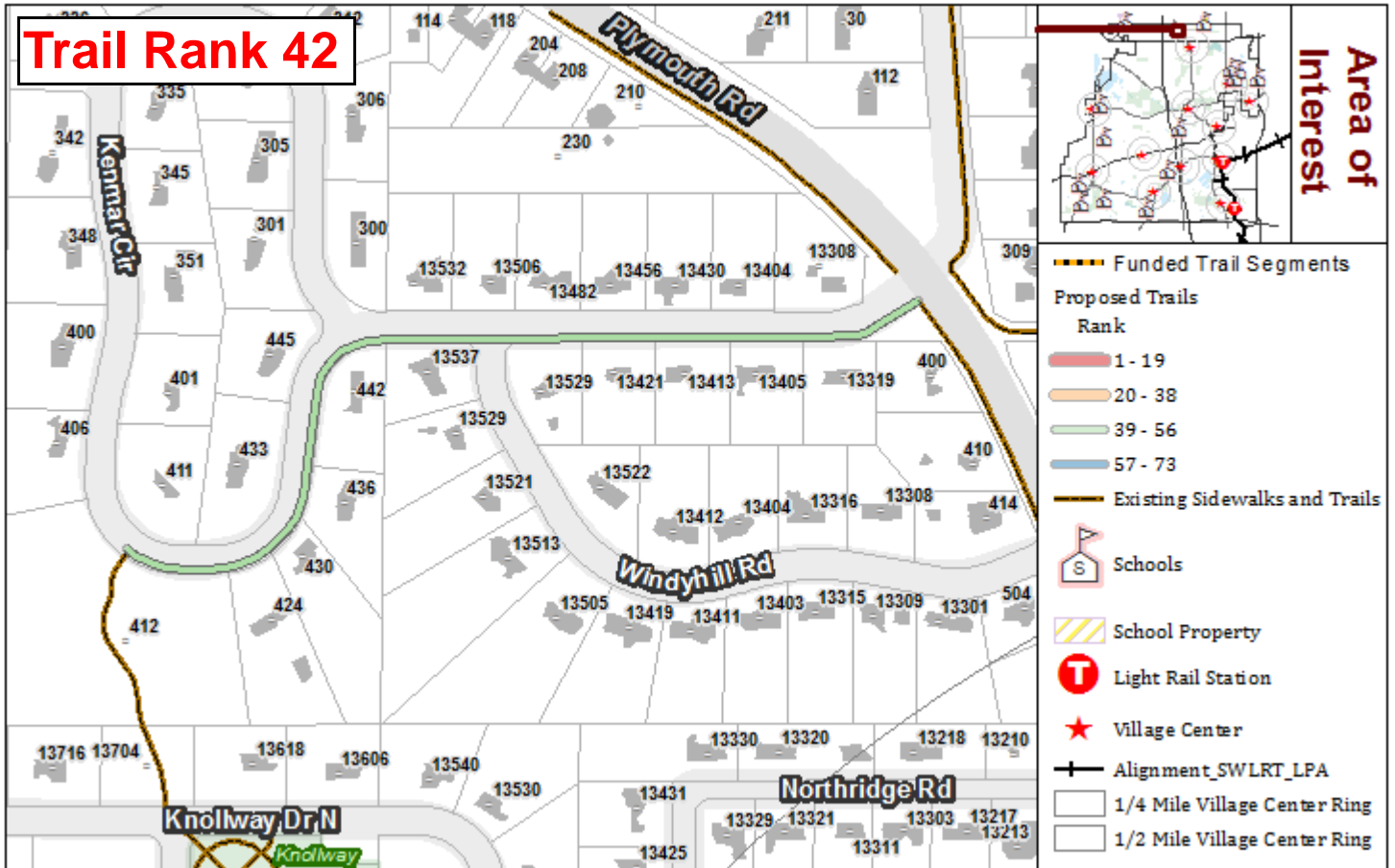
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	994
	Y	N	Y	N	Y	N	Y	N	*	N	Y	N	N	N	N	

Est Cost with Road Project (by LF): \$69,556
 Est Cost Independent Project (by LF): \$248,414

Segment Description:

Knollway Park to CR 61

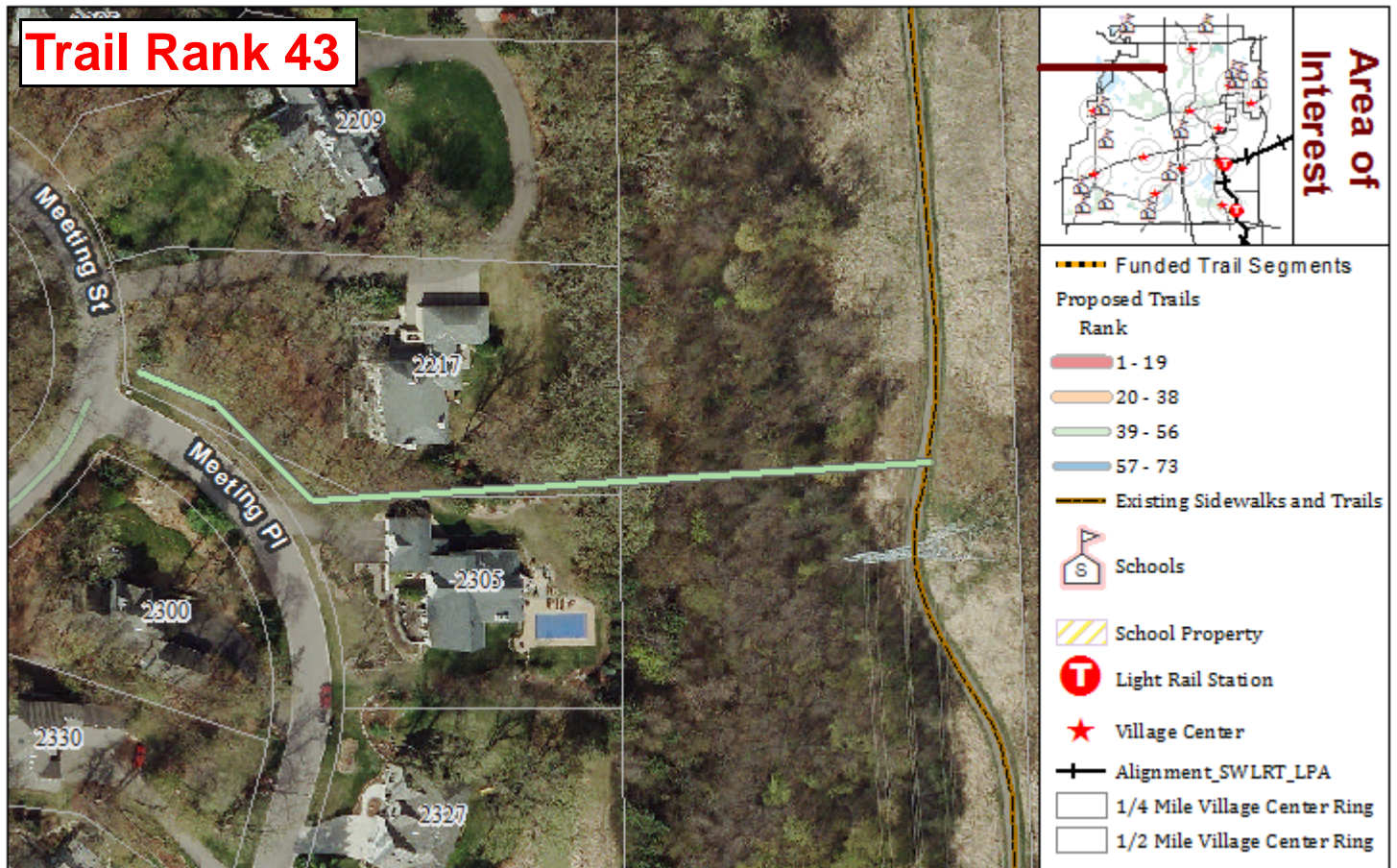


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	2.9	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	

Est Cost with Road Project (by LF): \$113,894
 Est Cost Independent Project (by LF): \$406,764

Segment Description:

NTC - Meeting St to existing trail on west side of I-494

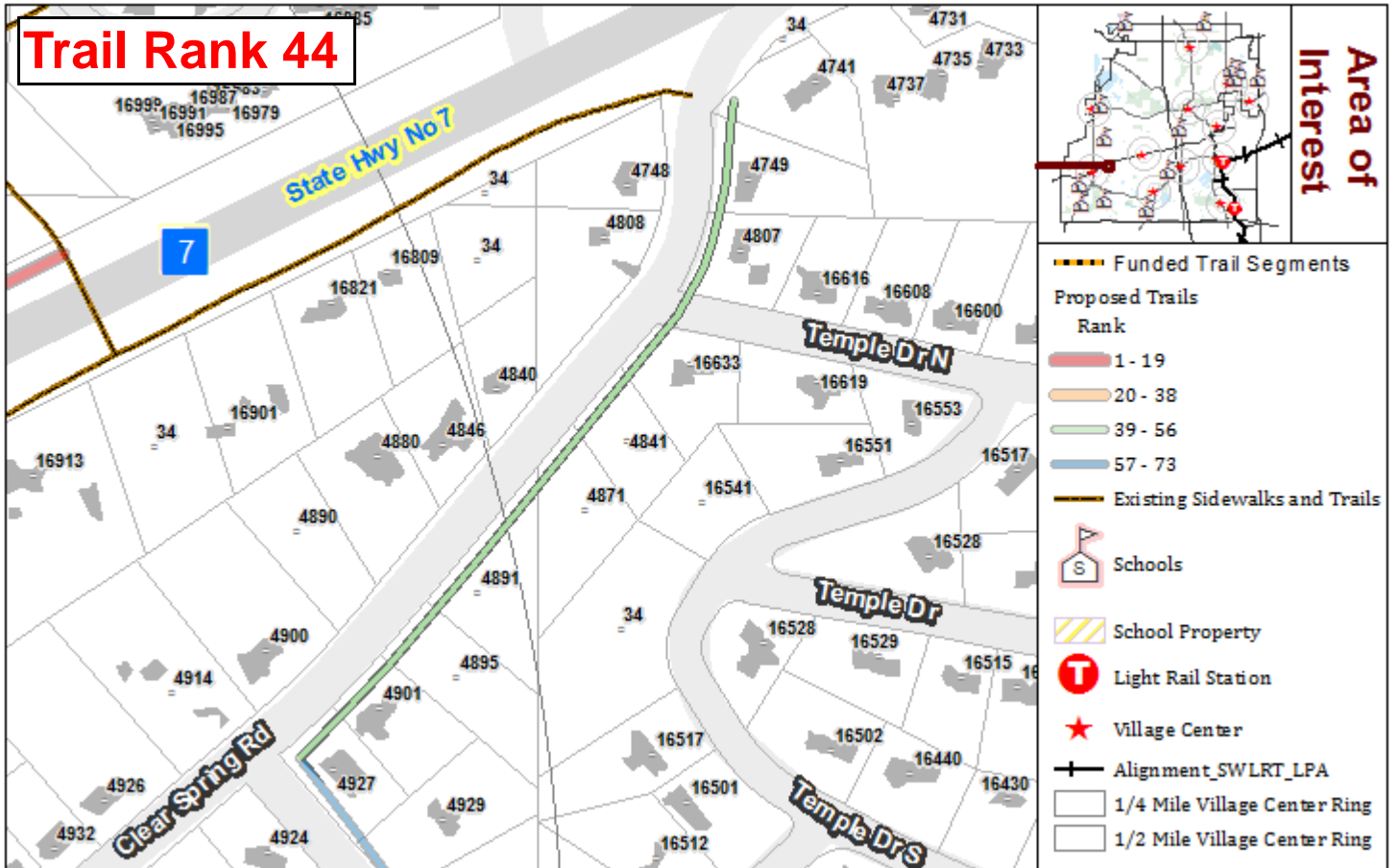


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.8	N	N	Y	Y	Y	Y	N	N	*	N	N	N	N	N	Y	594

Est Cost with Road Project (by LF): \$41,559
 Est Cost Independent Project (by LF): \$148,424

Segment Description:

Clear Spring Rd - connect trail to Hwy 7

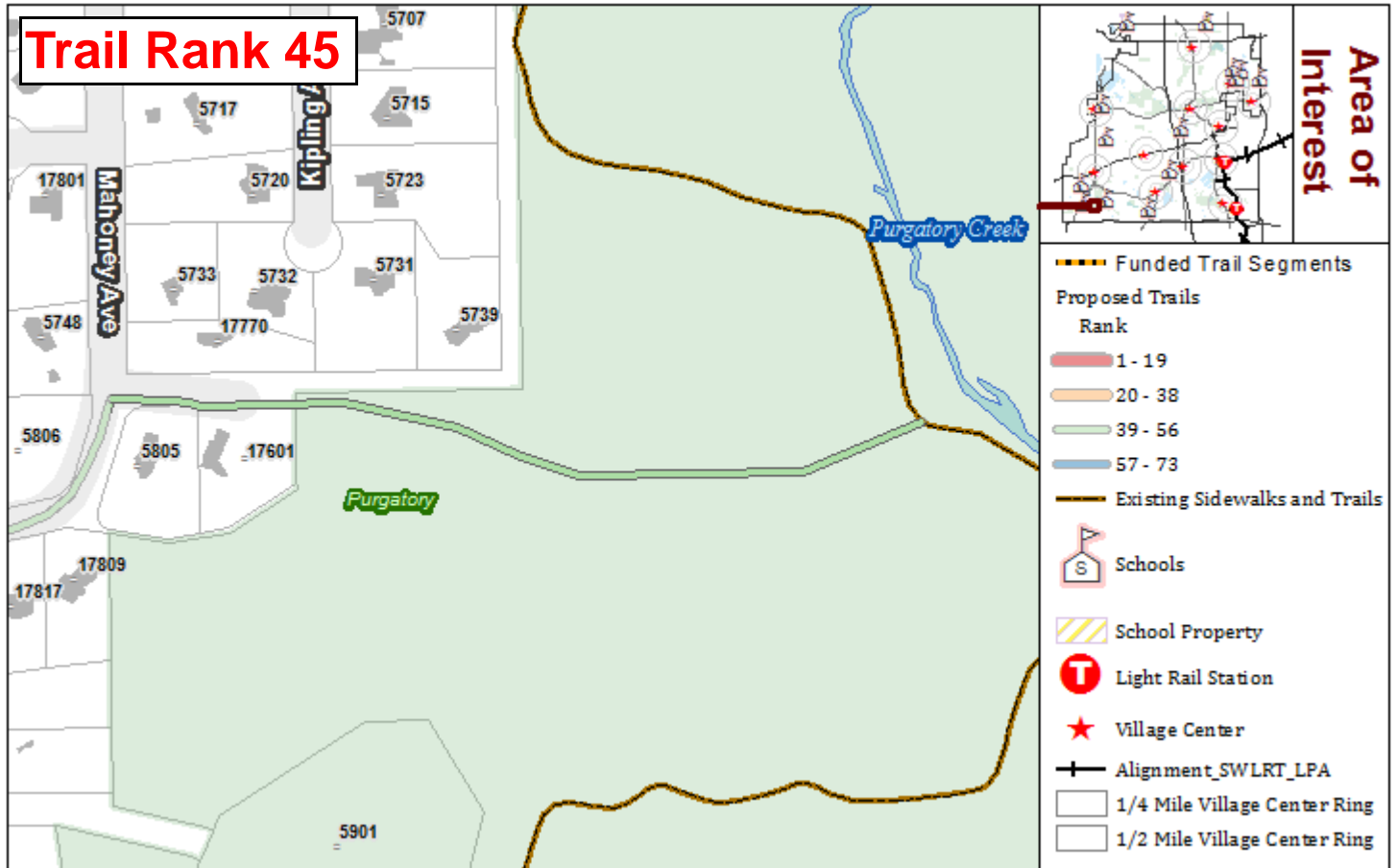


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.8	Y	N	Y	Y	Y	N	Y	N	*	N	N	N	N	N	N	1,132

Est Cost with Road Project (by LF): \$79,212
 Est Cost Independent Project (by LF): \$282,899

Segment Description:

58th St W - Mahoney Ave into Purgatory Park

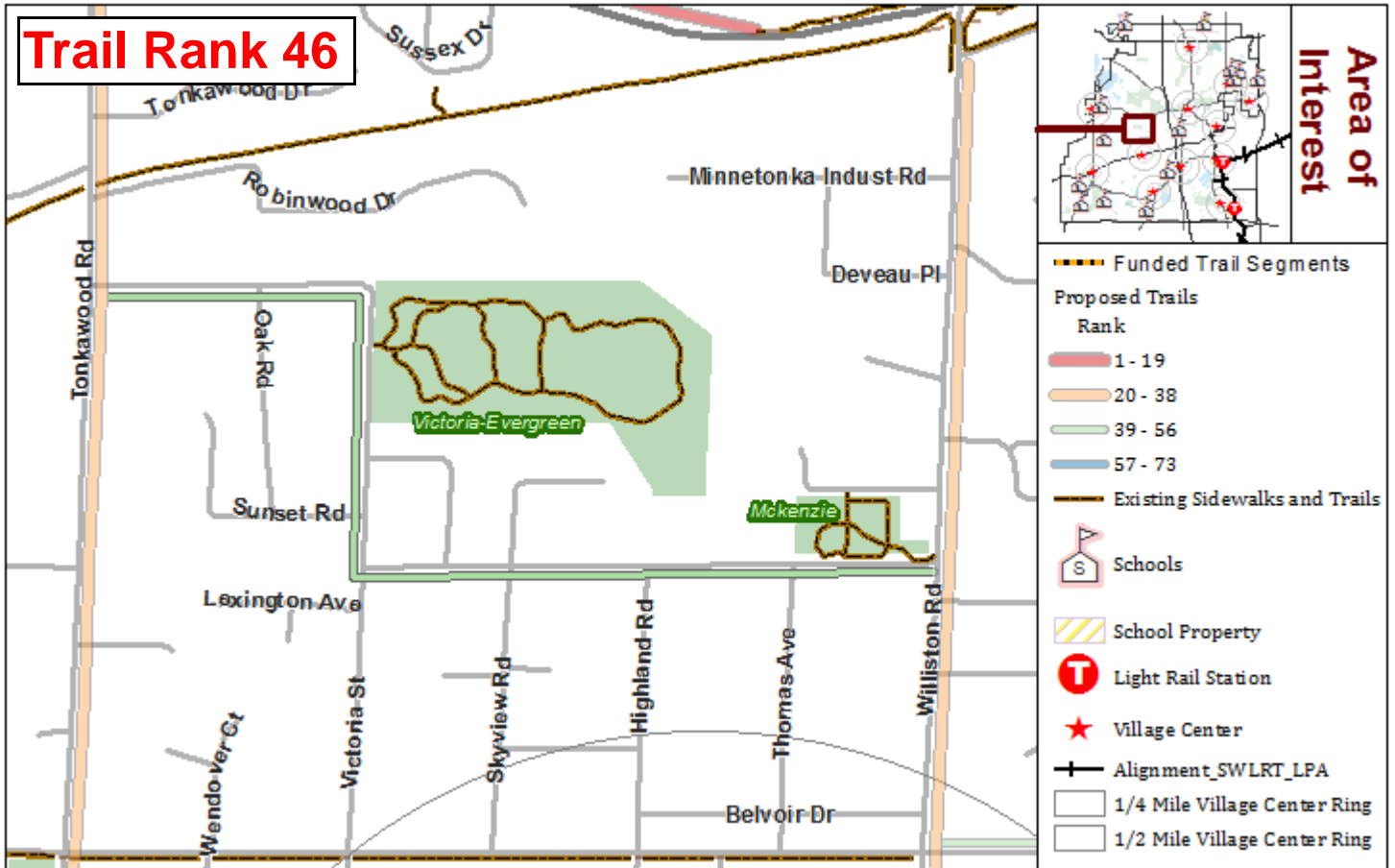


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.8	Y	N	Y	Y	Y	Y	N	N	*	N	N	N	N	N	N	1,313

Est Cost with Road Project (by LF): \$91,944
 Est Cost Independent Project (by LF): \$328,371

Segment Description:

Victoria Evergreen to McKenzie Park

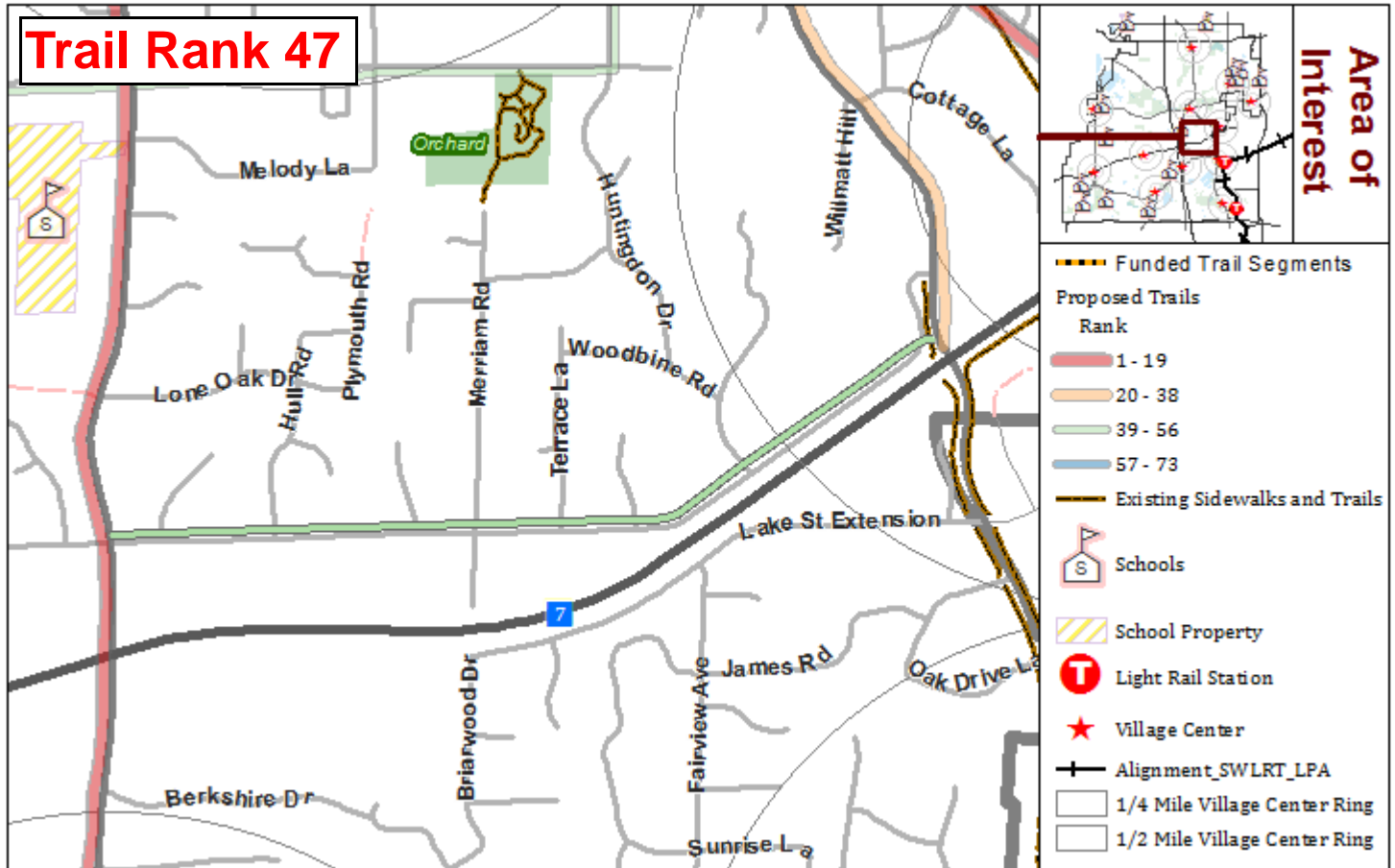


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.7	Y	Y	N	N	Y	N	Y	N	*	N	N	N	N	N	N	5,077

Est Cost with Road Project (by LF): \$355,401
 Est Cost Independent Project (by LF): \$1,269,288

Segment Description:

Lake St Ext - CR 60 to CR 61

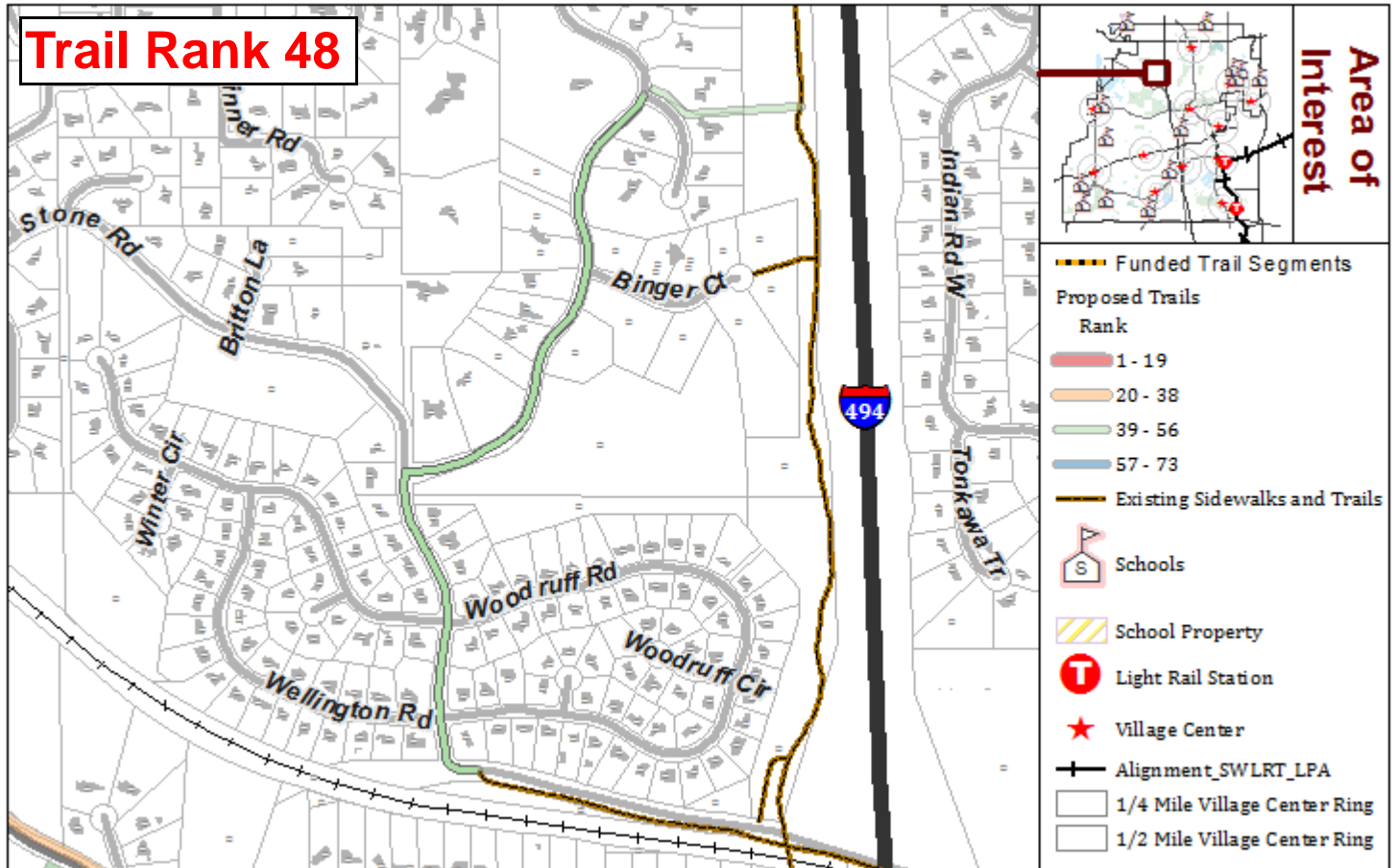


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.7	Y	Y	N	N	Y	N	Y	N	*	N	N	N	N	N	N	4,952

Est Cost with Road Project (by LF): \$346,650
 Est Cost Independent Project (by LF): \$1,238,037

Segment Description:

Stone Rd/Meeting St - RR tracks to Linner Rd

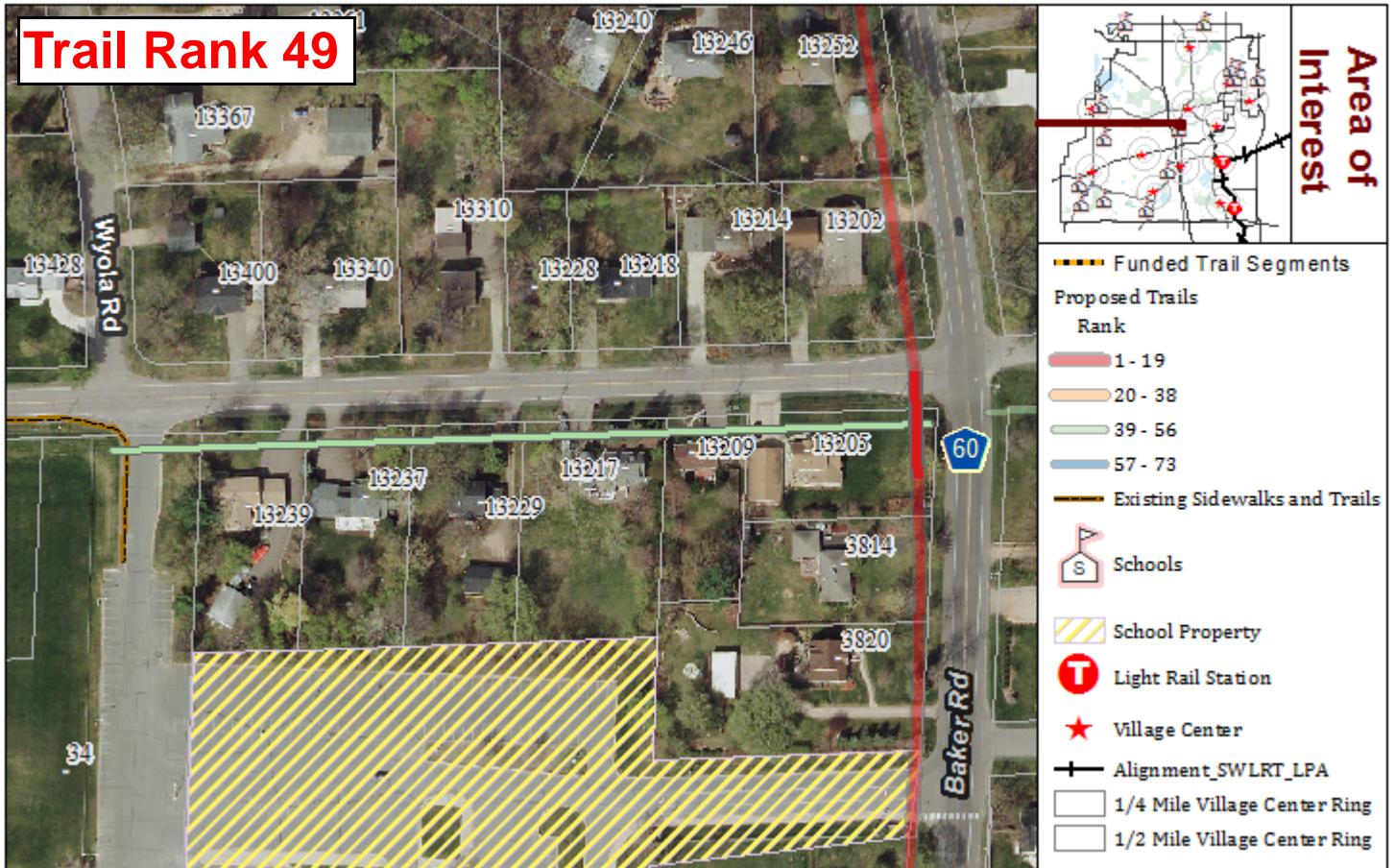


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.6	Y	N	Y	N	Y	N	Y	N	Y	N	N	N	N	N	N	3,156

Est Cost with Road Project (by LF): \$220,907
 Est Cost Independent Project (by LF): \$788,952

Segment Description:

Orchard Rd - Wyola Rd to Cr 60

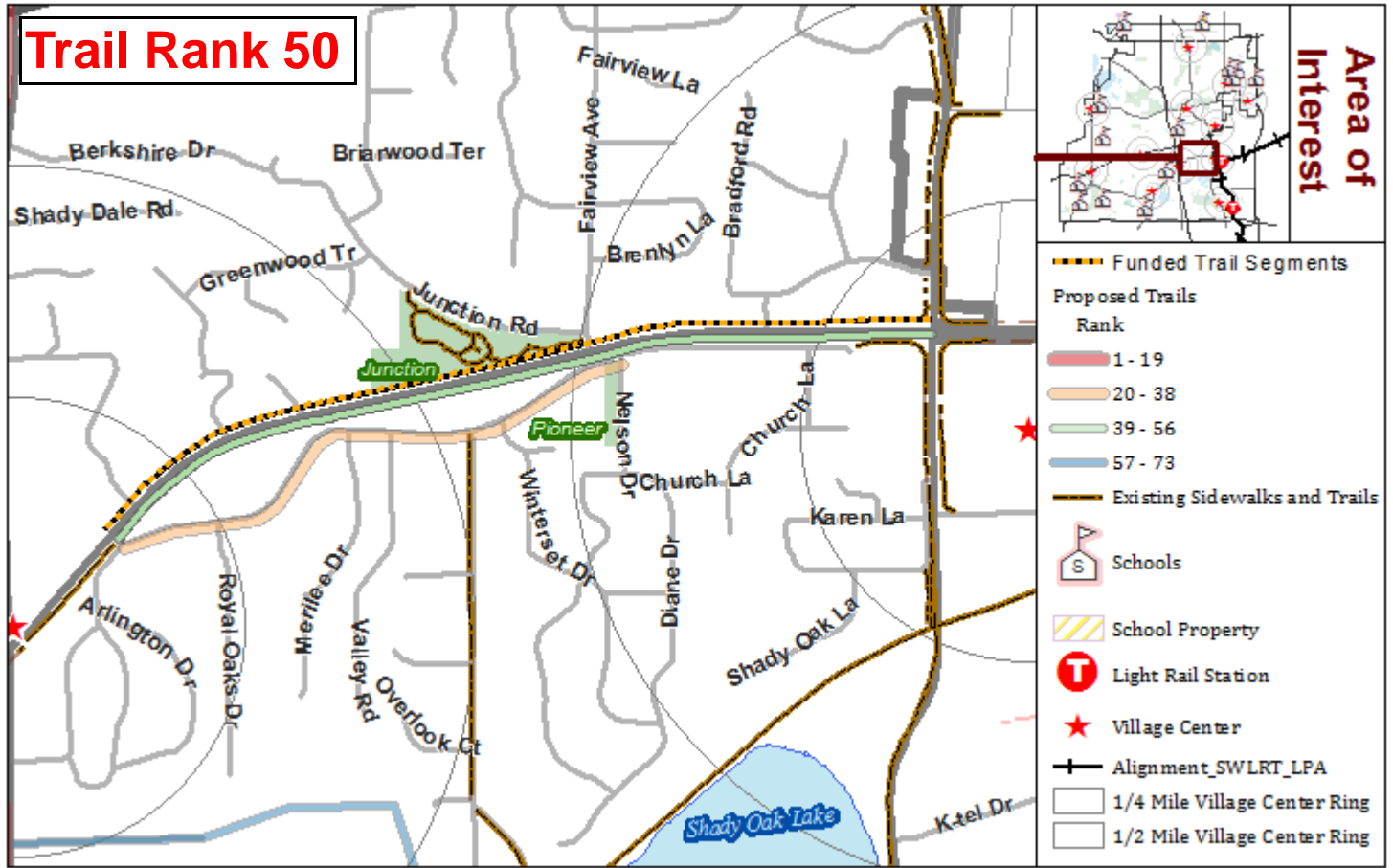


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.6	Y	Y	Y	N	Y	N	N	N	N	N	N	Y	Y	N	N	770

Est Cost with Road Project (by LF): \$53,870
 Est Cost Independent Project (by LF): \$192,393

Segment Description:

CR 3 - Pioneer to Nelson/CR 61 - S

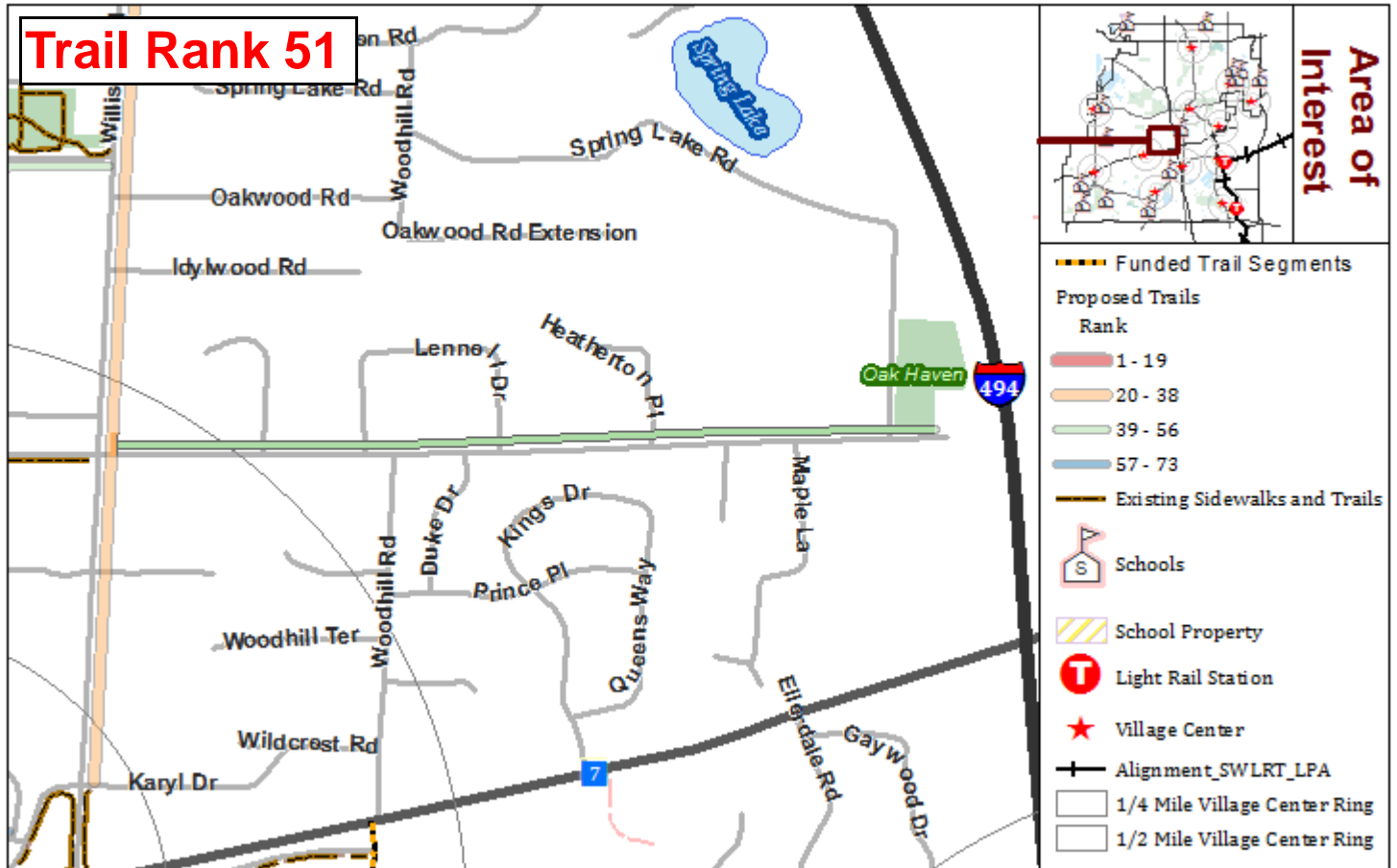


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.5	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	4,951
	N	N	N	N	N	N	N	Y	N	N	N	N	N	Y	N	

Est Cost with Road Project (by LF): \$346,552
 Est Cost Independent Project (by LF): \$1,237,686

Segment Description:

Lake St Ext - Williston Rd to Spring Lake Rd



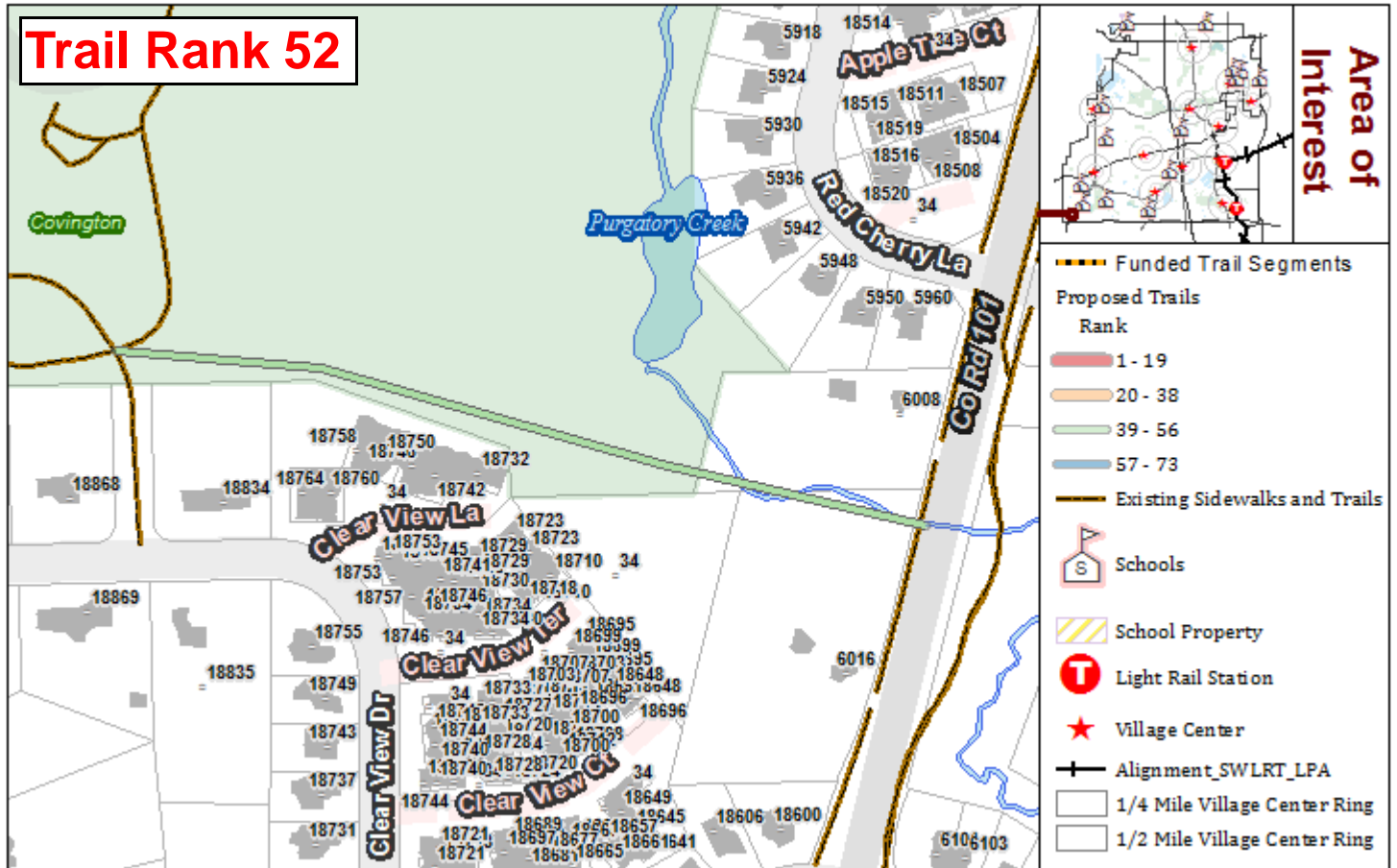
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.4	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,679
	Y	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$257,505
 Est Cost Independent Project (by LF): \$919,662

Segment Description:

Covington Park east side connection to CR 101

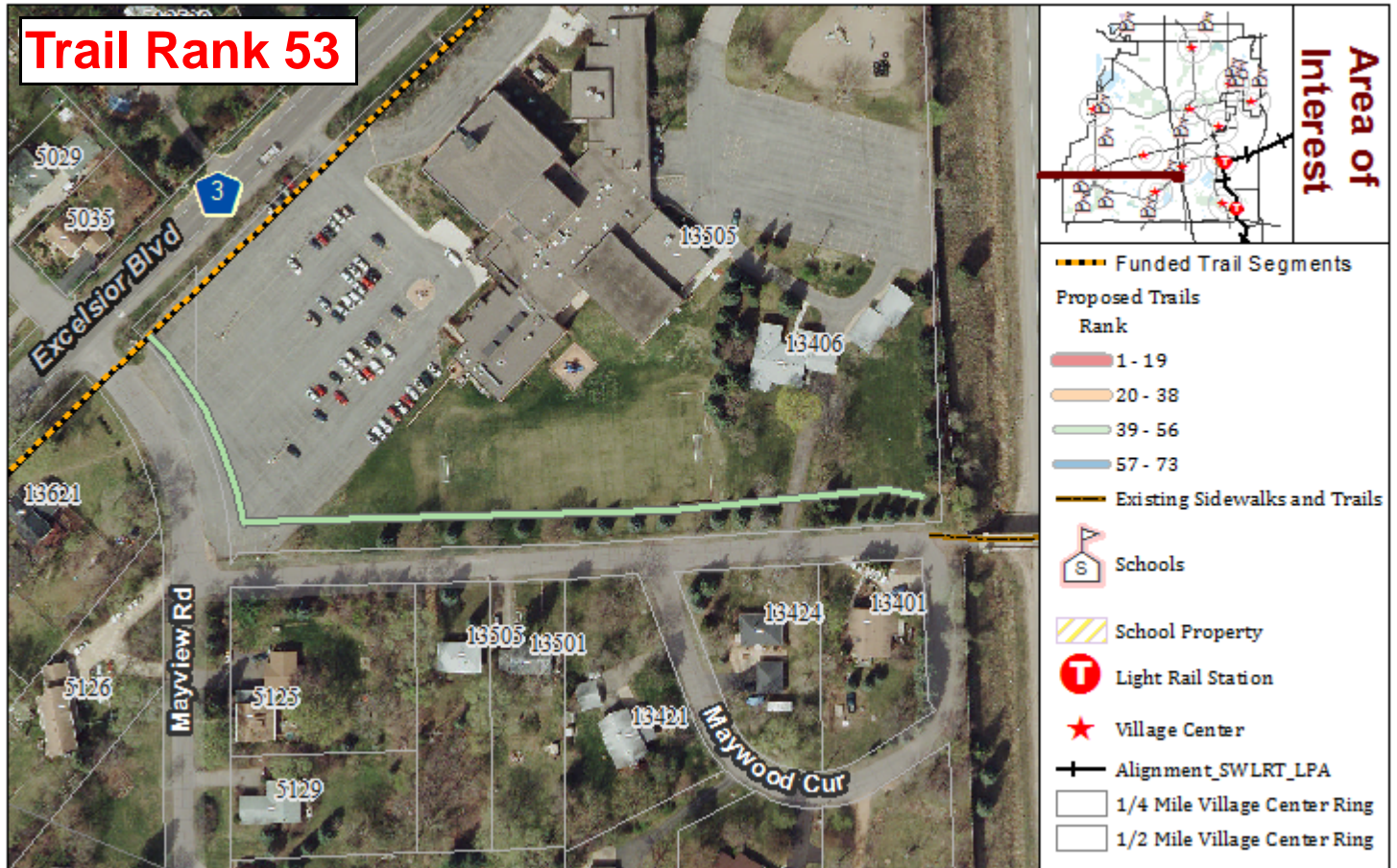


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.3	N	Y	N	Y	Y	Y	N	N	N	N	N	N	N	N	N	1,358

Est Cost with Road Project (by LF): \$72,933
 Est Cost Independent Project (by LF): \$260,473

Segment Description:

NTC - Maywood La from I-494 crossing to CR 3

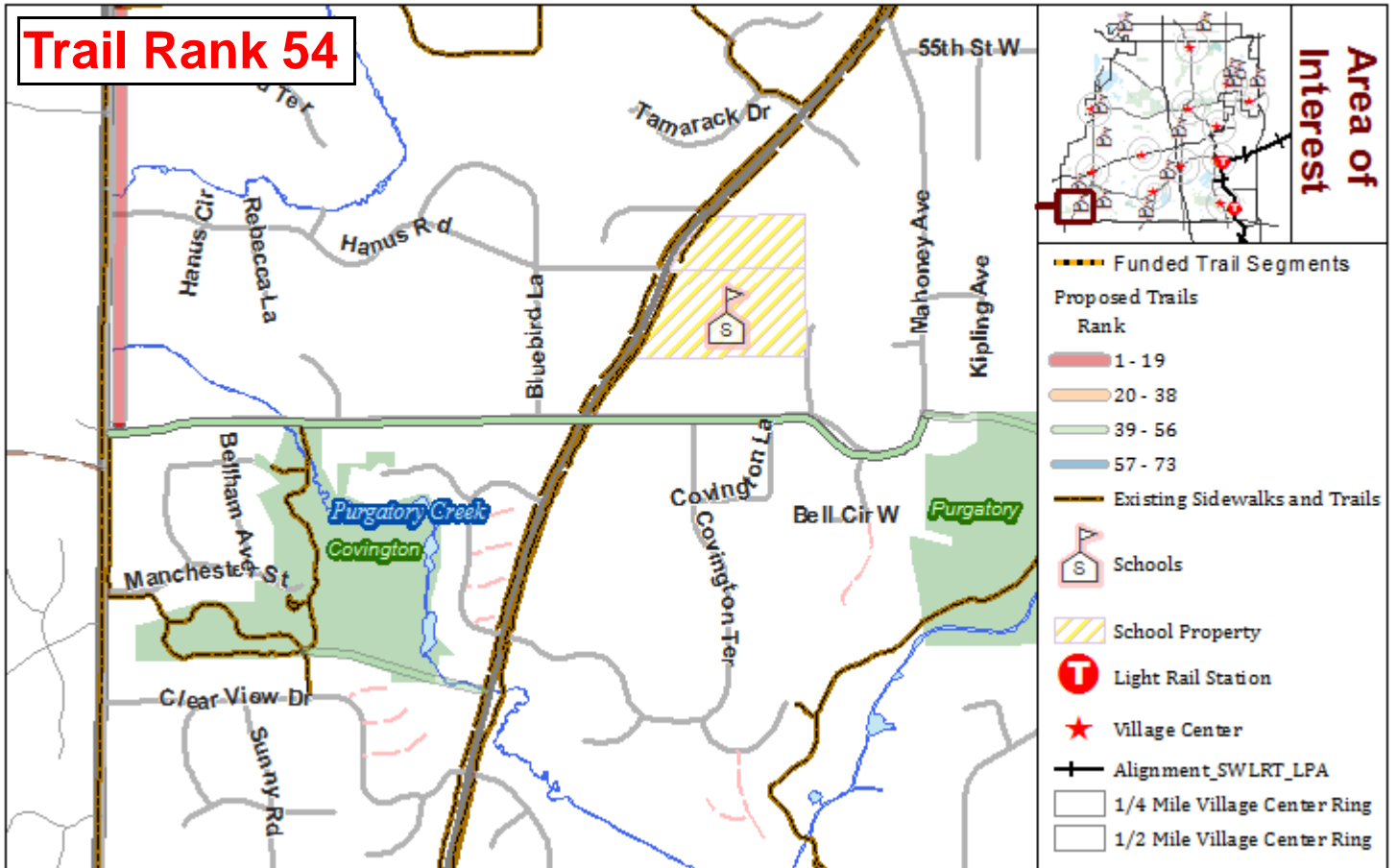


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.3	Y	N	Y	Y	Y	N	N	N	*	N	N	N	Y	N	N	875

Est Cost with Road Project (by LF): \$61,266
 Est Cost Independent Project (by LF): \$218,807

Segment Description:

Covington Rd - Vine Hill Rd to Mahoney Ave

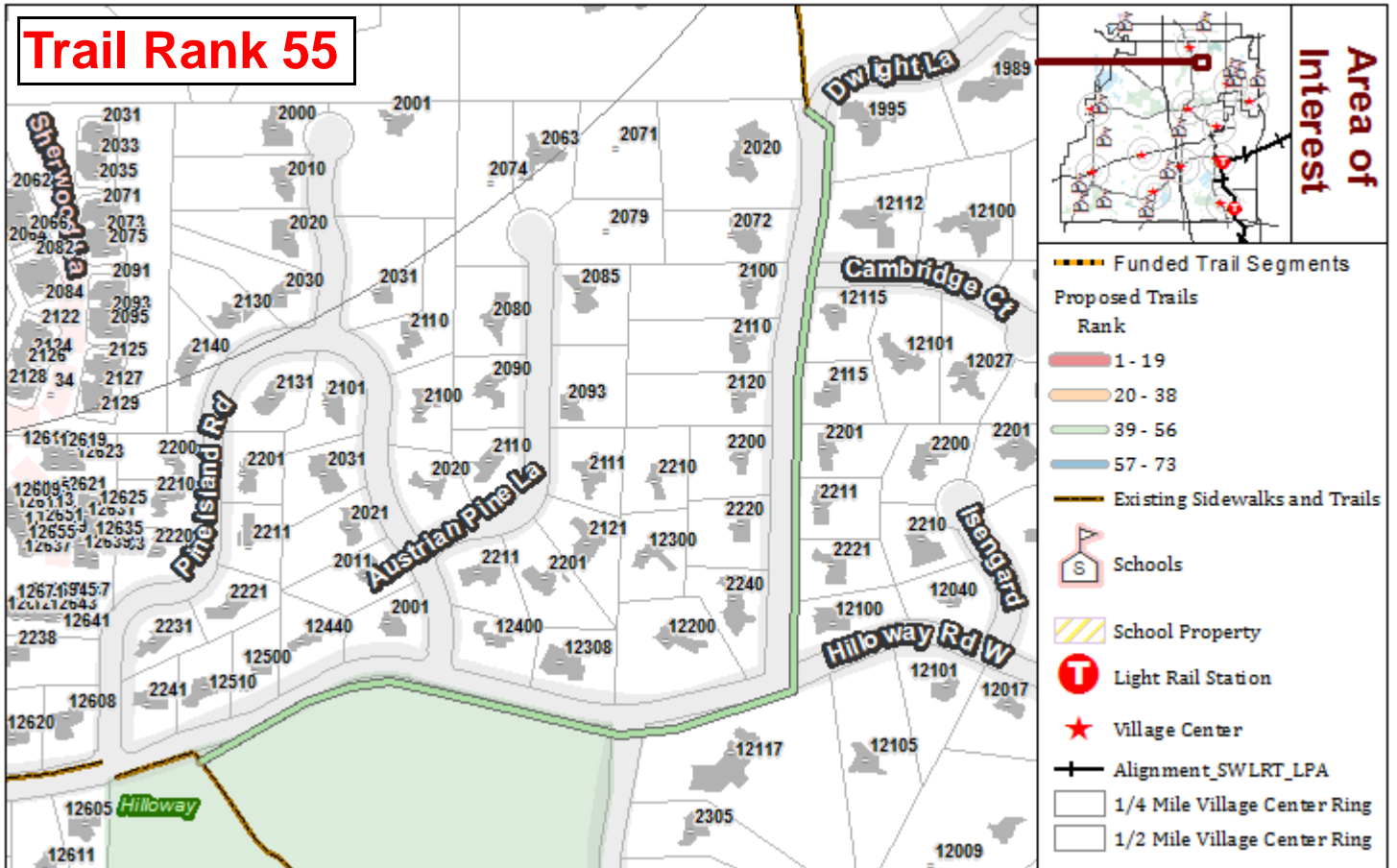


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
2.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	4,729
	N	N	N	N	Y	N	Y	N	*	N	N	N	Y	N	N	

Est Cost with Road Project (by LF): \$331,028
 Est Cost Independent Project (by LF): \$1,182,242

Segment Description:

Hilloway Park to YMCA La

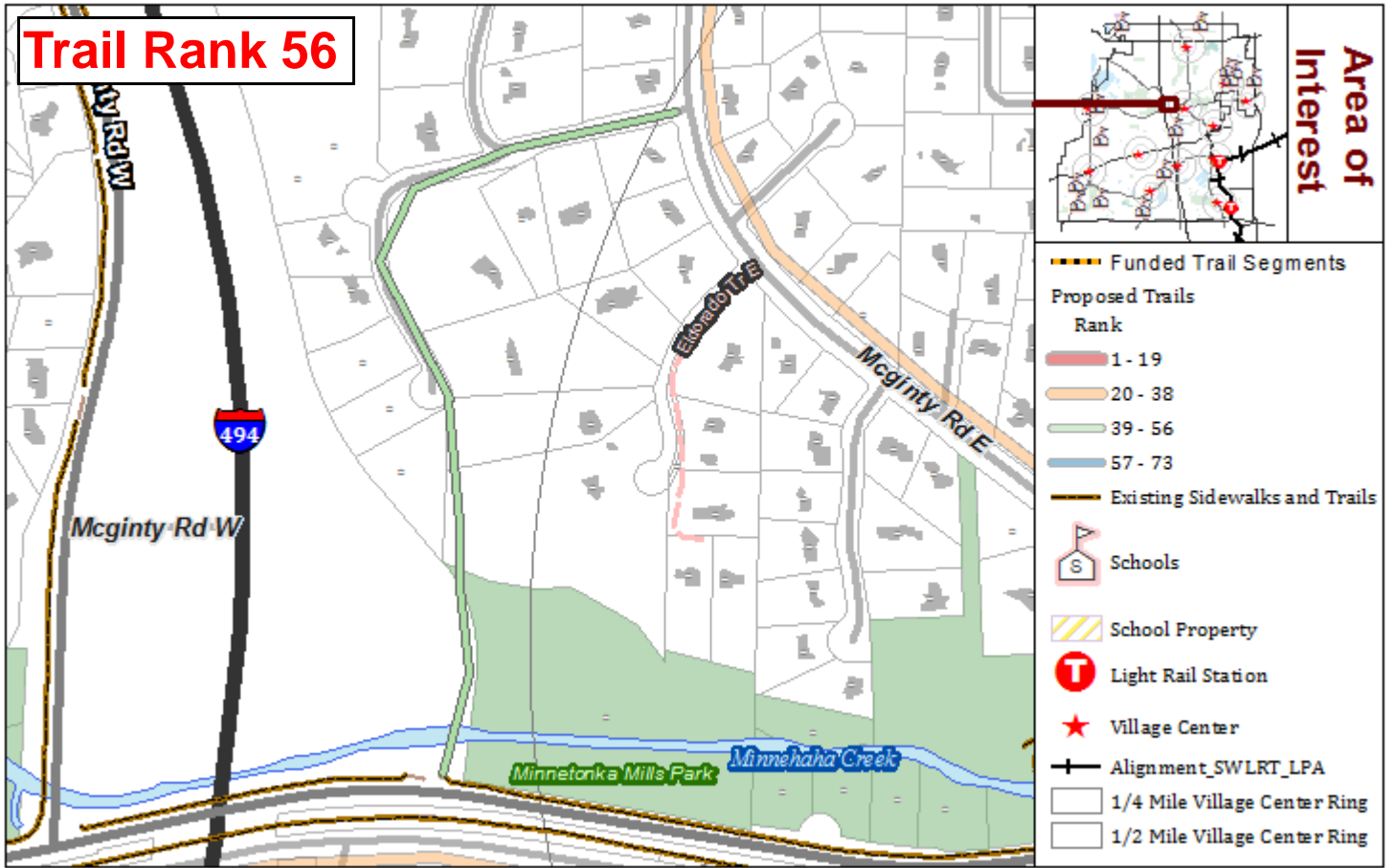


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.1	N	N	Y	N	Y	Y	N	N	N	N	Y	N	N	N	N	2,492

Est Cost with Road Project (by LF): \$174,453
 Est Cost Independent Project (by LF): \$623,046

Segment Description:

East side of I-494 - CR 5 to Wentworth Tr



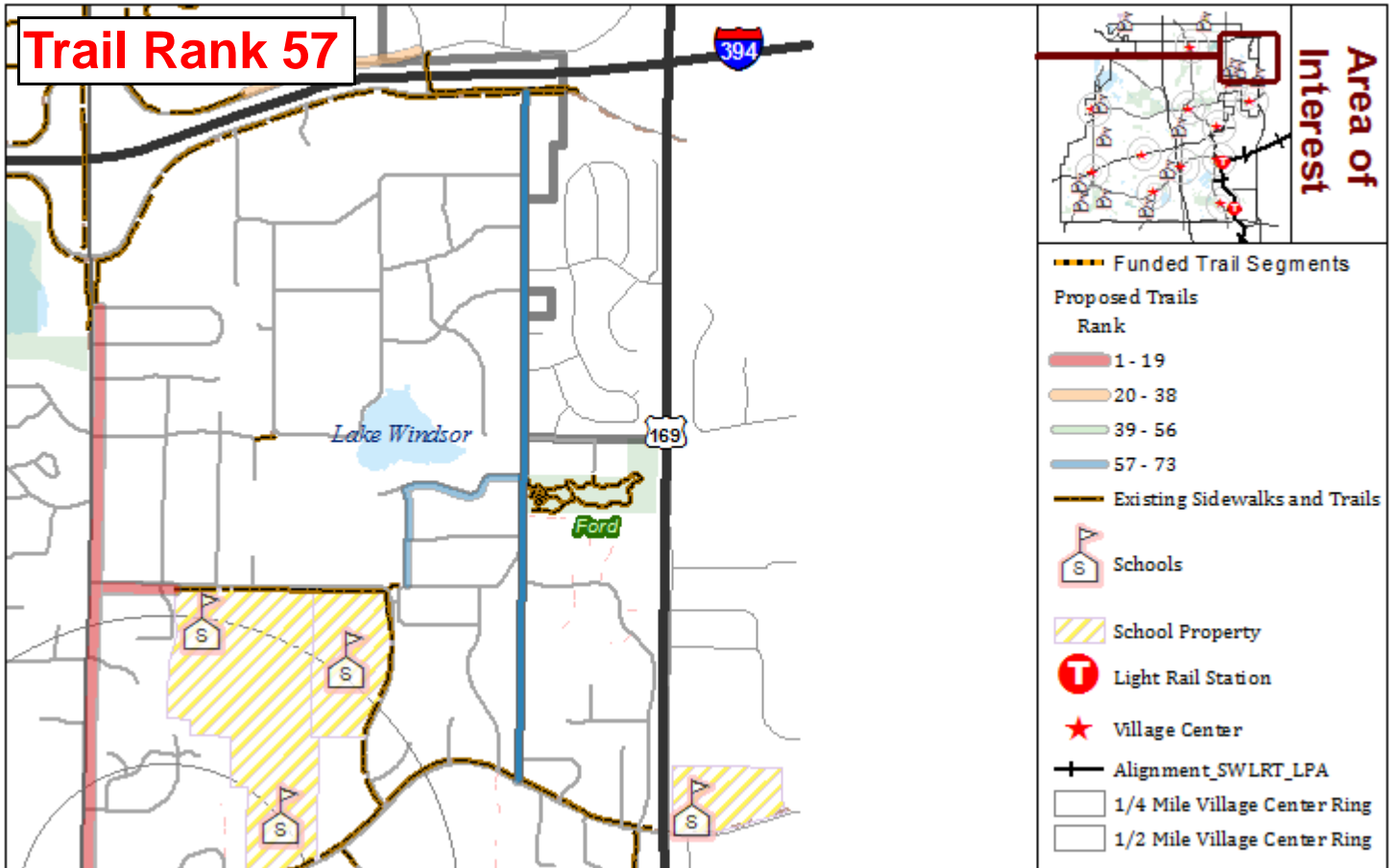
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
2.1	N	Y	Y	N	Y	Y	N	N	N	N	N	N	N	N	N	2,081

Est Cost with Road Project (by LF): \$145,648
 Est Cost Independent Project (by LF): \$520,170

Segment Description:

Ford Rd - All

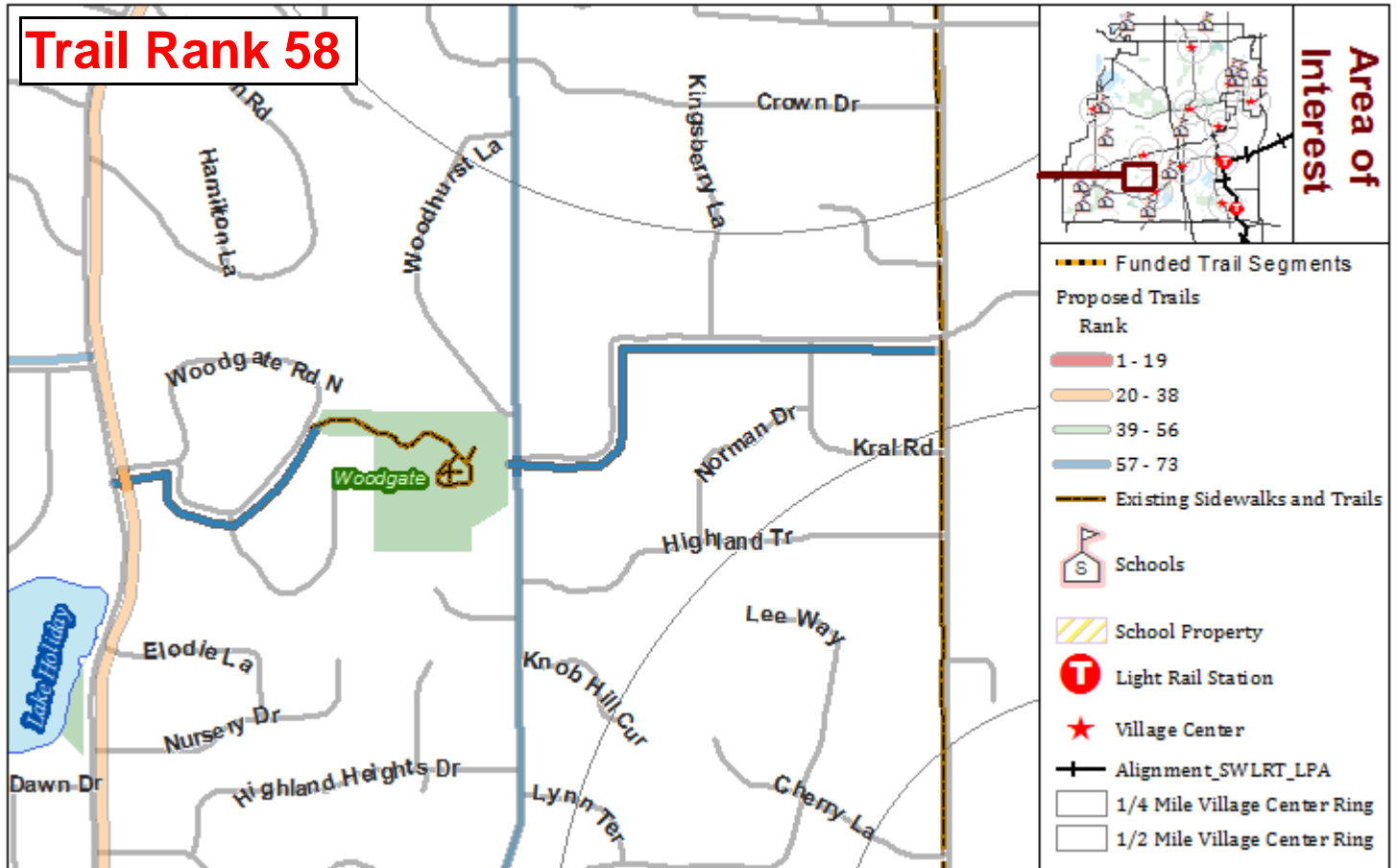


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
2.0	N	N	N	N	N	N	N	Y	Y	N	N	N	N	N	N	6,181

Est Cost with Road Project (by LF): \$432,664
 Est Cost Independent Project (by LF): \$1,545,230

Segment Description:

Woodland Rd to Williston Rd - Through Woodgate Park

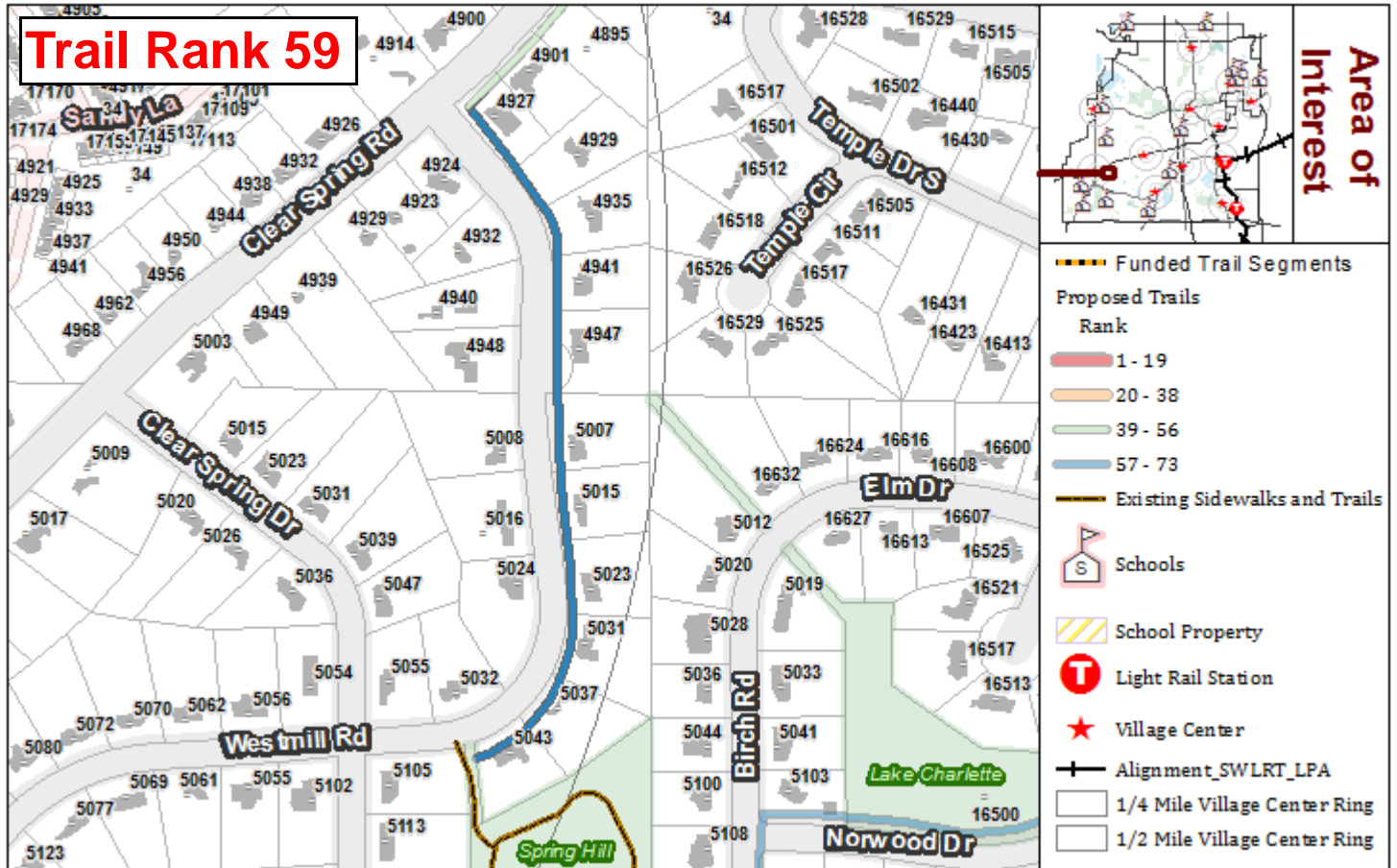


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	3,751

Est Cost with Road Project (by LF): \$262,540
 Est Cost Independent Project (by LF): \$937,644

Segment Description:

Westmill Rd - Spring Hill Park to Clear Spring Rd



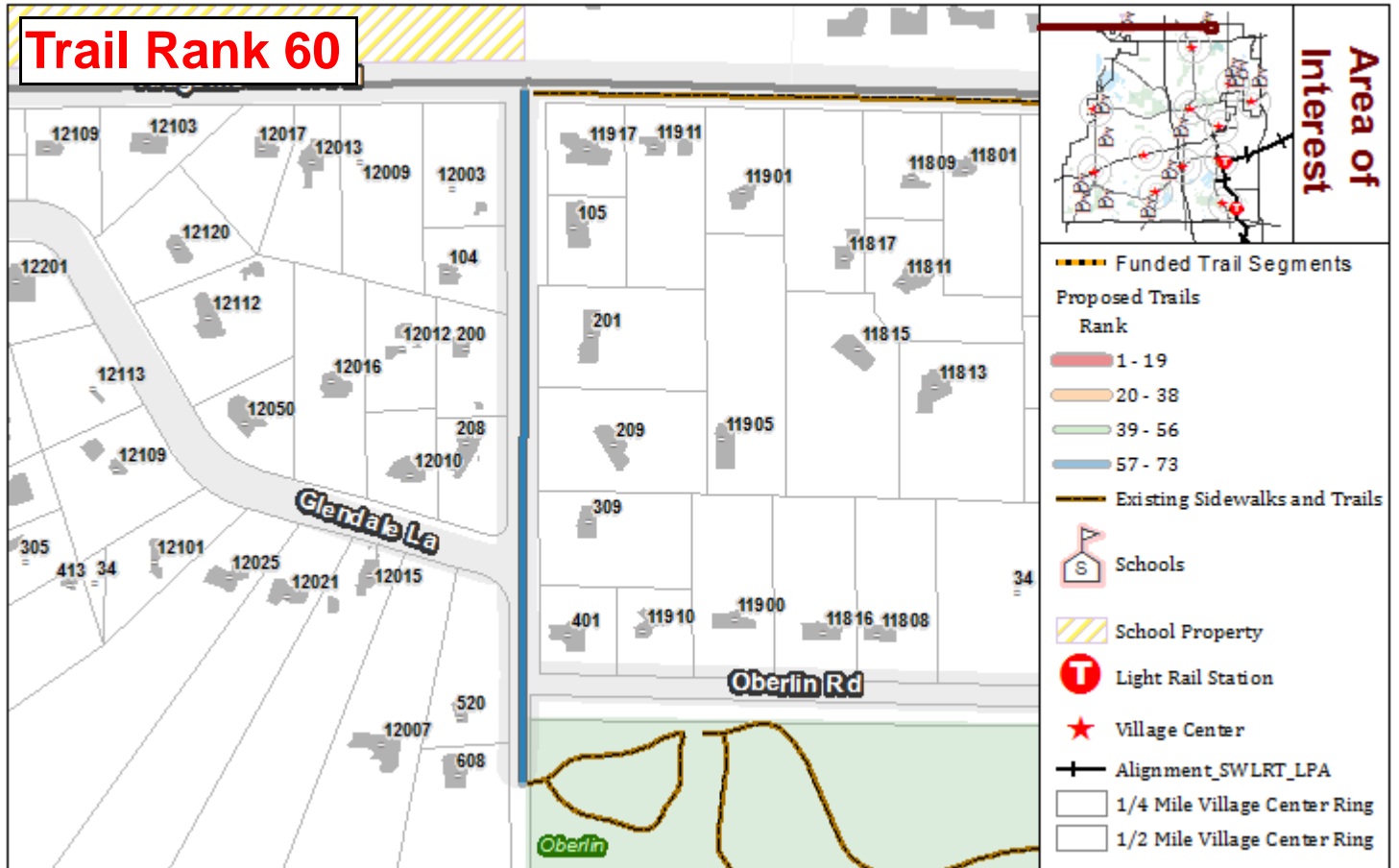
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	1,350

Est Cost with Road Project (by LF): \$94,519
 Est Cost Independent Project (by LF): \$337,569

Segment Description:

Oberlin Park along Park Ave to Ridgemount Ave

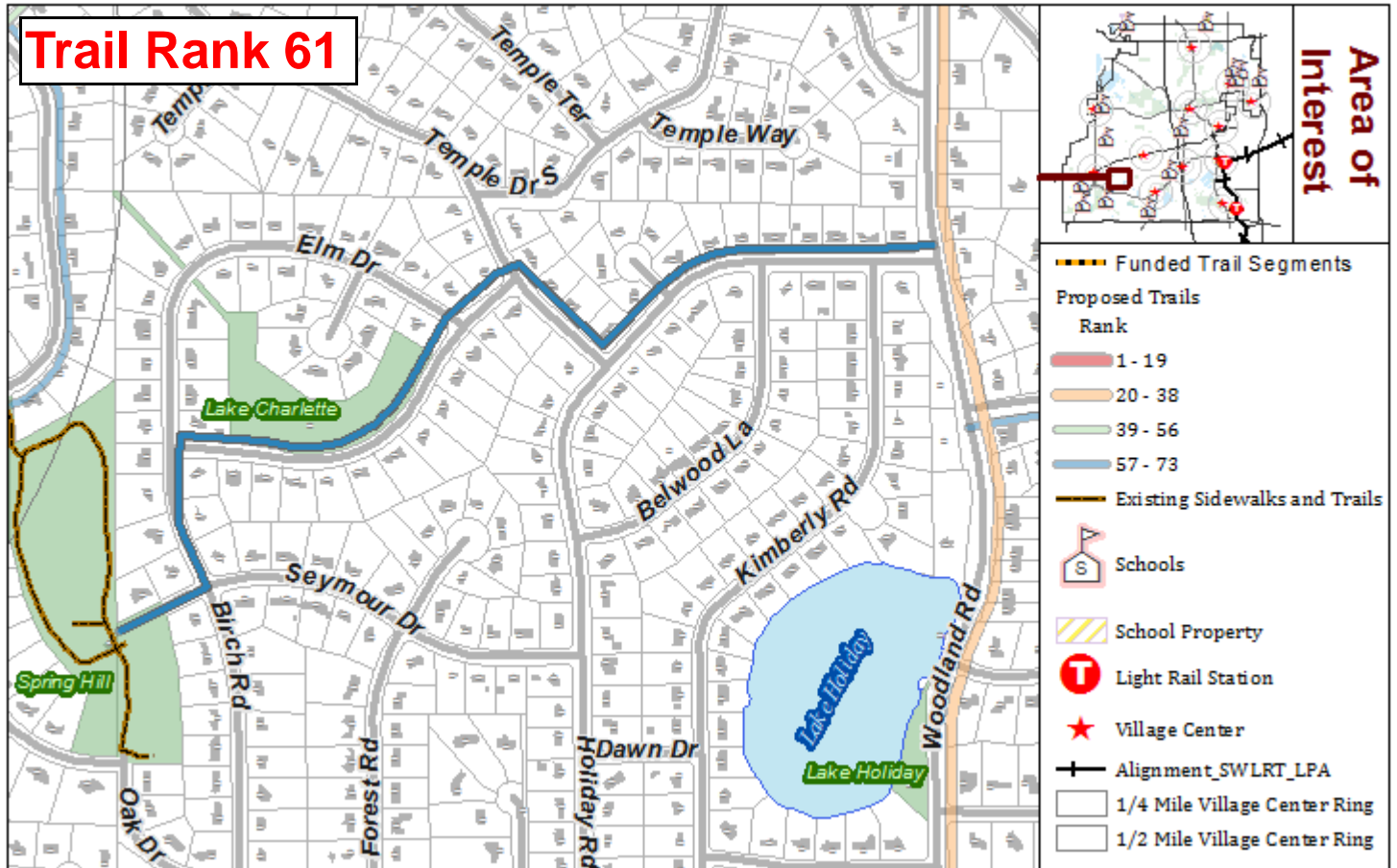


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.9	Y	N	Y	N	Y	N	N	N	*	N	N	N	Y	N	N	1,117

Est Cost with Road Project (by LF): \$78,201
 Est Cost Independent Project (by LF): \$279,289

Segment Description:

Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park



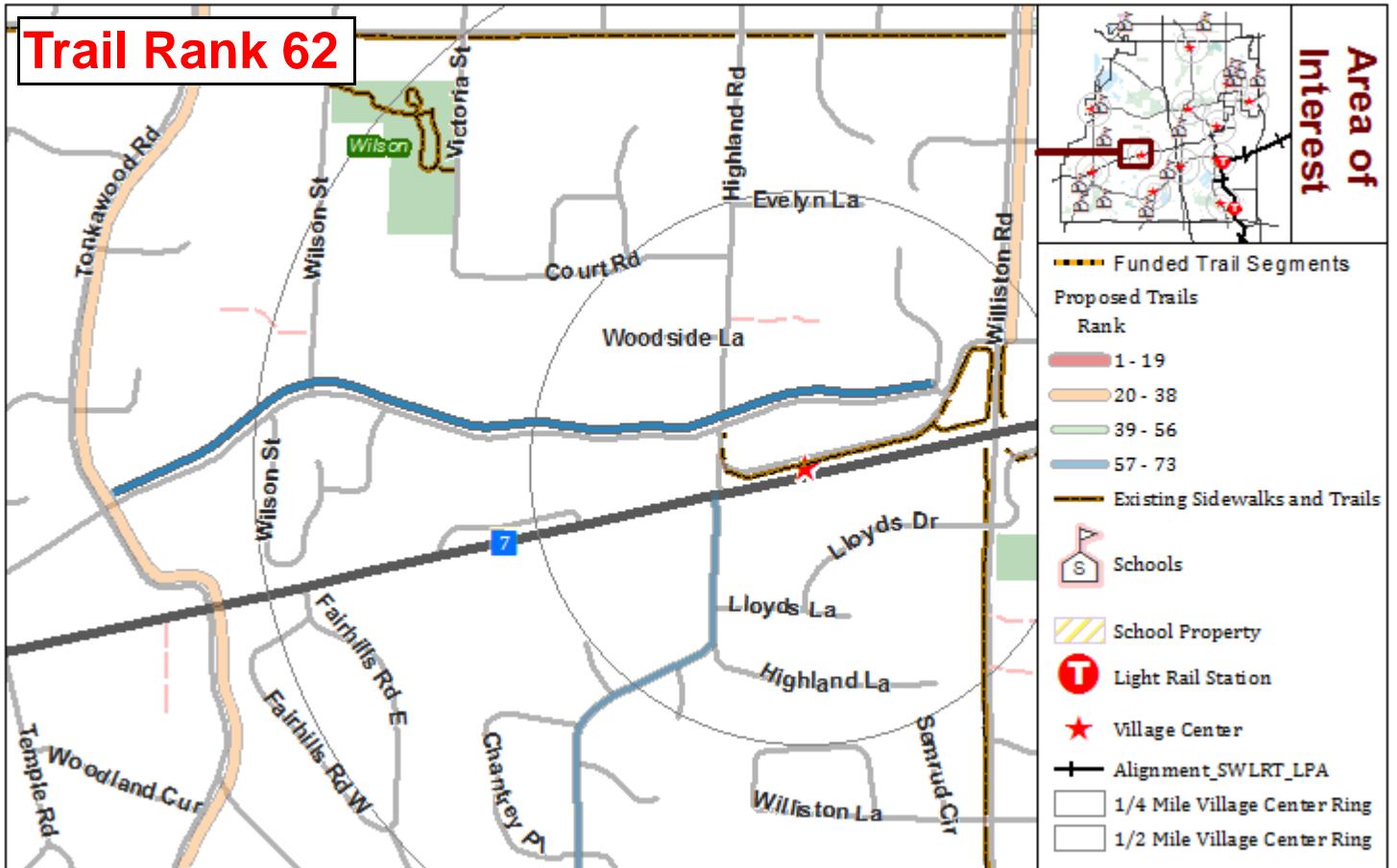
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	3,092

Est Cost with Road Project (by LF): \$258,987
 Est Cost Independent Project (by LF): \$924,952

Segment Description:

Highwood Dr - Williston Rd to Tonkawood Rd

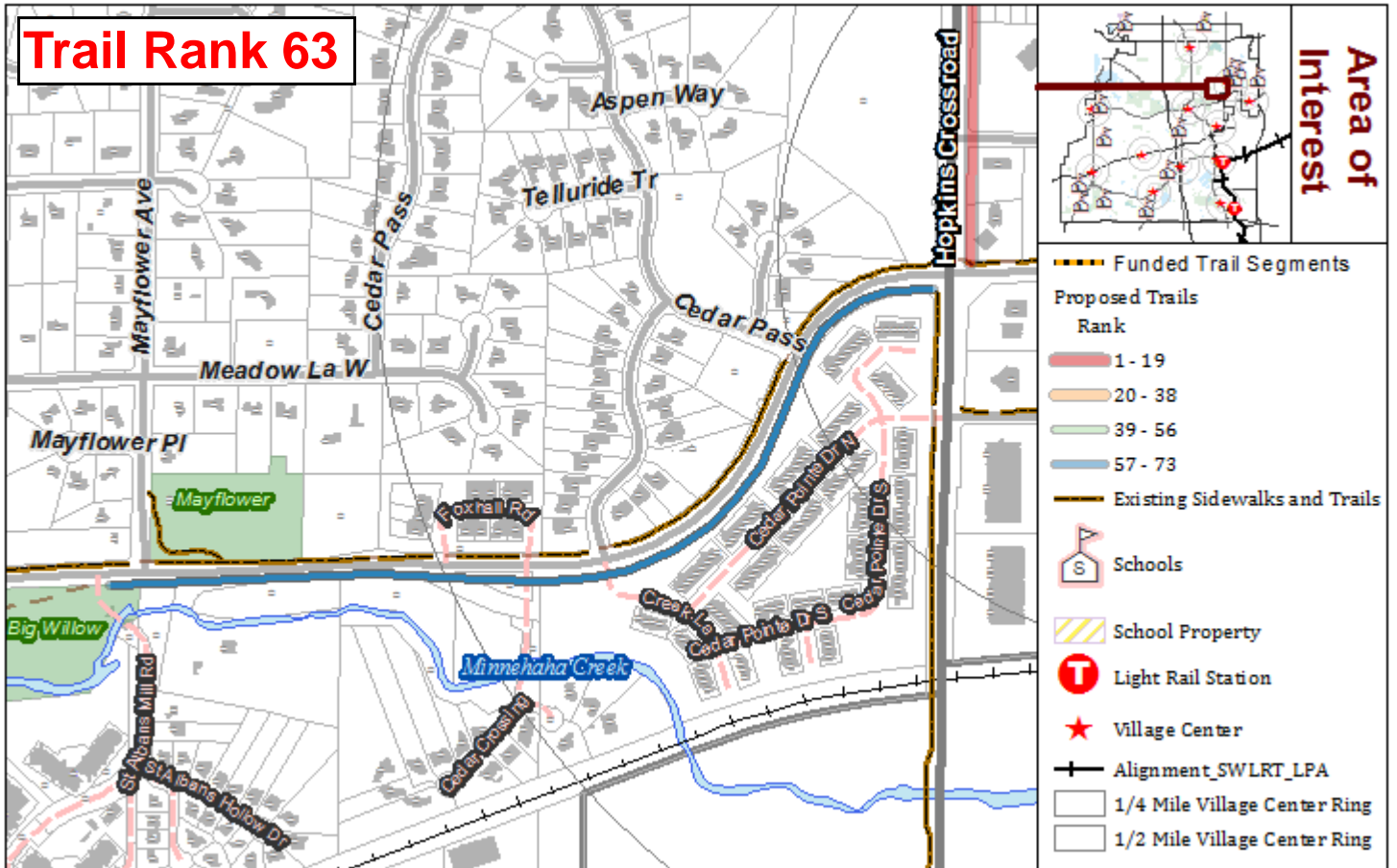


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.9	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	4,129

Est Cost with Road Project (by LF): \$289,021
 Est Cost Independent Project (by LF): \$1,032,216

Segment Description:

Cedar Lake Rd - Big Willow to CR 73

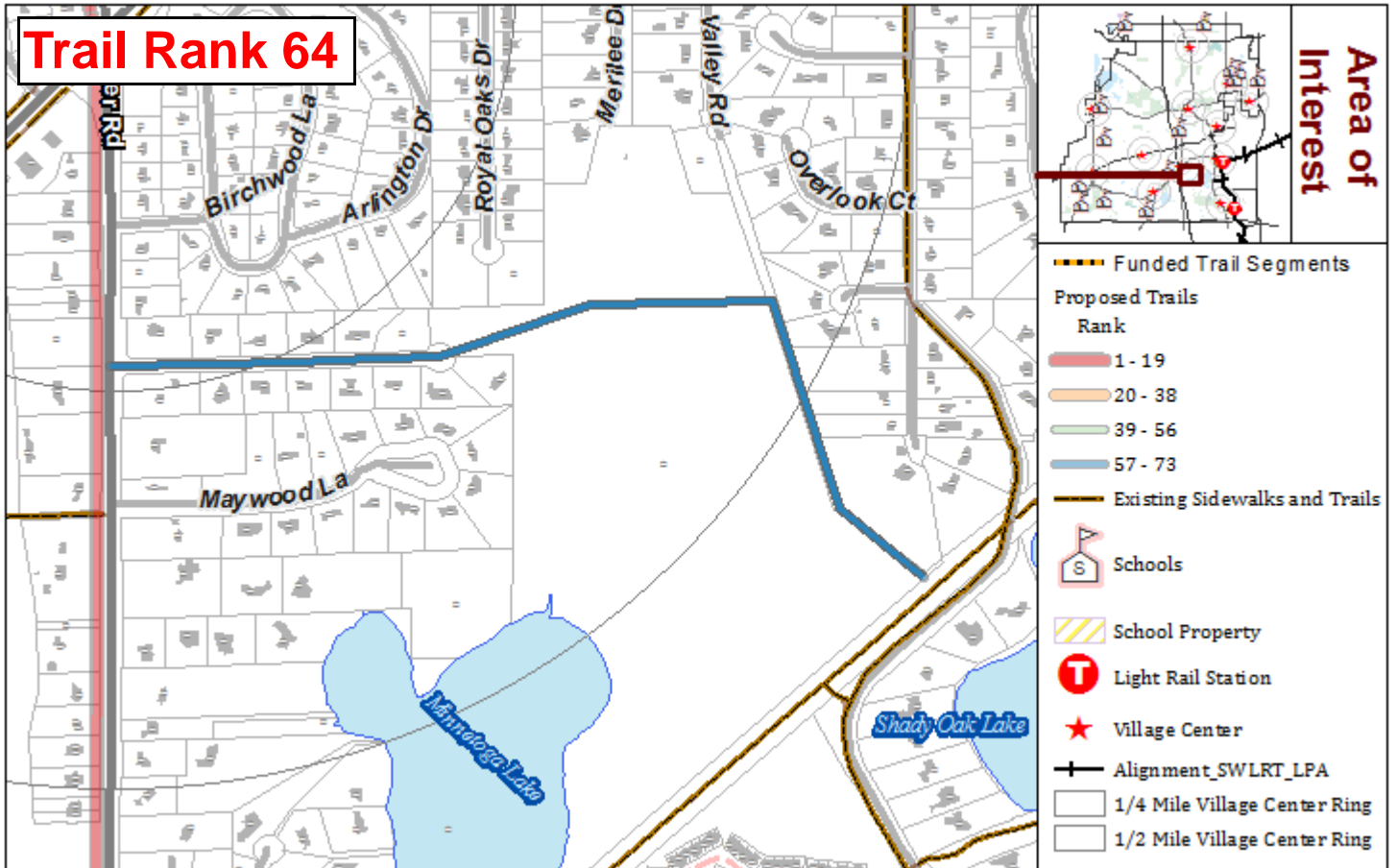


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.9	Y	N	Y	N	Y	N	N	N	*	N	Y	N	N	N	N	3,162

Est Cost with Road Project (by LF): \$221,310
 Est Cost Independent Project (by LF): \$790,394

Segment Description:

Jane La - Baker Rd to County Trail (Dominick Dr)



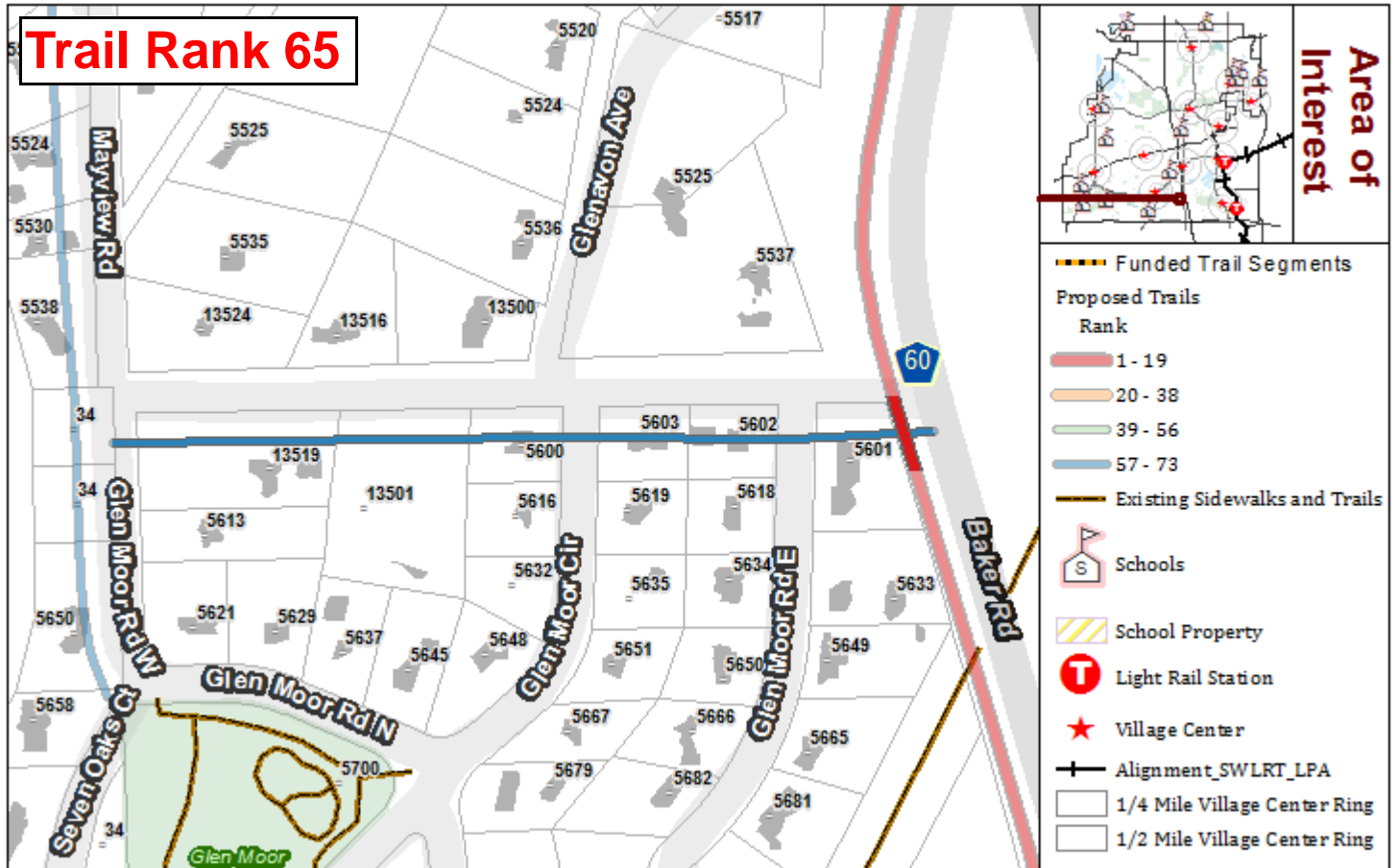
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.8	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,304
	N	N	N	Y	Y	Y	N	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$231,280
 Est Cost Independent Project (by LF): \$826,000

Segment Description:

South St - Mayview Rd to CR 60

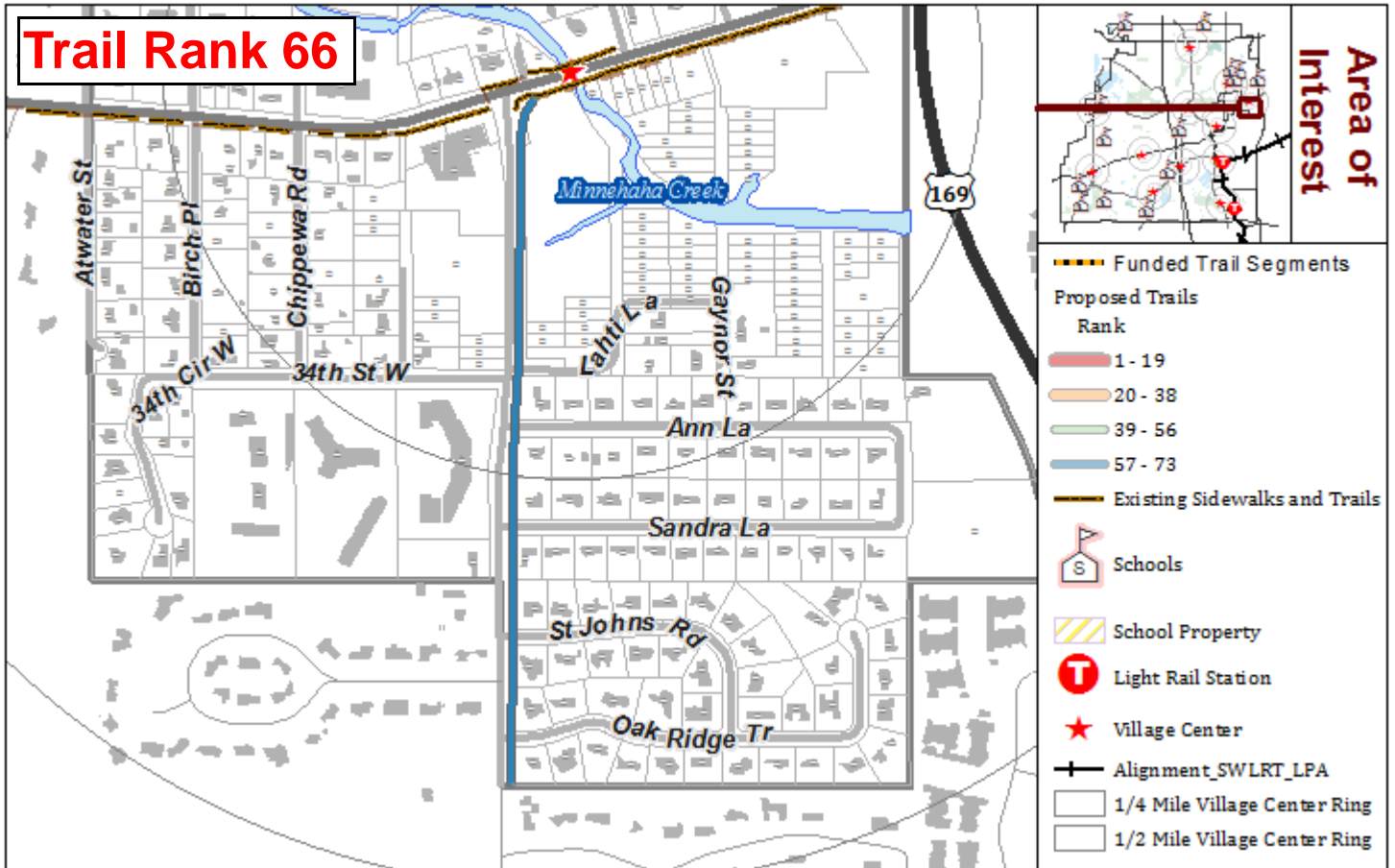


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.5	N	N	Y	N	N	N	Y	N	*	N	N	N	N	N	N	1,104

Est Cost with Road Project (by LF): \$77,268
 Est Cost Independent Project (by LF): \$275,958

Segment Description:

Oak Ridge Rd - CR 5 to Hopkins city limits

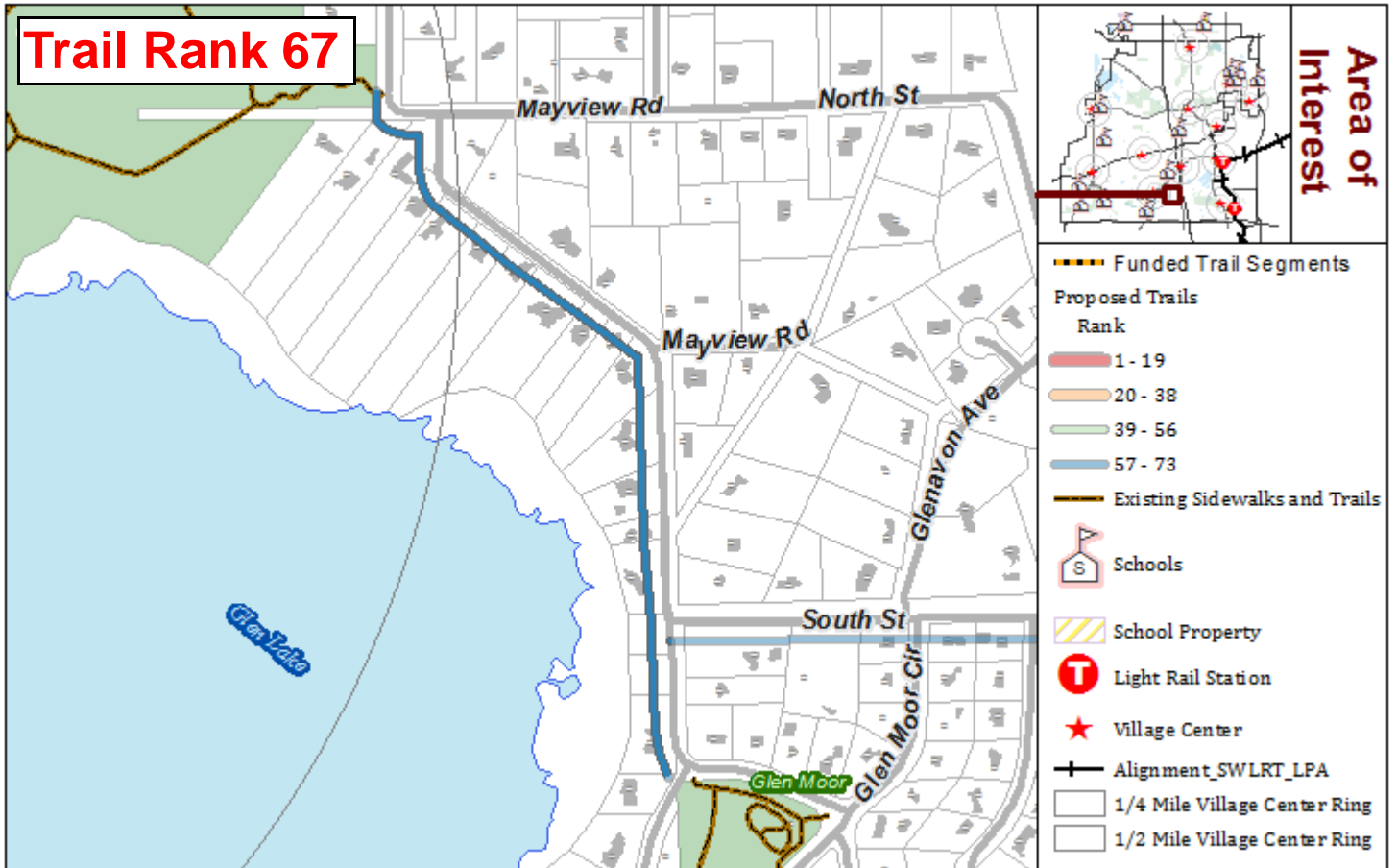


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.5	Y	N	Y	N	N	N	N	N	*	N	Y	N	N	N	N	2,218

Est Cost with Road Project (by LF): \$155,257
 Est Cost Independent Project (by LF): \$554,488

Segment Description:

Kinsel Rd/Mayview Rd - CR 3 to Glen Moor Park

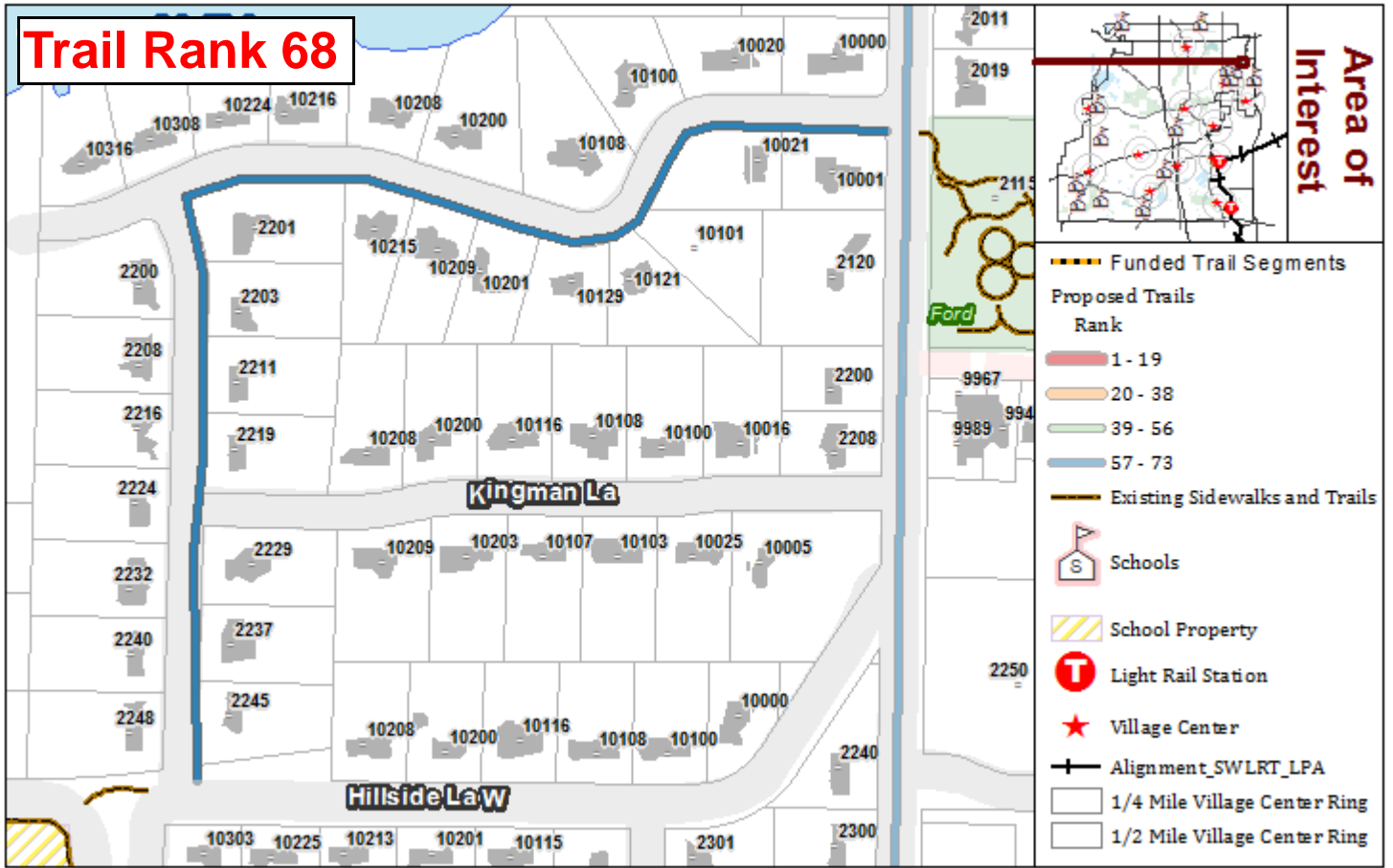


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.5	N	N	Y	N	N	N	Y	N	*	N	N	N	N	N	N	2,106

Est Cost with Road Project (by LF): \$147,432
 Est Cost Independent Project (by LF): \$526,544

Segment Description:

Ford Park to Lindbergh Dr

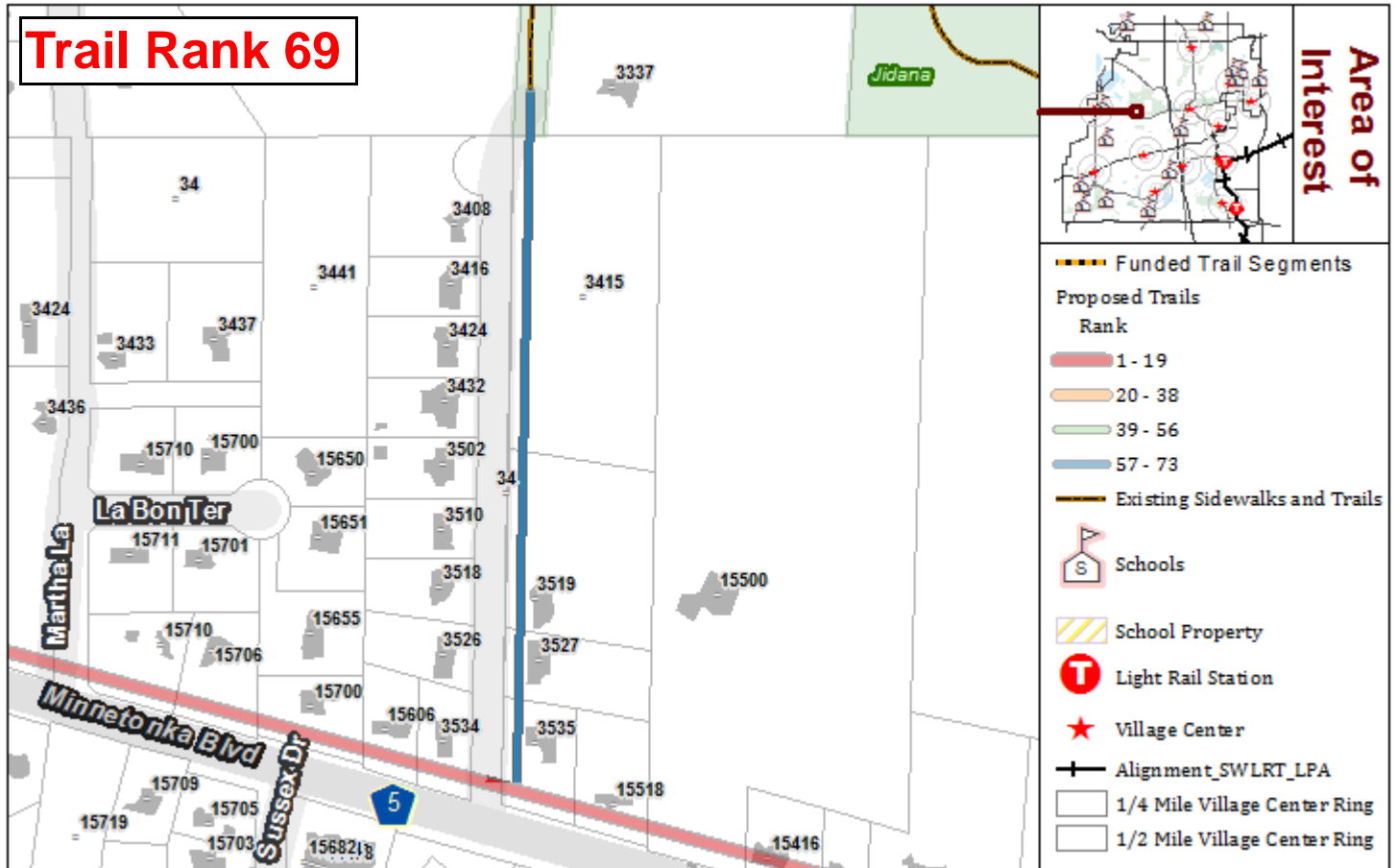


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	
1.5	Y	N	Y	N	N	N	N	N	*	N	N	N	Y	N	N	1,992

Est Cost with Road Project (by LF): \$139,418
 Est Cost Independent Project (by LF): \$497,923

Segment Description:

Jidana La - CR 5 to Jidana Park



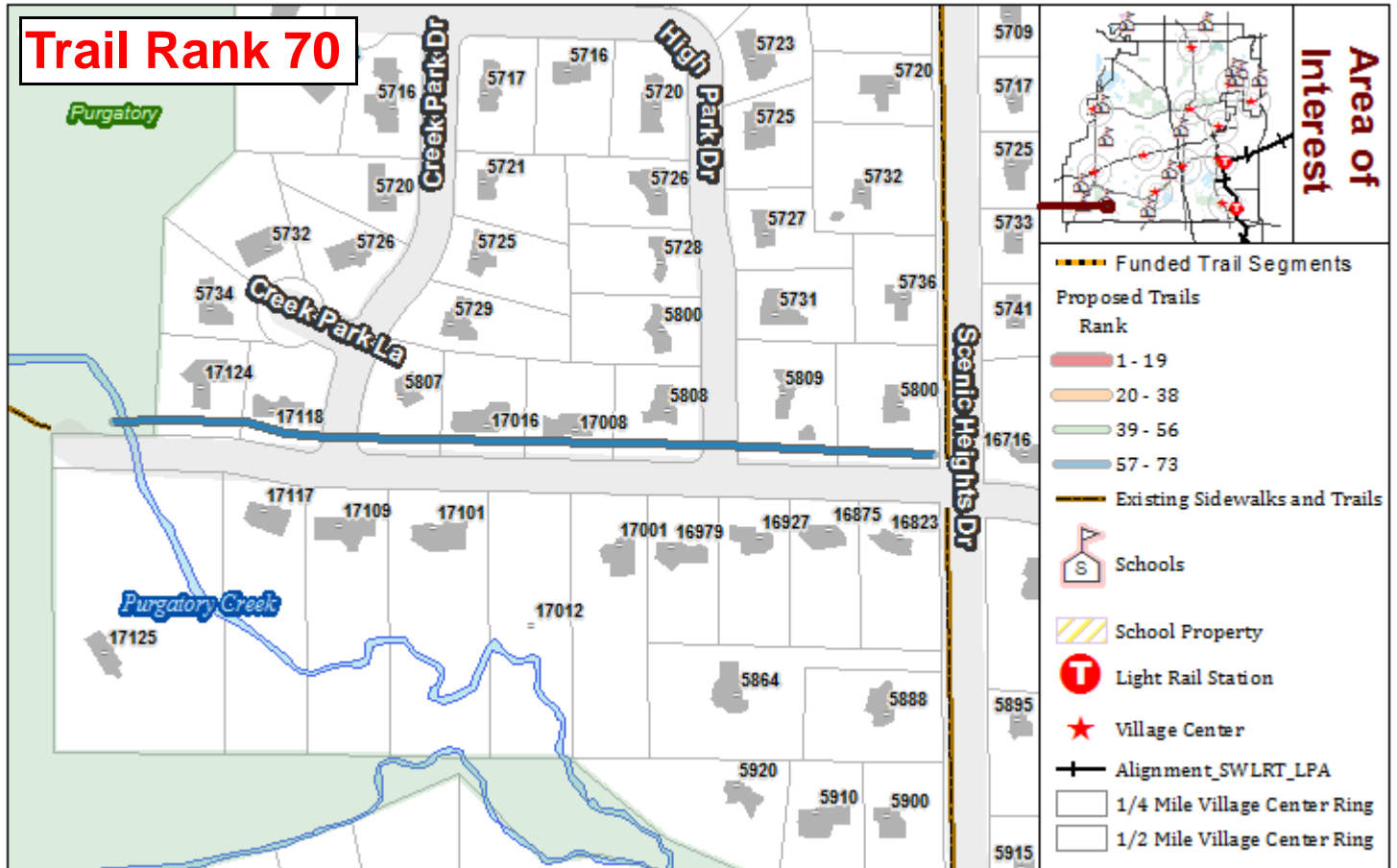
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.3	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,140
	Y	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$79,825
 Est Cost Independent Project (by LF): \$285,089

Segment Description:

Stodola Rd - Purgatory Park to Scenic Heights Dr



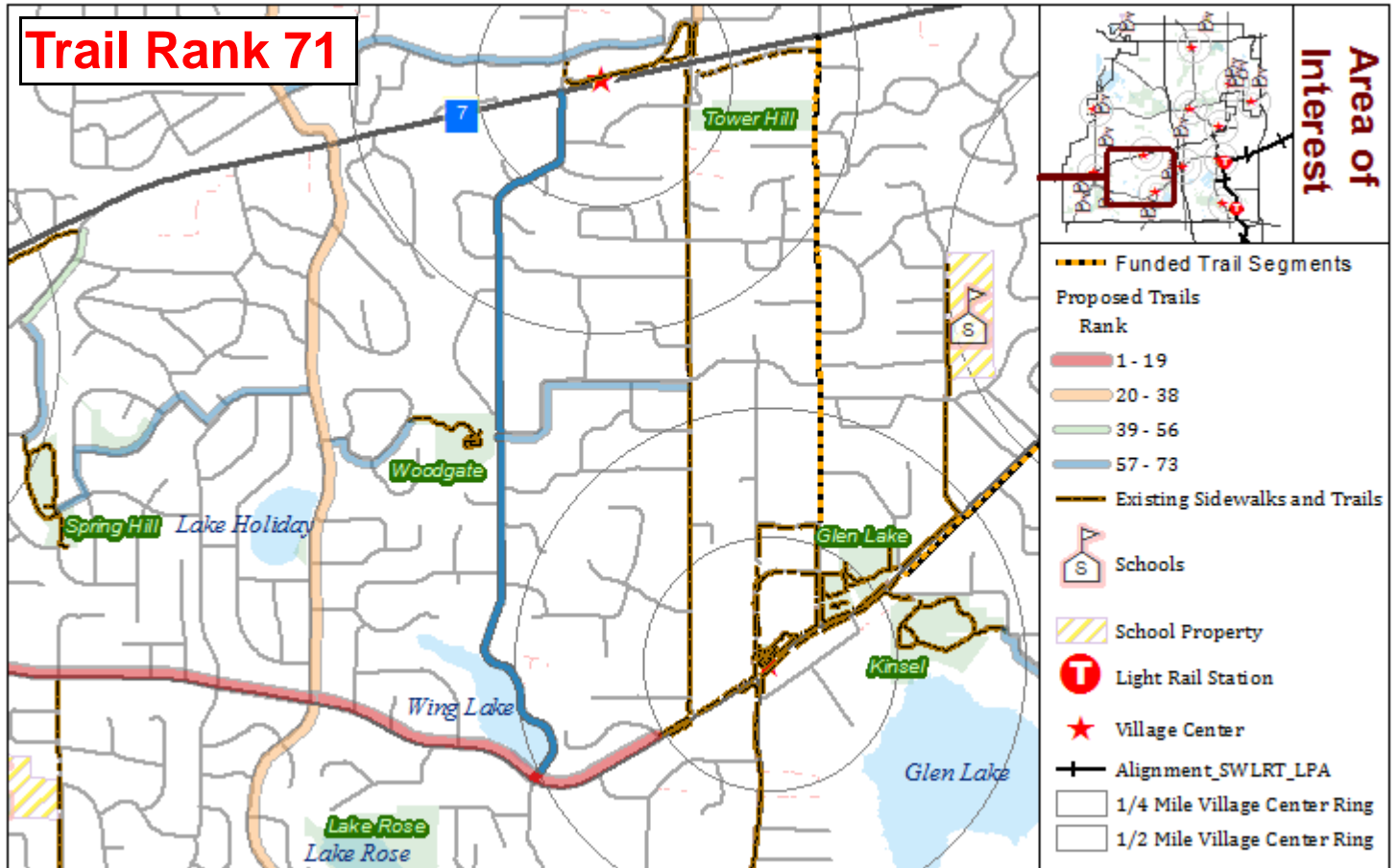
Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location		Regional Commuting
1.2	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	1,194
	Y	N	Y	N	N	N	N	N	Y	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$83,593
 Est Cost Independent Project (by LF): \$298,548

Segment Description:

Highland Rd - Excelsior Blvd to Hwy 7



Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	
5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	7,930
1.0	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	

Est Cost with Road Project (by LF): \$555,069
 Est Cost Independent Project (by LF): \$1,982,388

Segment Description:

Trail Improvement Plan



minnetonka

Minnetonka Trails

- Historical Trail Development
- Trail Planning
- Costs and Funding



Hennepin County unpaved bicycle trail on the south side of Minnetonka Blvd, - 1900

minnetonka

Existing Trail and Sidewalk Network

- Citywide Inventory: 95 Miles
 - Concrete Sidewalks: 27 Miles
 - Paved Trails: 48 Miles
 - Gravel Trails: 20 Miles
- Winter Maintenance (including regional trails): 81 Miles
 - Concrete Sidewalks: 25 Miles
 - Paved Trails: 40 Miles
 - Gravel Trails: 16 Miles



minnetonka

Trail and Sidewalk System History

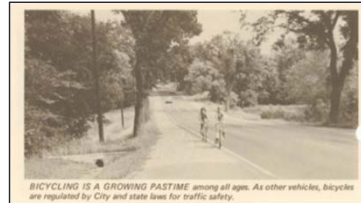
- Trail and Sidewalk System History
 - Existing Trail and Sidewalk System:
 - Off-road trails (paved and gravel)
 - Trails and sidewalks adjacent to roadways
 - On-road pedestrian-bicycle lanes
- First trail segment: 1971
 - Lake Street Extension
 - Led by Trails for Tonka



minnetonka

Trail and Sidewalk System History

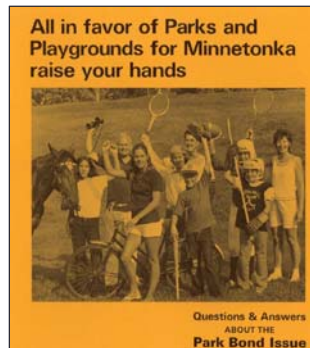
- 1972 - \$2.5 Million Park Referendum
 - Included \$134,000 for trail development
- 1975 – Published Trails Guide Plan
- 1976 – Citywide Ped-Bike System established
 - Shifted lanes to provide a striped shoulder on selected roads
- 1981 – Ped-Bike system revised
 - Provided space on both sides of the road to comply with state law



minnetonka

Trail and Sidewalk System History

- Loop Trail System
 - Planning began in 1973 to connect Civic Center, Big Willow, Hilloway, and Meadow Parks.



minnetonka

Trail and Sidewalk System History

- Loop Trail Corridor System (LTS)
 - Mid 1980's: planning began for citywide off-road trail system
 - Goal to create a system to connect the 5 community parks (Civic Center, Meadow, Big Willow, Lone Lake, Purgatory)
 - First segment completed in 1989

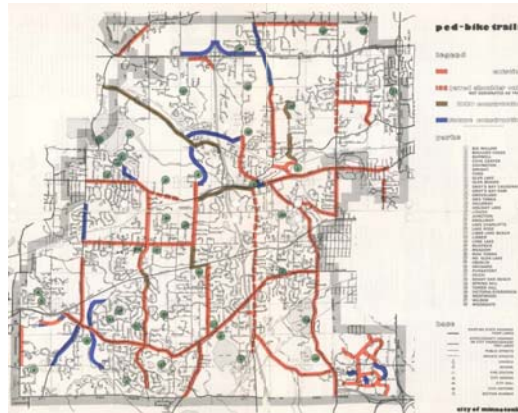


minnetonka



Trail and Sidewalk System History

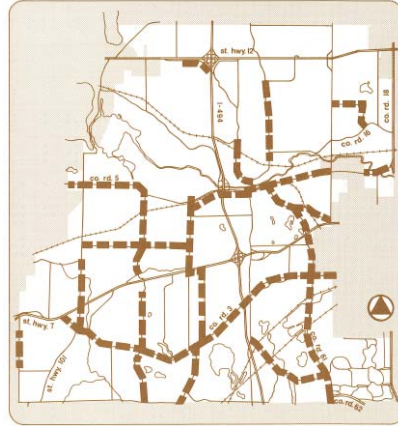
1976 Trail Map



minnetonka

Trail and Sidewalk System History

1978 Trail Map



minnetonka

Trail and Sidewalk System History

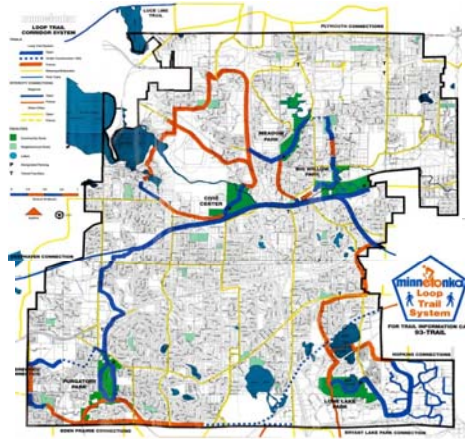
1988 Loop Trail System



minnetonka

Trail and Sidewalk System History

1993 Loop Trail System



minnetonka

Trail and Sidewalk System History

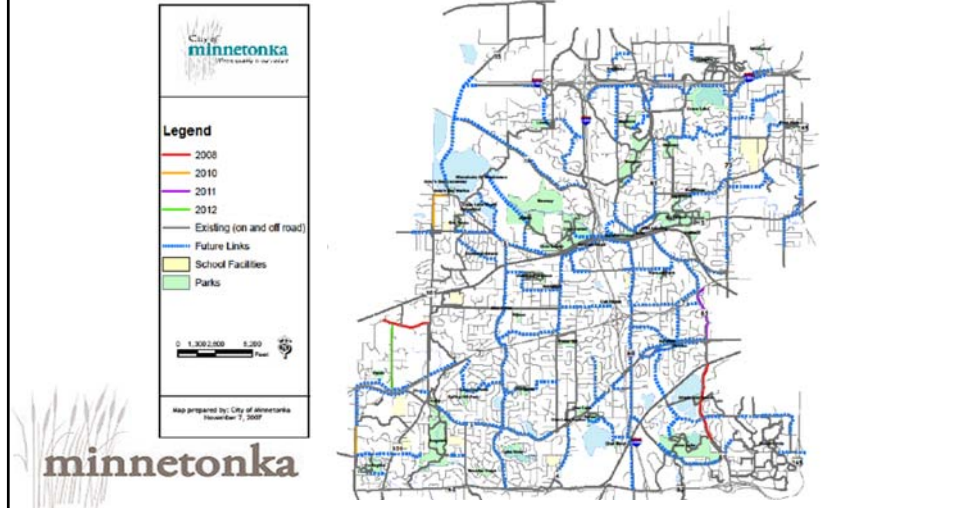
1995 Loop Trail System



minnetonka

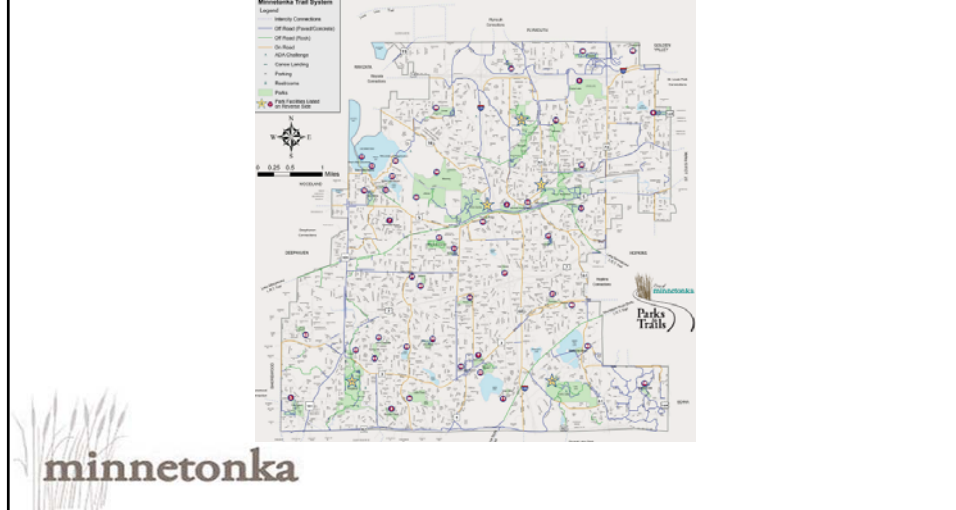
Trail and Sidewalk System History

2007 Missing Trail Links



Trail and Sidewalk System History

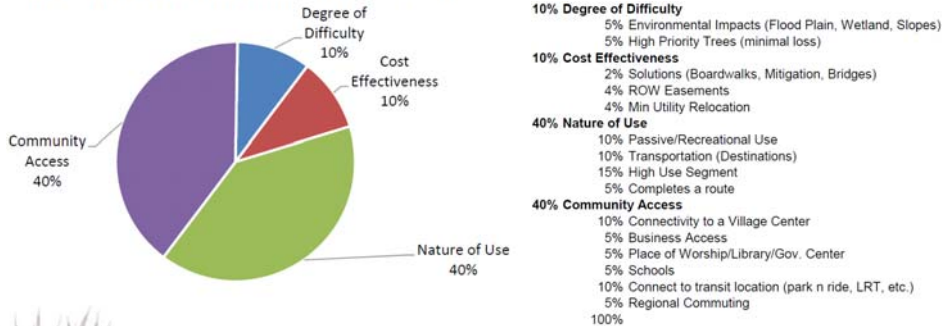
2012 Missing Trail Links



Missing Link Prioritization

Established 2009
Updated 2012 & 2016

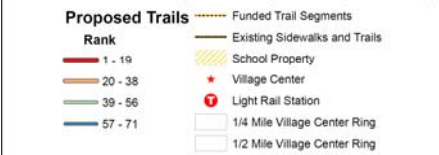
Guidelines for Trail Link Prioritization



minnetonka

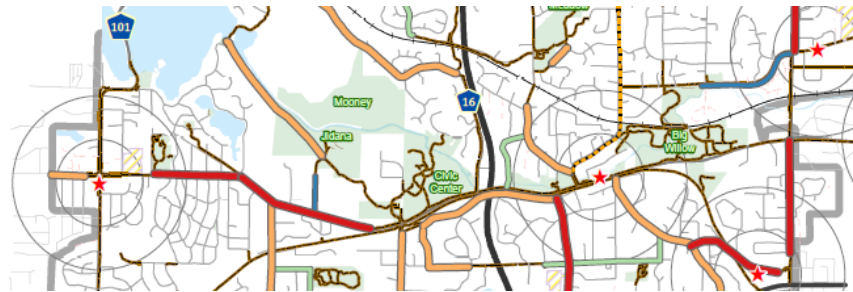
Current Missing Trail Links

Unfunded Trail Segments by Priority Ranking



minnetonka

Current Missing Trail Links



Unfunded Length: 44.6 miles
 Highest priority trails are concentrated along county roads

minnetonka

Estimated Cost

Priority Rank	Priority Score (10=High 1=Low)	Unscheduled and Unfunded Trail Segments (all costs 2017 dollars)	Length (miles)	Est Cost w Road Project (by LF)	w Road Project Cumulative Cost	Est Cost Independently (by LF)	Independent Cumulative Cost
			44.6				
1	7.0	CR 60 - CR 3 to CR 62	1.7	\$624,387	\$624,387	\$2,229,953	\$2,229,953
2	7.0	CR 60 - CR 3 to CR 5	1.7	\$622,604	\$1,246,990	\$2,223,584	\$4,453,537
3	6.5	Ridgedale Dr - White Birch Rd to Target	0.6	\$227,721	\$1,474,711	\$813,289	\$5,266,826
4	6.2	CR 5 - The Marsh to Fairchild Lane	0.8	\$300,663	\$1,775,374	\$1,073,796	\$6,340,622
•							
68	1.5	Ford Park to Lindbergh Dr	0.4	\$139,418	\$16,408,706	\$497,923	\$58,602,523
69	1.3	Jidana La - CR 5 to Jidana Park	0.2	\$79,825	\$16,488,531	\$285,089	\$58,887,612
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr	0.2	\$83,593	\$16,572,125	\$298,548	\$59,186,160
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7	1.5	\$555,069	\$17,127,193	\$1,982,388	\$61,168,547

Currently Unfunded: \$16,479,000 to \$58,850,000

minnetonka

Top 10 Missing Trail Links

Top Ten Trail Segments

Proposed Trails

- Rank 1 - 3 (Red)
- Rank 4 - 6 (Orange)
- Rank 7 - 8 (Green)
- Rank 9 - 10 (Blue)

Funded Trail Segments (Yellow dashed line)

Existing Sidewalks and Trails (Black line)

School Property (Yellow hatched area)

Village Center (Red star)

Light Rail Station (Red circle with 'T')

1/4 Mile Village Center Ring (White circle)

1/2 Mile Village Center Ring (Light gray circle)



minnetonka

Funding

- Capital Improvement Plan
 - Trail construction with road projects
 - Trail construction without road projects
- Grants (County, Safe Routes to School, DNR, etc.)
- Partnerships

Project Category: Parks, Trails and Open Space

Project Title: Trail Improvement Plan

Total Estimated Cost: \$6,025,000 Total Cost

	Description	Funding	Length in Miles	Estimated PTF Cost	Estimated Total Cost
2018	Woodhill Road – Atrium Way to Hwy 7	Strt Improv	1.1	\$0	TBD
	Trail wayfinding and navigation signage	PTF	na	\$25,000	\$25,000
	Plymouth Rd (CR 61) – Amy Lane to Hilloway Road	PTF/HC	0.2	\$100,000	\$200,000*
2019	Plymouth Rd (CR 61) – Minnetonka Blvd to Amy Lane	PTF/Other	1.4	\$1,800,000	\$2,100,000*
	Smetana Rd - Westbrooke Way to Sanibel Dr	PTF	0.9	\$150,000	\$150,000
2020	Parkers Lake Rd - Twelve Oaks Dr to Plymouth limits	PTF	0.5	\$150,000	TBD
	Feasibility Study CR 3 – Glenview to Shady Oak/CR 61	PTF		\$50,000	\$50,000
2021	Excelsior Blvd (CR 3) – Glenview to Caribou (IHM)	PTF	0.6	\$2,100,000	\$2,100,000
2022	Excelsior Blvd (CR 3) – Baker to Shady Oak/CR 61	Unfunded	1.1	\$1,250,000	\$1,250,000

minnetonka

Priority Ranking Calculation

CR 60 – CR 3 to CR 62

Below is a clip from the table showing which considerations apply to this future trail segment.

Priority Rank	Priority Score (10=High 1=Low)	Unscheduled and Unfunded Trail Segments (all costs 2017 dollars)	Considerations														
			Difficulty		Effectiveness			Nature of Use			Community Access						
			Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting
1	7.0	CR 60 - CR 3 to CR 62	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%

Below is the calculation to determine the Priority Score.

- 10% Transportation**
 - 15% High Use Segment**
 - 5% Completeness of Route**
 - 10% Village Center**
 - 5% Business Access**
 - 5% Library/Government Center**
 - 5% School Access**
 - 10% Connect to Transit Location**
 - + 5% Regional Commuting**
-
- 70% or**
- Priority Ranking 7.0**