



# Agenda

## Joint Meeting of the Park Board & City Council

Wednesday, November 4, 2020 at 6:30 p.m.  
Virtual Meeting on WebEx

---

### 1. Call to Order

### 2. Roll Call

#### Park Board

____ Elliot Berman	____ Elena Imaretska
____ James Durbin	____ David Ingraham
____ Chair Nelson Evenrud	____ Ben Jacobs
____ Chris Gabler	____ Chris Walick

#### City Council

____ Mayor Brad Wiersum	
____ Deb Calvert	____ Rebecca Schack
____ Susan Carter	____ Bradley Schaeppi
____ Brian Kirk	____ Kissy Coakley

### 3. Business Items

- MRPA Award Presentation (no report)
- Progress Report from the Chair
- Naming the New Park at Ridgedale
- Trail Prioritization Criteria and Resident Trail Request Process

### 4. Information Items

### 5. Adjournment

### Park Board Vision:

A city with outstanding parks and recreational opportunities within a valued natural environment.

### Park Board Mission:

The mission of the Minnetonka Parks & Recreation Board is to proactively advise the city council, in ways that will:

- Protect & enhance Minnetonka's natural environment
- Promote quality recreation opportunities and facilities
- Provide a forum for citizens interested in our parks, trails, athletic fields and open space.

Due to the COVID-19 health pandemic, the park board's regular meeting place is not available. Pursuant to Minn. Stat. § 13D.021, park board members will participate in the meeting remotely via WebEx. Members of the public who desire to monitor the meeting remotely or to give input or testimony during the meeting can find instructions at <https://www.minnetonkamn.gov/government/virtual-meeting-information>.

**Joint Meeting of the Minnetonka Park Board and City Council**  
**Item 3B**  
**Meeting of November 4, 2020**

<b>Subject:</b>	Progress report from the Chair
<b>Park Board Related Goal:</b>	Enhance Long-Term Park Board Development
<b>Park Board Related Objective:</b>	Enhance council relations – serve as a voice to the council
<b>Brief Description:</b>	The Chair will provide a summary of 2020 work completed to date

### **Background**

In December 2019, the park board appointed Nelson Evenrud as Chair and Elena Imaretska as Vice-Chair for terms running through January 31, 2021.

### **Summary**

As of November, the park board has met a total of six times in 2020. Unfortunately, due to the pandemic, the park board tour scheduled for May was cancelled. The following is a summary of significant park board accomplishments to date in 2020:

- ✓ Adopted a Strategic Plan in March that includes a mission, vision, four primary goals, and related objectives.
- ✓ Provided feedback on the schematic designs for Crane Lake Preserve and the New Park at Ridgedale.
- ✓ Reviewed the 2019 athletic field use report and approved the 2020 fees.
- ✓ Approved the usage policy for the Lone Lake Park multi-use mountain bike trail.
- ✓ Reviewed and recommended the city's participation in bike month activities and events.
- ✓ Reviewed, discussed and recommended park and trail projects for the 2021 – 2025 Capital Improvement Program.
- ✓ Recommended a park ordinance amendment as related to the Mayors Monarch Pledge.
- ✓ Provided feedback about Three River Park District's future regional park search area and regional trail master planning project.
- ✓ Began the process to review park signage and the consideration of futsal on an existing tennis court.
- ✓ Approved 2021 slip fees for Gray's Bay Marina.
- ✓ Reviewed the Natural Resources Division's 2020 Education and Outreach Plan.

Chair Evenrud will provide a brief overview of these accomplishments at the November 4 joint meeting with the city council.

**Recommended Action:** Informational only.

**Joint Meeting of the Minnetonka Park Board and City Council**  
**Item 3C**  
**November 4, 2020**

<b>Subject:</b>	Naming the New Park at Ridgedale
<b>Park Board related goal:</b>	To renew and maintain parks and trails
<b>Park Board related objective:</b>	Identify areas of the city that are deficient of adequate park or trail amenities
<b>Brief Description:</b>	Determining a name for the new park at Ridgedale

## Background

As part of the ongoing revitalization and reimagining of the Ridgedale area, the City of Minnetonka is developing a signature new community park adjacent to Ridgedale Center. The new park at Ridgedale will help create an identity, serve as a front door to the community for non-residents and will set the tone for redevelopment in the area. The design for the new park is based off a robust community outreach and engagement effort to identify preferences and values in this unique space. The design of this new park will incorporate iconic multi-functional and multi-seasonal elements to create a vibrant, welcoming and inclusive gathering space that is able to host a wide variety of programmed activities, events and festivals. For more information and renderings, please visit the project webpage:

<https://www.minnetonkamn.gov/services/construction-projects/park-and-trail-projects/new-park-at-ridgedale-center>

## Introduction

The act of naming is significant and meaningful. The naming of a park, trail, facility or natural area is intended to be permanent, and therefore should be approached in a thoughtful manner. The name should take into consideration the past, present and future history of the land, its use and the community's relationship to it.

The city council relies on the park board for input and recommendation for the naming city parks, recreational areas and facilities.

### Objectives:

- Naming of city parks, recreational areas and facilities enhances a sense of community within the city.
- Ensure that parks and recreational areas are easily identified and located.
- Ensure that names given are consistent with the values and characteristics of the City of Minnetonka.
- Assure the quality of the title/name, so that it will serve the purpose of the city in a permanent manner.

### Naming Criteria:

- Geographical location of the facility including descriptive names.
- An outstanding feature of the area, such as: hill, river, vegetation.
- Nature of use of the park, such as: commons, square, sport complex.
- Commonly recognized subjects of historical significance such as: event, group, culture, or place.

### Exclusions:

- Naming associations with tobacco, alcohol, contraceptives, religious organizations or political candidates.
- The dedication of small park amenities with an identifiable lifespan and not intended to be permanent such as: fixed park benches and tables.

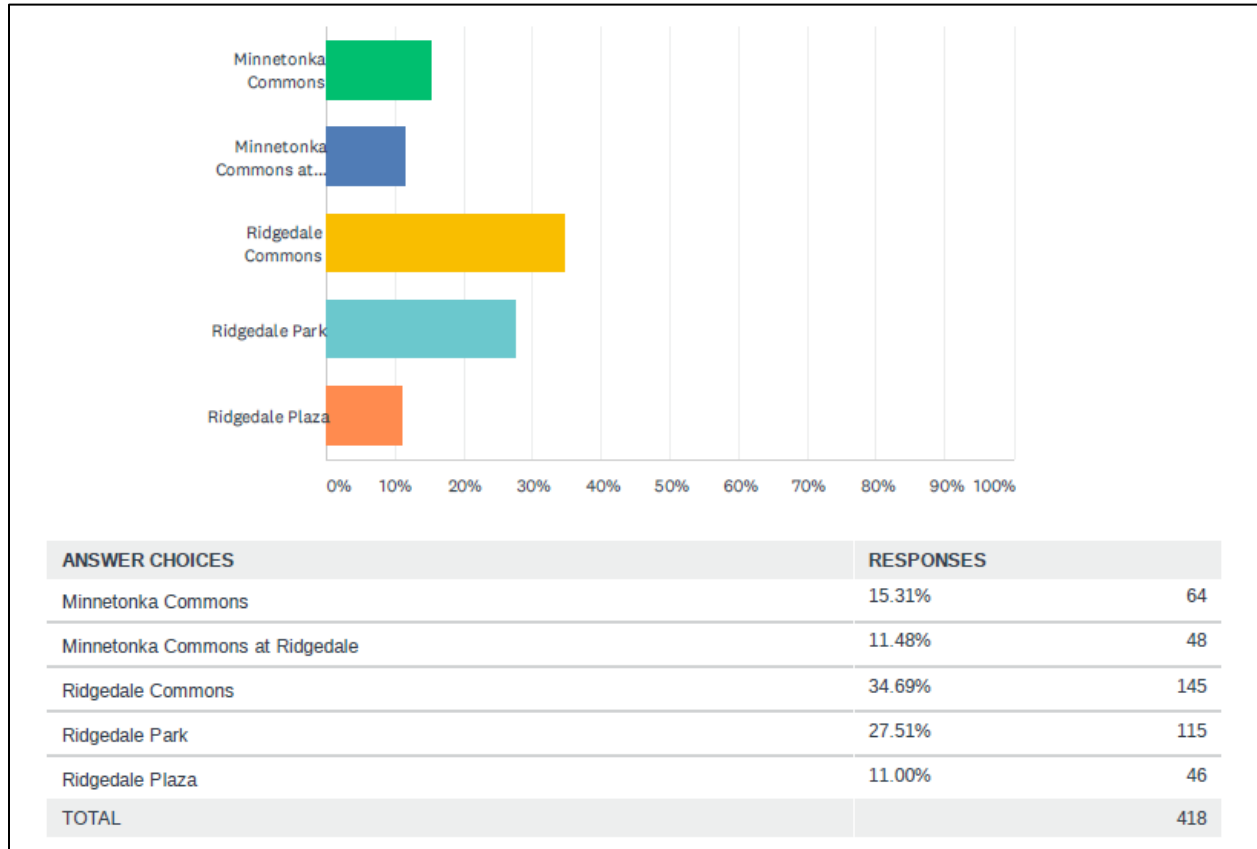
**Community Outreach:**

In the effort to fully represent the objectives and criteria listed above, staff provided name suggestions for the park board to weigh in on at their regular meeting on October 7, along with opportunity to propose names not previously considered.

The park board weighed in with personal park name preferences and recommended seeking community input around the list with the addition of ‘Minnetonka Commons at Ridgedale’ as an option. The list of potential names included for community outreach is listed below. Staff created a brief survey on the project webpage asking people to choose their preferred option along with the opportunity to suggest names not previously considered.

The survey was promoted via the city’s Latest News email list, project subscriber email list, and two posts on each of the city social media platforms. There were 5,948 recipients, with a 41 percent open rate and 22 percent click rate, which are both high percentages.

The survey included 418 responses, with 64 alternate suggestions. Staff have evaluated the suggested names for appropriateness as well as whether they meet the naming objectives and criteria. A full list of the suggested alternate names is attached to this report.



**Staff Recommendation**

Staff have evaluated the proposed and suggested alternate names, and would recommend consideration of Ridgedale Commons as the preferred name.

**Discussion Question:**

- *Does the park board and city council agree with the selection of Ridgedale Commons as the name of the new park at Ridgedale?*

**Summary**

The park board and city council are requested to discuss potential park names for the new park at Ridgedale.

**Attachments:**

1. Alternate Name Suggestions

## Q2 Submit your own idea for consideration.

Answered: 64 Skipped: 354

#	RESPONSES	DATE
1	The Dales of Tonka	10/22/2020 12:27 PM
2	Sanctuary Park	10/21/2020 6:16 PM
3	Unity Park	10/21/2020 6:00 PM
4	Library Park	10/21/2020 5:28 PM
5	Tonka Oval-three park	10/21/2020 5:05 PM
6	With everything that's going on in the world today, is there someone in a minority community that's helped make Minnetonka a better place?	10/21/2020 3:43 PM
7	Tonkadale Park	10/21/2020 2:39 PM
8	Ridge Circle	10/21/2020 12:46 PM
9	RD Rest	10/21/2020 11:54 AM
10	Ridgedale Commons/Park/Plaza would all be good (need rank choice voting). Minnetonka Commons sounds like the park would be located at City Hall.	10/19/2020 9:40 AM
11	Ridgedale gathering	10/18/2020 10:14 PM
12	Callison Park (to honor our former mayor)	10/18/2020 3:49 PM
13	Crane Lake Park	10/17/2020 9:56 PM
14	Dr King Park, Minnetonka	10/17/2020 10:25 AM
15	Oodenawi Park	10/17/2020 9:06 AM
16	Olympic Park	10/16/2020 8:43 PM
17	Are there adjustments being made to the plan for the impacts of COVID?	10/16/2020 12:57 PM
18	Three Circles Park	10/16/2020 10:50 AM
19	Ridgedale Rounds or Ridgedale Round Park	10/16/2020 8:54 AM
20	Ridgehaven Park	10/16/2020 8:52 AM
21	Dakota Commons	10/16/2020 7:23 AM
22	Parking Lot Park	10/16/2020 7:16 AM
23	The Circles or Ridgedale Circles	10/16/2020 12:16 AM
24	George Floyd Memorial Park	10/15/2020 11:52 PM
25	Twelve Oaks Park or Oakdale Park - throwback to the original names of Ridgedale.	10/15/2020 11:11 PM
26	Pebble Commons at Ridgedale	10/15/2020 10:33 PM
27	How about Washington Park or Jefferson Park	10/15/2020 9:24 PM
28	Minnetonka's Ridgedale Park	10/15/2020 8:44 PM
29	TonkaRidge	10/15/2020 7:20 PM
30	Parky McParkface	10/15/2020 7:13 PM
31	Ridgedale Circle	10/15/2020 6:27 PM
32	Dayton Park	10/15/2020 6:23 PM
33	Ridgehaven Park (using an adjacent or nearby street name aligns with the city's current park naming system and makes it feel like a city-owned park to be enjoyed by its citizens like any other park. We think using "Ridgedale" in the name feels like we'd be "visiting" a park owned, operated and maintained by a shopping center)	10/15/2020 6:08 PM
34	Crane Lake Commons	10/15/2020 6:04 PM

35	The name should include Ridgedale, not Minnetonka to not be confused with the area by city hall.	10/15/2020 5:35 PM
36	Where is the playground equipment - the swings, the jungle gym, the fun activity area for kids to play???????	10/15/2020 5:20 PM
37	Bailey Park	10/15/2020 4:51 PM
38	Ridgedale Lyra	10/15/2020 4:49 PM
39	Crane Lake Park at Ridgedale	10/15/2020 4:48 PM
40	Ridge Park (lose the dale)	10/15/2020 4:19 PM
41	The Gathering at Ridgedale	10/15/2020 4:14 PM
42	Crane Park or Crane Lake Park	10/15/2020 4:06 PM
43	4-season Plaza @ Ridgedale	10/15/2020 4:01 PM
44	Riverwood Park, Skywater Park, Ridgehaven Park, Emerald Ridge Park, Ridgeland Park, Ridgedale Greens, The Outlook	10/15/2020 3:58 PM
45	Tonka Park	10/15/2020 3:55 PM
46	Ridgedale Green	10/15/2020 3:48 PM
47	People's Park of Minnetonka	10/15/2020 3:46 PM
48	Ridge Park	10/15/2020 3:41 PM
49	Great Water Plaza	10/15/2020 3:37 PM
50	Penrs park	10/15/2020 3:35 PM
51	Together Again Park	10/15/2020 3:30 PM
52	Minnetonka Greens or Minnetonka Parkdale	10/15/2020 3:26 PM
53	The Park at Ridgedale	10/15/2020 3:22 PM
54	Car Culture Park	10/15/2020 3:20 PM
55	Ridge park	10/15/2020 3:17 PM
56	Three Ring Park	10/15/2020 3:15 PM
57	Vrindavan Gardens( the place where lord Krishna use to play with friends )	10/15/2020 3:11 PM
58	Ridgedale Greenway	10/15/2020 3:09 PM
59	Ridgedale Community Park	10/15/2020 3:07 PM
60	Ridgedale Green	10/15/2020 3:05 PM
61	Crane Lake Preserve	10/15/2020 3:04 PM
62	Ridgedale Way	10/15/2020 3:03 PM
63	AJ Soland Memorial Park.	10/15/2020 2:59 PM
64	The Circles at Ridgedale	10/15/2020 2:58 PM



**Joint Meeting of the Minnetonka Park Board and City Council**  
**Item 3D**  
**Meeting of November 4, 2020**

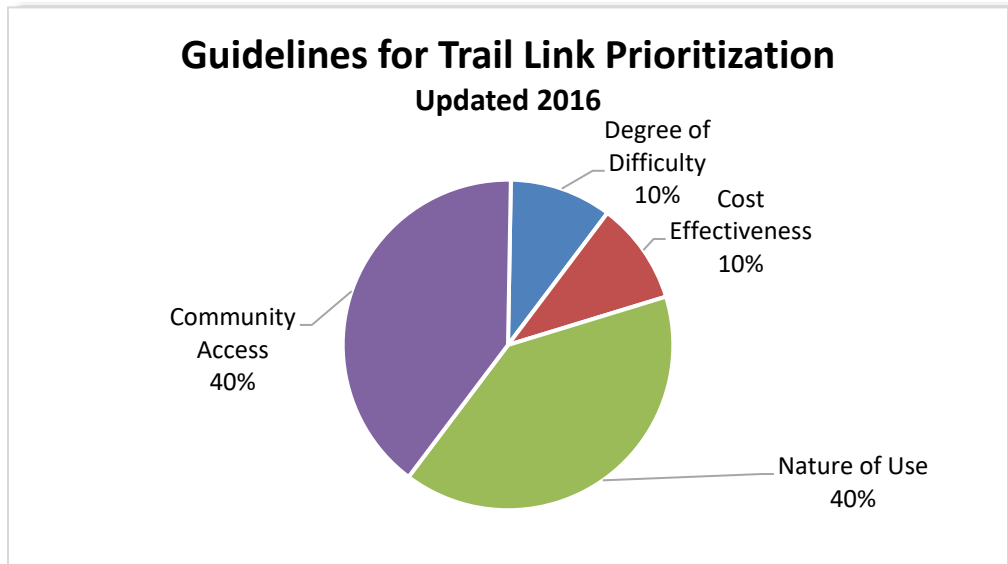
<b>Subject:</b>	Trail Prioritization Criteria and Resident Trail Request Process
<b>Park Board related goal:</b>	To renew and maintain parks and trails
<b>Park Board related objective:</b>	Identify areas of the city that are deficient of adequate park or trail amenities
<b>Brief Description:</b>	Prioritization and evaluation of trail segments

### **Introduction**

The city's Trail Improvement Plan (TIP) is a multi-year plan created to maintain and enhance the city's trail and sidewalk system within the city. This plan identifies new trails and walks to be added to the citywide system to provide connections between existing trails, parks, schools, and village center points of interest.

At the 2012 joint city council/park board meeting, the group discussed and accepted criteria for prioritizing trail development. These criteria were revised and accepted in 2016 to include more focus on the vision and value the trail network brings to the system. The guidelines for rankings now weigh community access, nature of use, cost effectiveness, and degree of construction difficulty to quantify each segment. A ranking of 0 to 10 was given to each missing link. This formula for prioritization better balances public demand with the challenges of constructing trail segments.

City council directed staff to further assist in this 2016 planning effort by revisiting the Trail Improvement Plan to combine past trail planning efforts with new considerations, and prioritize all unscheduled and unfunded trail segments currently identified within the city. Trail segments with top priorities have been included in the Capital Improvements Program (CIP). The results of these efforts are beginning to come to fruition with the new dedicated funding source of the Trail Expansion Fund.



**10% Degree of Difficulty**

- 5% Environmental Impacts (Flood Plain, Wetland, Slopes)
- 5% High Priority Trees (minimal loss)

**10% Cost Effectiveness**

- 2% Solutions (Boardwalks, Mitigation, Bridges)
- 4% ROW Easements
- 4% Min Utility Relocation

**40% Nature of Use**

- 10% Passive/Recreational Use
- 10% Transportation (Destinations)
- 15% High Use Segment
- 5% Completes a route

**40% Community Access**

- 10% Connectivity to a Village Center
- 5% Business Access
- 5% Place of Worship/Library/Gov. Center
- 5% Schools
- 10% Connect to transit location (park n ride, LRT, etc.)
- 5% Regional Commuting

**100% Total Score**

**Background**

Staff feel the current scoring criteria and prioritization of trail segments in the TIP reflects the multitude of factors affecting trail projects and provides an unbiased and transparent rationale for ranking segments over one another. One element that is not currently included in the criteria is complementary construction projects. Those projects vary and would pose a challenge to capture for a long-range planning document such as the Trail Improvement Plan. That said, there are many potential benefits to bundling a trail project with major construction projects including cost savings, improved coordination and communication and reduced construction impacts.

Staff have received a number of requests from residents to re-evaluate and re-prioritize trail segments in 2020. The types of requests typically include:

- Request to re-evaluate particular scoring measures
- Timing and coordination of complementary major construction projects including roads and development projects
- Coordination with complementary initiatives
- Personal preference

To date, staff and the internal Trails Team have evaluated these requests on a one-off basis. With the increase in volume of requests, staff see the need to establish a process to maintain an unbiased and transparent outcome, better respond to resident requests and be efficient with staff time.

### Potential Process Outline

- Establish a more robust trails webpage - 2021
  - Interactive map with clickable segments to provide ranking and scoring information
  - Outline of trail segment request reprioritization process
- Receive and document requests – *annually, ongoing*
- Trails team review resident requests – *annually, ongoing*
  - Identify potential complementary internal and partner agency construction projects
  - Identify potential additional factors that may influence prioritization
- Staff reviews trail prioritization changes for consideration with park board during CIP process - *annually, ongoing*
- Park board recommends capital trail projects to city council approval during the CIP process - *annually, ongoing*
- Staff re-evaluates Trail Improvement Plan - *every 5-10 years, beginning 2025*
  - Scoring criteria
  - Segments
  - Segment rankings
  - Complementary long range planning documents

Staff will use feedback received at the joint meeting to further develop a more formal process and provide a recommendation for park board's consideration at a future meeting.

### Discussion Question:

- ***Does the park board or city council agree with the trail prioritization criteria?***
- ***Does the park board or city council have any feedback or preferences about the outlined process to respond to resident trail requests?***

### Summary

The park board and city council are requested to discuss trail prioritization criteria and the outline of future process to respond to resident trail requests.

### Attachments:

1. 2021-2025 CIP Trail Pages
2. 2020 Trail Improvement Plan

# 2021 - 2025 Capital Improvement Plan

2021 *thru* 2025

Department 3-Parks, Trails & Open Space

## City of Minnetonka, Minnesota

Contact Park Planner

Project # Park-2110  
Project Name Trail Improvement Plan

Type Improvement

Useful Life

Category Park Improvements/Refurbish

Priority 3 Expansion of New/Existing

Status Active

### Description (Include Scheduling and Project Status)

The Trail Improvement Plan is a multi-year plan created to enhance the city's trail and sidewalk system. New trails and walks added to the system provide safe and active connections between existing trails, parks schools and village centers.

2021: Excelsior Boulevard (CR 3) - Kinsel Road to Caribou Drive (IHM)

2022: Ridgedale Drive - White Birch to Target

2023: Smetana Road - Westbrook Way to Sanibel Drive  
Minnetonka Boulevard - Woodlawn Ave to Tonkawood Rd

2024: Hopkins Crossroad (CR 73) - Cedar Lake Road to Hillside Lane

2025: Hopkins Crossroad (CR73) - Hillside Lane to Wayzata Boulevard

The Opus Area Infrastructure Improvements page additionally designates \$250,000 to construct trail connections to the new Light Rail Transit platform and the Ridgedale Drive Improvements page additionally designates \$100,000 for trail enhancements, both from the Park and Trail Improvement Fund.

Staff will continue to apply for future grant opportunities and local funding will be programmed to complete trail segments. Additional segments will be accelerated if grant funding is secured. Staff have also applied for construction grants from Hennepin County.

### Justification/Relationship to Plans and Projects

There is strong community support for the Minnetonka Trail System as evidenced by the heavy use of the completed trail segments and inquiries received about opportunities for extensions. When completed, these trails and walkways will enable more people to use active modes of transportation, connect five community parks, adjacent communities, and allow users to travel safely throughout the city on trails physically separated from motorized vehicles.

This is an integral part of the Parks, Open Space and Trail System and the Comprehensive Guide Plans to construct the Minnetonka Trail for walkers, joggers and bicyclists of all ages and abilities.

Staff conducted an educational and community dialogue for missing trail links to assist the Park Board and City Council in recommending projects to be constructed. In 2016 the city's internal trails team updated the feasibility score and reprioritized unscheduled segments.

The vision for trail segments uses a feasibility score updated in 2016 made up of Community Access (40%), Nature of Use (40%), Cost Effectiveness (10%) and Degree of Construction Difficulty (10%).

Expenditures	2021	2022	2023	2024	2025	Total
Construction/Maintenance	1,900,000	1,400,000	6,450,000	3,000,000	2,800,000	15,550,000
<b>Total</b>	<b>1,900,000</b>	<b>1,400,000</b>	<b>6,450,000</b>	<b>3,000,000</b>	<b>2,800,000</b>	<b>15,550,000</b>
Funding Sources	2021	2022	2023	2024	2025	Total
Electric Franchise Fees Fund	800,000	500,000	1,800,000	600,000	650,000	4,350,000
Park & Trail Improvement Fund			350,000			350,000
Trail System Expansion Fund	1,100,000	900,000	4,300,000	2,400,000	2,150,000	10,850,000
<b>Total</b>	<b>1,900,000</b>	<b>1,400,000</b>	<b>6,450,000</b>	<b>3,000,000</b>	<b>2,800,000</b>	<b>15,550,000</b>

**Impact (Budget, Sustainability, Other)**

A list of additional future segments that are ranked and prioritized for implementation is shown on CIP page Park-TBD2115.








Maintenance costs will increase by approximately \$1,500 per mile of additional trail.

Overhead utilities will be buried with trail projects, consistent with city strategic goals, as the balance of the Electric Franchise Fund allows. If the fund does not allow, only burial or relocation of poles necessary to construct the trail will be pursued.

# Minnetonka Trail Improvement Plan 2021 - 2025

## Trail Construction

### Year





-  2020
-  2021
-  2022
-  2023
-  2024
-  2025
-  10 Yr Plan 2026 - 2030

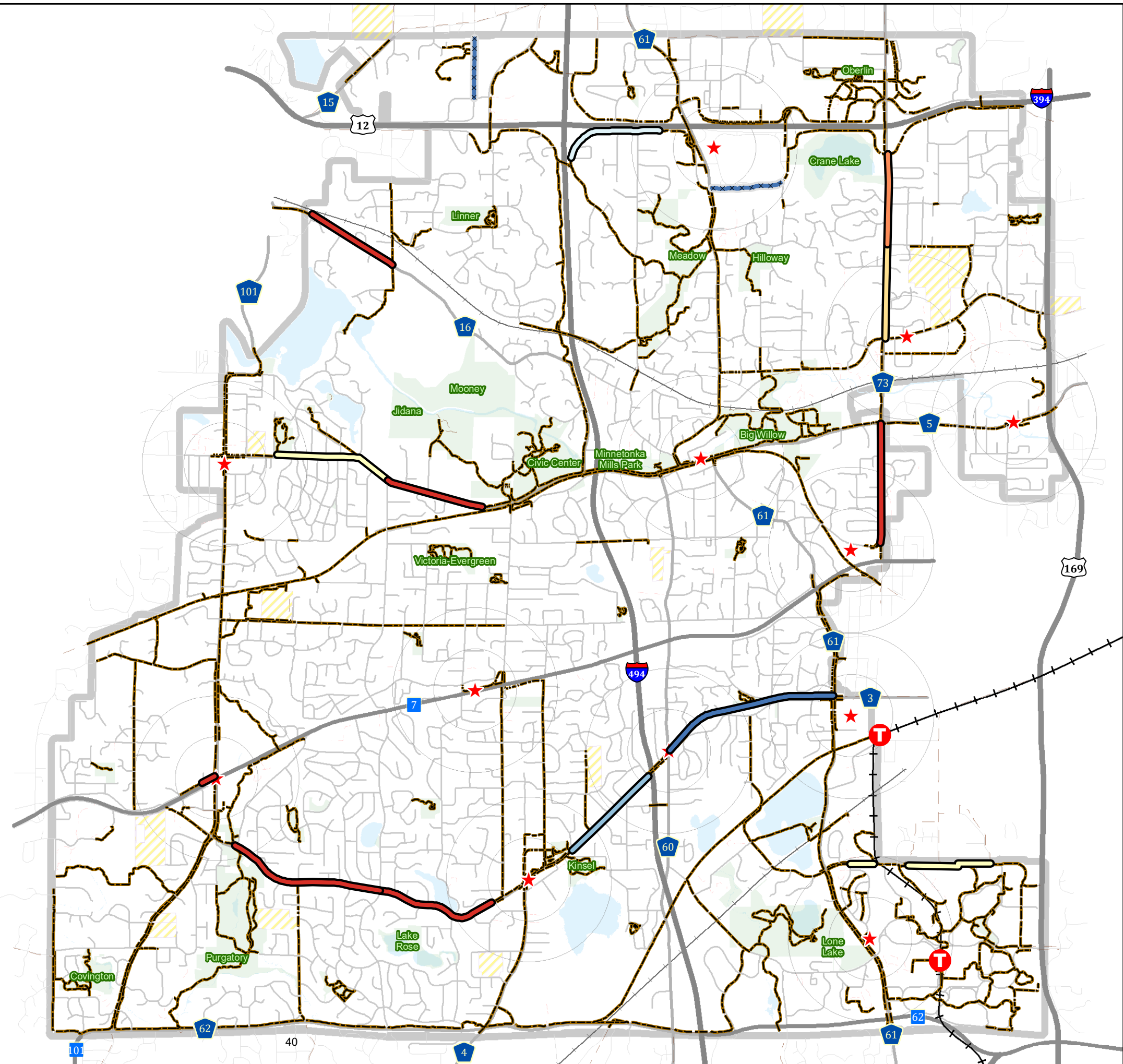
## Street Construction w/ Trail

### Year

-  2020
-  Light Rail Station
-  Village Center

## Existing Sidewalks and Trails

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



# 2021 - 2025 Capital Improvement Plan

2021 *thru* 2025

Department 3-Parks, Trails & Open Space

## City of Minnetonka, Minnesota

Contact Park Planner

Project # Park-TBD2115  
 Project Name Trail Segments - Unscheduled

Type Improvement

Useful Life

Category Trails

Priority 3 Expansion of New/Existing

Status Pending

### Description (Include Scheduling and Project Status)

This project involves the construction of the trails described in the table on the following page. Individual project cost estimates have increased based on recent actual project costs including Plymouth Road Trail and Excelsior Boulevard Trail. A map of the unfunded potential trail locations is included for reference in the document appendix.

These projects are currently unscheduled. Some trail segments may qualify for funding from outside sources. Staff conducted an educational and community dialogue for missing trail links to assist the Park Board and City Council in recommending projects to be constructed. In 2016 the city's internal trails team updated the feasibility score and reprioritized unscheduled segments.

The priority 1 and 2 segments along the Baker Road corridor have been identified as the primary alignment for the future Three Rivers Park District Bryant Lake Regional Trail. Three Rivers Park District has hired a consultant to complete a master planning effort for the Bryant Lake Regional Trails set to begin in spring of 2020. Minnetonka staff, park board and city council will be engaged as part of that effort.

### Justification/Relationship to Plans and Projects

There is strong community support for the Minnetonka Trail System as evidenced by the heavy use of the completed trail segments and resident inquiries received about opportunities for extensions. Cost projections are based on data from previous projects, as Hennepin County has no upcoming road projects programmed within the city. Efforts to coordinate trail segment implementation with complementary projects will be pursued as available and appropriate.

This is an integral part of the Parks, Open Space and Trail System and Comprehensive Guide Plans to construct the Minnetonka Trail System for walkers, joggers, and bicyclists of all ages and abilities. See the latest version of the 2019 Trail Improvement Plan on the city's website here: <https://www.minnetonkamn.gov/home/showdocument?id=1090>

When completed, these trails and walkways will connect five community parks, adjacent communities, and allow users to travel safely throughout the city on trails and walkways physically separated from motorized vehicles.

Trails are evaluated by using a feasibility score updated in 2016 made up of Community Access (40%), Cost Effectiveness (10%), Degree of Difficulty (10%) and Nature of Use (40%).

Expenditures	2021	2022	2023	2024	2025	Total	Future
Construction/Maintenance					0	0	71,550,000
<b>Total</b>					<b>0</b>	<b>0</b>	<b>Total</b>
Funding Sources	2021	2022	2023	2024	2025	Total	Future
Trail System Expansion Fund					0	0	71,550,000
<b>Total</b>					<b>0</b>	<b>0</b>	<b>Total</b>

### Impact (Budget, Sustainability, Other)

Although these projects are currently unfunded, a proposed funding source and timetable data are provided. The estimated project costs shown on the timetable are for independent project implementation. Costs for these trail segments could be reduced through coordination with a larger roadway project. Coordination opportunities will be pursued as available and appropriate. Maintenance costs will increase by approximately \$1,500/mile.

Overhead utilities will be buried with trail projects, consistent with city strategic goals, as the balance of the Electric Franchise Fund allows. If the fund does not allow, only burial or relocation of poles necessary to construct the trail will be pursued.

Priority Rank	Priority Score (10=High 1=Low)	Priority Trail Segments 2020 dollars	(all costs)	Length (miles)	Estimated Cost	Estimated Cumulative Cost
				44.7		
1	7.0	Baker Rd - Excelsior Blvd to Crosstown Hwy		1.7	\$2,900,000	
2	7.0	Baker Rd - Excelsior Blvd to Minnetonka Blvd		1.7	\$2,900,000	
3	6.5	Ridgedale Dr - White Birch Lane to Target		0.6	Programmed for 2022 - \$900,000	
4	6.2	Minnetonka Blvd - Woodlawn Ave to Tonkawood		0.8	Programmed for 2023 - \$3,650,000	
5a	6.1	Hopkins Crossroad - Cedar Lake Rd to Hillside Lane		0.6	Programmed for 2024 - \$3,200,000	
5b	6.1	Hopkins Crossroad - Hillside Ln to Wayzata Blvd		0.4	Programmed for 2025 - \$3,700,000	
6		Minnetonka Blvd - The Marsh to Tonkawood		0.8	\$2,750,000	\$2,750,000
7	5.9	Excelsior Blvd - Woodland Rd to Clear Springs Rd/101 Library		1.0	\$2,200,000	\$4,950,000
8	5.9	Excelsior Blvd - Glen Oak St to Woodland Rd		0.7	\$1,700,000	\$6,650,000
9	5.6	Hwy 7 Cr 101 to Seven Hi La		0.1	\$200,000	\$6,850,000
10	5.5	Hopkins Crossroad - Minnetonka Blvd to Minnetonka Mills Rd		0.6	\$1,100,000	\$7,950,000
11	5.3	McGinty Rd - CR 101 to Crosby Rd (partly in Wayzata)		0.6	\$1,000,000	\$8,950,000
12	5.1	Delton Ave - Vine Hill Rd to Old Excelsior Blvd		0.7	\$1,200,000	\$10,150,000
13	5.0	Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)		0.9	\$1,500,000	\$11,650,000
14	4.9	Essex Rd - Ridgedale Dr to Oakland Rd		0.7	\$1,300,000	\$12,950,000
15	4.9	Hwy 7 Underpass west of CR 101*		0.0	\$100,000	\$13,050,000
16	4.9	Minnetonka Mills Rd - Shady Oak Rd to Hopkins Crossroad		0.6	\$1,000,000	\$14,050,000
17	4.8	TH 7 - Cattle Pass to CR 101 on north side		0.4	\$700,000	\$14,750,000
18	4.7	Hillside La - Hopkins Crossroad to Tanglen School		0.1	\$300,000	\$15,050,000
19	4.7	Meadow Park to Ridgedale		0.4	\$600,000	\$15,650,000
20	4.6	Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7)		0.8	\$1,400,000	\$17,050,000
21	4.6	Williston Rd - Minnetonka Blvd to Hwy 7		1.0	\$1,700,000	\$18,750,000
22	4.5	Wayzata Blvd N - Hampton Inn to Shelard Pkwy		0.3	\$600,000	\$19,350,000
23	4.5	Ridgedale Connections		1.1	\$1,900,000	\$21,250,000
24	4.3	McGinty Rd - Crosby Rd to existing trail on west side of I-494		1.3	\$2,200,000	\$23,450,000
25	4.2	Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system		1.1	\$1,900,000	\$25,350,000
26	4.1	Rowland Rd - Baker Rd to SWLRT Trail		0.1	\$300,000	\$25,650,000
27	4.0	Porter/Delton Ave- Hutchins Dr to Cr 101		0.2	\$500,000	\$26,150,000
28	3.9	Tonkawood Road - Minnetonka Blvd to Hwy 7		1.5	\$2,500,000	\$28,650,000
29	3.8	Woodland Rd - Townline Rd to Hwy 7		2.0	\$3,500,000	\$32,150,000
30	3.7	Orchard Rd/Westmark Dr - Minnetonka Dr		1.3	\$2,200,000	\$34,350,000
31	3.7	Pioneer Rd - Carlton Rd to Shady Oak Rd		0.6	\$1,100,000	\$35,450,000
32	3.7	Shady Oak Rd - Minnetonka Blvd to Hwy 7		1.1	\$1,800,000	\$37,250,000
33	3.6	Minnetonka Blvd - CR 101 west to Deeplaven city limits		0.2	\$400,000	\$37,650,000
34	3.4	Sunset Dr and Marion Lane West segments		0.3	\$500,000	\$38,150,000
35	3.3	Minnehaha Creek Trail - Headwaters to Jidana Park		0.9	\$1,500,000	\$39,650,000
36	3.2	McGinty Rd E - Minnetonka Blvd to Surry La		0.5	\$900,000	\$40,550,000
37	3.1	Wayzata Blvd - Claredon Dr to Wayzata city limits		0.2	\$500,000	\$41,050,000
38	2.9	Stone Rd - Saddlebrooke Cir to Sheffield Cur		0.1	\$300,000	\$41,350,000
39	2.9	Orchard Rd/Huntingdon Dr - Baker Rd to Shady Oak Rd		0.7	\$1,200,000	\$42,550,000
40	2.9	North Lone Lake Park - along RR tracks to Dominick Rd		0.3	\$600,000	\$43,150,000
41	2.9	Knollway Park to Wayzata Blvd/Horn Dr		0.2	\$400,000	\$43,550,000
42	2.9	Knollway Park to Shady Oak Rd		0.3	\$600,000	\$44,150,000
43	2.8	NTC - Meeting St to existing trail on west side of I-494		0.1	\$200,000	\$44,350,000
44	2.8	Clear Spring Rd - connect trail to Hwy 7		0.2	\$400,000	\$44,750,000
45	2.8	58th St W - Mahoney Ave into Purgatory Park		0.2	\$500,000	\$45,250,000
46	2.7	Victoria Evergreen to McKenzie Park		1.0	\$1,700,000	\$46,950,000
47	2.7	Lake St Ext - Baker Rd to Shady Oak Rd		0.9	\$1,600,000	\$48,550,000
48	2.6	Stone Rd/Meeting St - RR tracks to Linner Rd		0.6	\$1,100,000	\$49,650,000
49	2.6	Orchard Rd - Wyola Rd to Baker Rd		0.1	\$300,000	\$49,950,000
50	2.5	Excelsior Blvd - Pioneer to Nelson/Shady Oak Rd - S		0.9	\$1,600,000	\$51,550,000
51	2.4	Lake St Ext - Williston Rd to Spring Lake Rd		0.7	\$1,200,000	\$52,750,000
52	2.3	Covington Park east side connection to CR 101		0.2	\$400,000	\$53,150,000
53	2.3	NTC - Maywood La from I-494 crossing to Excelsior Blvd		0.2	\$300,000	\$53,450,000
54	2.2	Covington Rd - Vine Hill Rd to Mahoney Ave		0.9	\$1,600,000	\$55,050,000
55	2.1	Hilloway Park to YMCA La		0.5	\$800,000	\$55,850,000
56	2.1	East side of I-494 - Minnetonka Blvd to Wentworth Tr		0.4	\$700,000	\$56,550,000
57	2.0	Ford Rd - All		1.2	\$2,000,000	\$58,550,000
58	1.9	Woodland Rd to Williston Rd - Through Woodgate Park		0.7	\$1,300,000	\$59,850,000
59	1.9	Westmill Rd - Spring Hill Park to Clear Spring Rd		0.3	\$500,000	\$60,350,000
60	1.9	Oberlin Park along Park Ave to Ridgemount Ave		0.2	\$400,000	\$60,750,000
61	1.9	Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park		0.7	\$1,200,000	\$61,950,000
62	1.9	Highwood Dr - Williston Rd to Tonkawood Rd		0.8	\$1,400,000	\$63,350,000
63	1.9	Cedar Lake Rd - Big Willow to Hopkins Crossroad		0.6	\$1,100,000	\$64,450,000
64	1.8	Jane La - Baker Rd to County Trail (Dominick Dr)		0.6	\$1,100,000	\$65,550,000
65	1.5	South St - Mayview Rd to Baker Rd		0.2	\$400,000	\$65,950,000
66	1.5	Oak Ridge Rd - Minnetonka Blvd to Hopkins city limits		0.4	\$800,000	\$66,750,000
67	1.5	Kinsel Rd/Mayview Rd - Excelsior Blvd to Glen Moor Park		0.4	\$700,000	\$67,450,000
68	1.5	Ford Park to Lindbergh Dr		0.4	\$700,000	\$68,150,000
69	1.3	Jidana La - Minnetonka Blvd to Jidana Park		0.2	\$400,000	\$68,550,000
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr		0.2	\$400,000	\$68,950,000
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7		1.5	\$2,600,000	\$71,550,000





CITY OF  
**MINNETONKA**



# 2020 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?

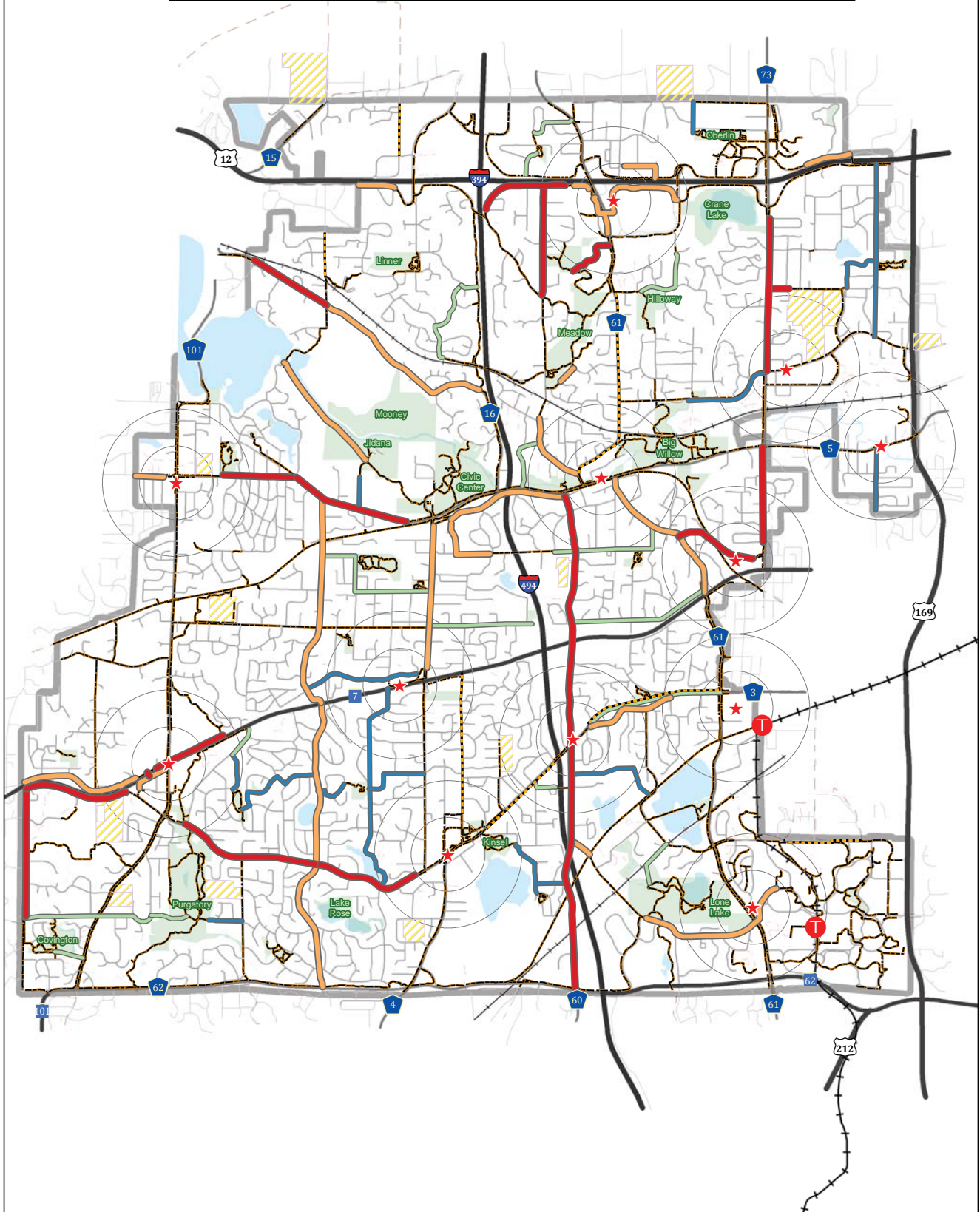
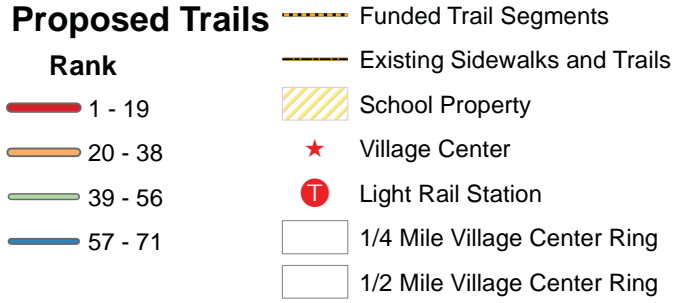
**Library/Government Center:** Will the trail provide access to a library, city hall, or other government center?

**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?

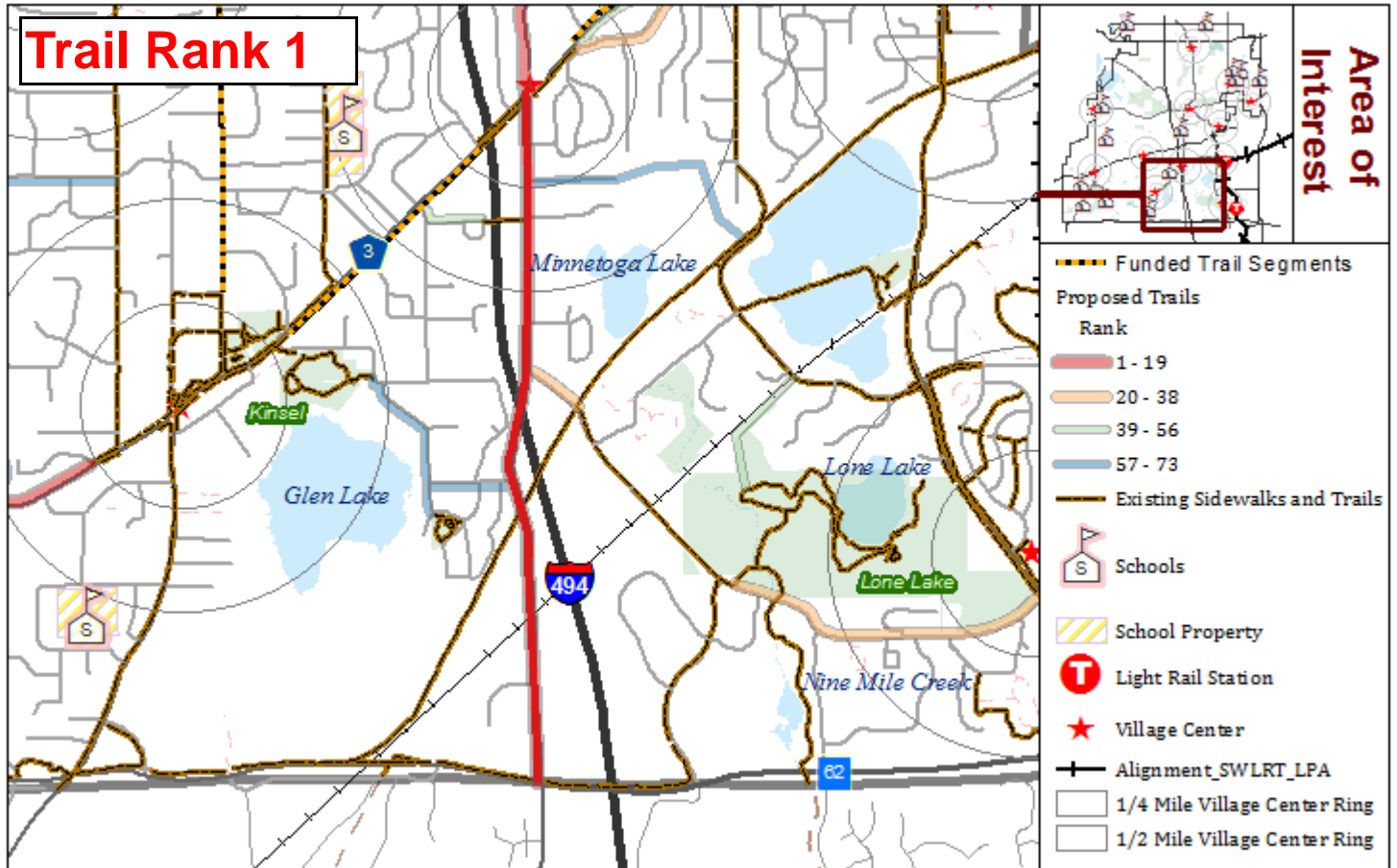
**Regional Commuting:** Will the trail be used by regional users?

# Unfunded Trail Segments by Priority Ranking



Priority Rank	Priority Score (10=High 1=Low)	Priority Trail Segments  2020 dollars)	(all costs)	Length (miles)	Estimated Cost	Estimated Cumulative Cost
				44.7		
1	7.0	Baker Rd - Excelsior Blvd to Crosstown Hwy		1.7	\$2,900,000	
2	7.0	Baker Rd - Excelsior Blvd to Minnetonka Blvd		1.7	\$2,900,000	
3	6.5	Ridgedale Dr - White Birch Lane to Target		0.6	Programmed for 2022 - \$900,000	
4	6.2	Minnetonka Blvd - Woodlawn Ave to Tonkawood		0.8	Programmed for 2023 - \$3,650,000	
5a	6.1	Hopkins Crossroad - Cedar Lake Rd to Hillside Lane		0.6	Programmed for 2024 - \$3,200,000	
5b	6.1	Hopkins Crossroad - Hillside Ln to Wayzata Blvd		0.4	Programmed for 2025 - \$3,700,000	
6		Minnetonka Blvd - The Marsh to Tonkawood		0.8	\$2,750,000	\$2,750,000
7	5.9	Excelsior Blvd - Woodland Rd to Clear Springs Rd/101 Library		1.0	\$2,200,000	\$4,950,000
8	5.9	Excelsior Blvd - Glen Oak St to Woodland Rd		0.7	\$1,700,000	\$6,650,000
9	5.6	Hwy 7 Cr 101 to Seven Hi La		0.1	\$200,000	\$6,850,000
10	5.5	Hopkins Crossroad - Minnetonka Blvd to Minnetonka Mills Rd		0.6	\$1,100,000	\$7,950,000
11	5.3	McGinty Rd - CR 101 to Crosby Rd (partly in Wayzata)		0.6	\$1,000,000	\$8,950,000
12	5.1	Delton Ave - Vine Hill Rd to Old Excelsior Blvd		0.7	\$1,200,000	\$10,150,000
13	5.0	Vine Hill Rd - Delton Ave to Covington Rd (Kingswood Ter)		0.9	\$1,500,000	\$11,650,000
14	4.9	Essex Rd - Ridgedale Dr to Oakland Rd		0.7	\$1,300,000	\$12,950,000
15	4.9	Hwy 7 Underpass west of CR 101*		0.0	\$100,000	\$13,050,000
16	4.9	Minnetonka Mills Rd - Shady Oak Rd to Hopkins Crossroad		0.6	\$1,000,000	\$14,050,000
17	4.8	TH 7 - Cattle Pass to CR 101 on north side		0.4	\$700,000	\$14,750,000
18	4.7	Hillside La - Hopkins Crossroad to Tanglen School		0.1	\$300,000	\$15,050,000
19	4.7	Meadow Park to Ridgedale		0.4	\$600,000	\$15,650,000
20	4.6	Old Excelsior Blvd - Vine Hill Rd to CR 101 N side of Hwy 7)		0.8	\$1,400,000	\$17,050,000
21	4.6	Williston Rd - Minnetonka Blvd to Hwy 7		1.0	\$1,700,000	\$18,750,000
22	4.5	Wayzata Blvd N - Hampton Inn to Shelard Pkwy		0.3	\$600,000	\$19,350,000
23	4.5	Ridgedale Connections		1.1	\$1,900,000	\$21,250,000
24	4.3	McGinty Rd - Crosby Rd to existing trail on west side of I-494		1.3	\$2,200,000	\$23,450,000
25	4.2	Rowland Rd/Bren Rd - Lone Lake Park to Opus trail system		1.1	\$1,900,000	\$25,350,000
26	4.1	Rowland Rd - Baker Rd to SWLRT Trail		0.1	\$300,000	\$25,650,000
27	4.0	Porter/Delton Ave- Hutchins Dr to Cr 101		0.2	\$500,000	\$26,150,000
28	3.9	Tonkawood Road - Minnetonka Blvd to Hwy 7		1.5	\$2,500,000	\$28,650,000
29	3.8	Woodland Rd - Townline Rd to Hwy 7		2.0	\$3,500,000	\$32,150,000
30	3.7	Orchard Rd/Westmark Dr - Minnetonka Dr		1.3	\$2,200,000	\$34,350,000
31	3.7	Pioneer Rd - Carlton Rd to Shady Oak Rd		0.6	\$1,100,000	\$35,450,000
32	3.7	Shady Oak Rd - Minnetonka Blvd to Hwy 7		1.1	\$1,800,000	\$37,250,000
33	3.6	Minnetonka Blvd - CR 101 west to Deeplaven city limits		0.2	\$400,000	\$37,650,000
34	3.4	Sunset Dr and Marion Lane West segments		0.3	\$500,000	\$38,150,000
35	3.3	Minnehaha Creek Trail - Headwaters to Jidana Park		0.9	\$1,500,000	\$39,650,000
36	3.2	McGinty Rd E - Minnetonka Blvd to Surry La		0.5	\$900,000	\$40,550,000
37	3.1	Wayzata Blvd - Claredon Dr to Wayzata city limits		0.2	\$500,000	\$41,050,000
38	2.9	Stone Rd - Saddlebrooke Cir to Sheffield Cur		0.1	\$300,000	\$41,350,000
39	2.9	Orchard Rd/Huntingdon Dr - Baker Rd to Shady Oak Rd		0.7	\$1,200,000	\$42,550,000
40	2.9	North Lone Lake Park - along RR tracks to Dominick Rd		0.3	\$600,000	\$43,150,000
41	2.9	Knollway Park to Wayzata Blvd/Horn Dr		0.2	\$400,000	\$43,550,000
42	2.9	Knollway Park to Shady Oak Rd		0.3	\$600,000	\$44,150,000
43	2.8	NTC - Meeting St to existing trail on west side of I-494		0.1	\$200,000	\$44,350,000
44	2.8	Clear Spring Rd - connect trail to Hwy 7		0.2	\$400,000	\$44,750,000
45	2.8	58th St W - Mahoney Ave into Purgatory Park		0.2	\$500,000	\$45,250,000
46	2.7	Victoria Evergreen to McKenzie Park		1.0	\$1,700,000	\$46,950,000
47	2.7	Lake St Ext - Baker Rd to Shady Oak Rd		0.9	\$1,600,000	\$48,550,000
48	2.6	Stone Rd/Meeting St - RR tracks to Linner Rd		0.6	\$1,100,000	\$49,650,000
49	2.6	Orchard Rd - Wyola Rd to Baker Rd		0.1	\$300,000	\$49,950,000
50	2.5	Excelsior Blvd - Pioneer to Nelson/Shady Oak Rd - S		0.9	\$1,600,000	\$51,550,000
51	2.4	Lake St Ext - Williston Rd to Spring Lake Rd		0.7	\$1,200,000	\$52,750,000
52	2.3	Covington Park east side connection to CR 101		0.2	\$400,000	\$53,150,000
53	2.3	NTC - Maywood La from I-494 crossing to Excelsior Blvd		0.2	\$300,000	\$53,450,000
54	2.2	Covington Rd - Vine Hill Rd to Mahoney Ave		0.9	\$1,600,000	\$55,050,000
55	2.1	Hilloway Park to YMCA La		0.5	\$800,000	\$55,850,000
56	2.1	East side of I-494 - Minnetonka Blvd to Wentworth Tr		0.4	\$700,000	\$56,550,000
57	2.0	Ford Rd - All		1.2	\$2,000,000	\$58,550,000
58	1.9	Woodland Rd to Williston Rd - Through Woodgate Park		0.7	\$1,300,000	\$59,850,000
59	1.9	Westmill Rd - Spring Hill Park to Clear Spring Rd		0.3	\$500,000	\$60,350,000
60	1.9	Oberlin Park along Park Ave to Ridgemount Ave		0.2	\$400,000	\$60,750,000
61	1.9	Holiday Rd/Seymour Rd - Woodland Rd to Spring Hill Park		0.7	\$1,200,000	\$61,950,000
62	1.9	Highwood Dr - Williston Rd to Tonkawood Rd		0.8	\$1,400,000	\$63,350,000
63	1.9	Cedar Lake Rd - Big Willow to Hopkins Crossroad		0.6	\$1,100,000	\$64,450,000
64	1.8	Jane La - Baker Rd to County Trail (Dominick Dr)		0.6	\$1,100,000	\$65,550,000
65	1.5	South St - Mayview Rd to Baker Rd		0.2	\$400,000	\$65,950,000
66	1.5	Oak Ridge Rd - Minnetonka Blvd to Hopkins city limits		0.4	\$800,000	\$66,750,000
67	1.5	Kinsel Rd/Mayview Rd - Excelsior Blvd to Glen Moor Park		0.4	\$700,000	\$67,450,000
68	1.5	Ford Park to Lindbergh Dr		0.4	\$700,000	\$68,150,000
69	1.3	Jidana La - Minnetonka Blvd to Jidana Park		0.2	\$400,000	\$68,550,000
70	1.2	Stodola Rd - Purgatory Park to Scenic Heights Dr		0.2	\$400,000	\$68,950,000
71	1.0	Highland Rd - Excelsior Blvd to Hwy 7		1.5	\$2,600,000	\$71,550,000

# Baker Rd - CR 3 to CR 62



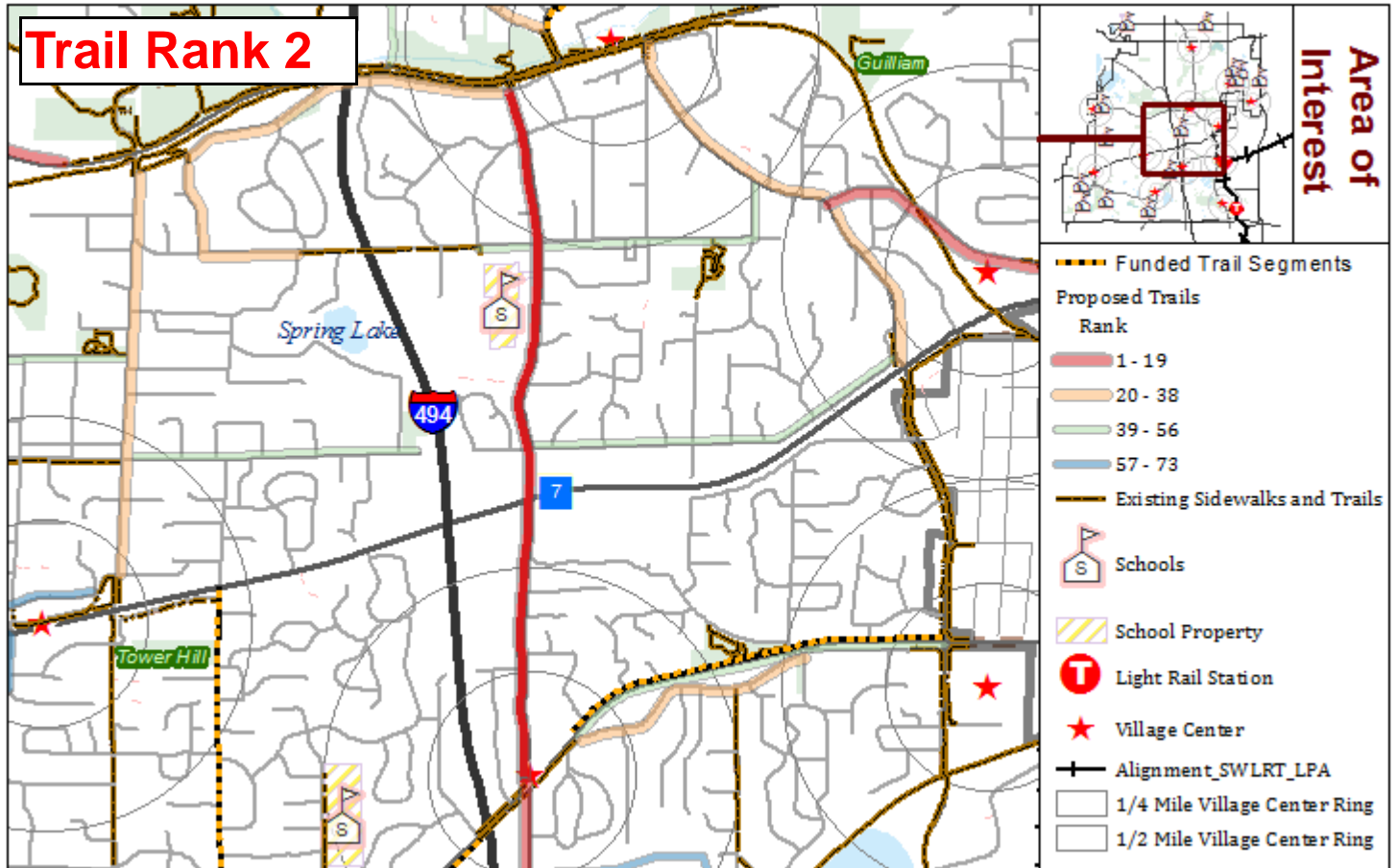
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



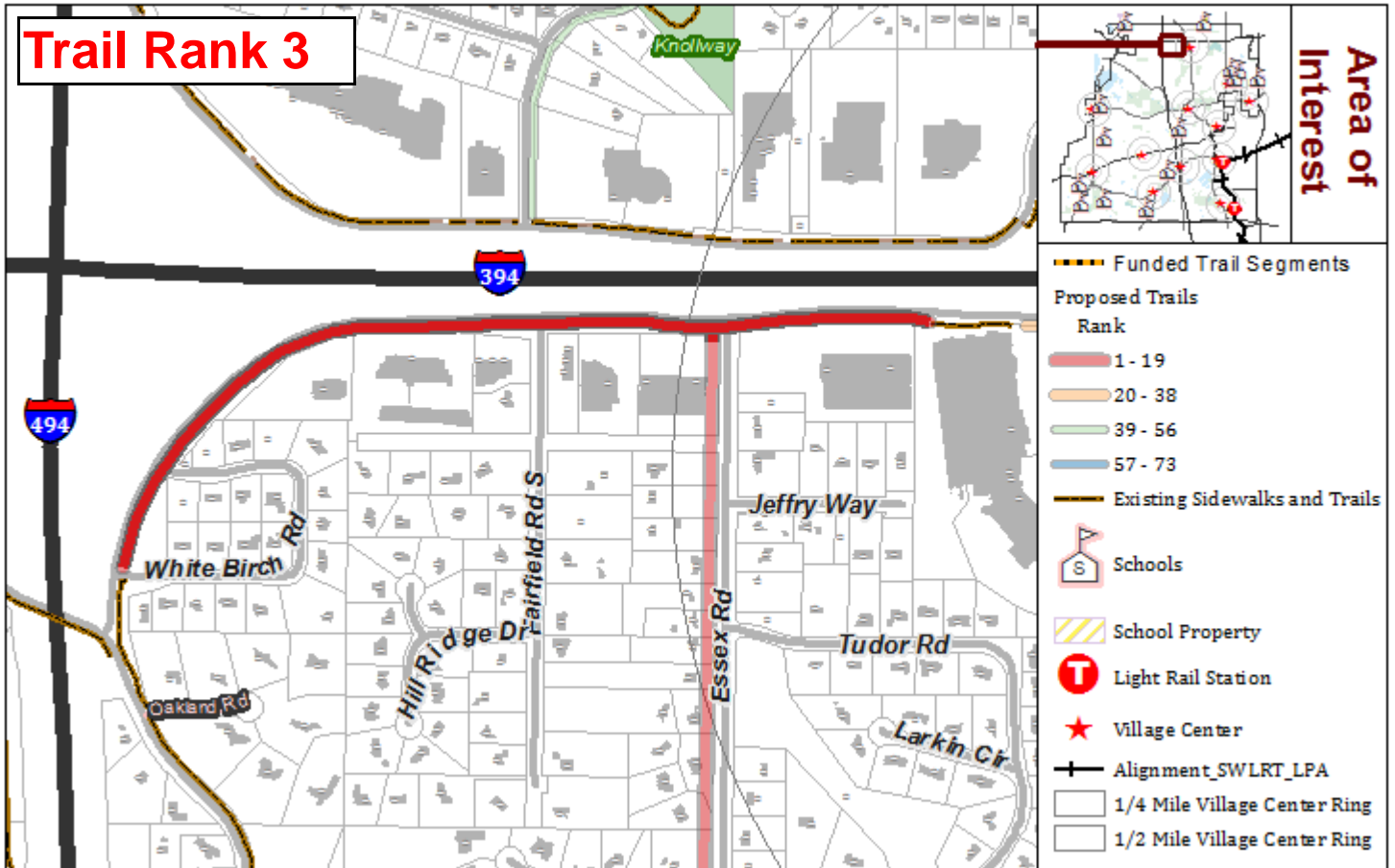
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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	8,894

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					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
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):

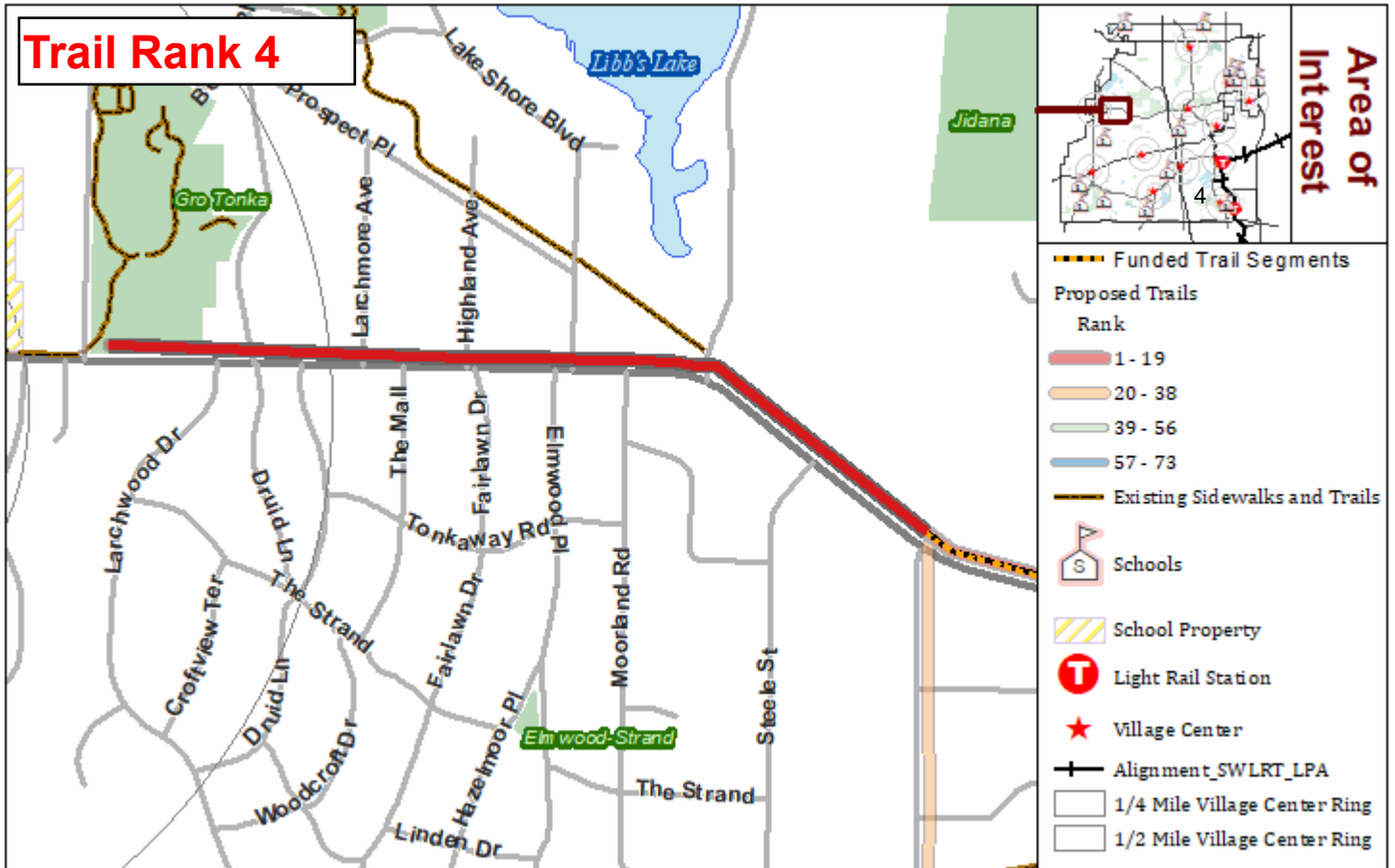
\$813,289

### 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 Rd



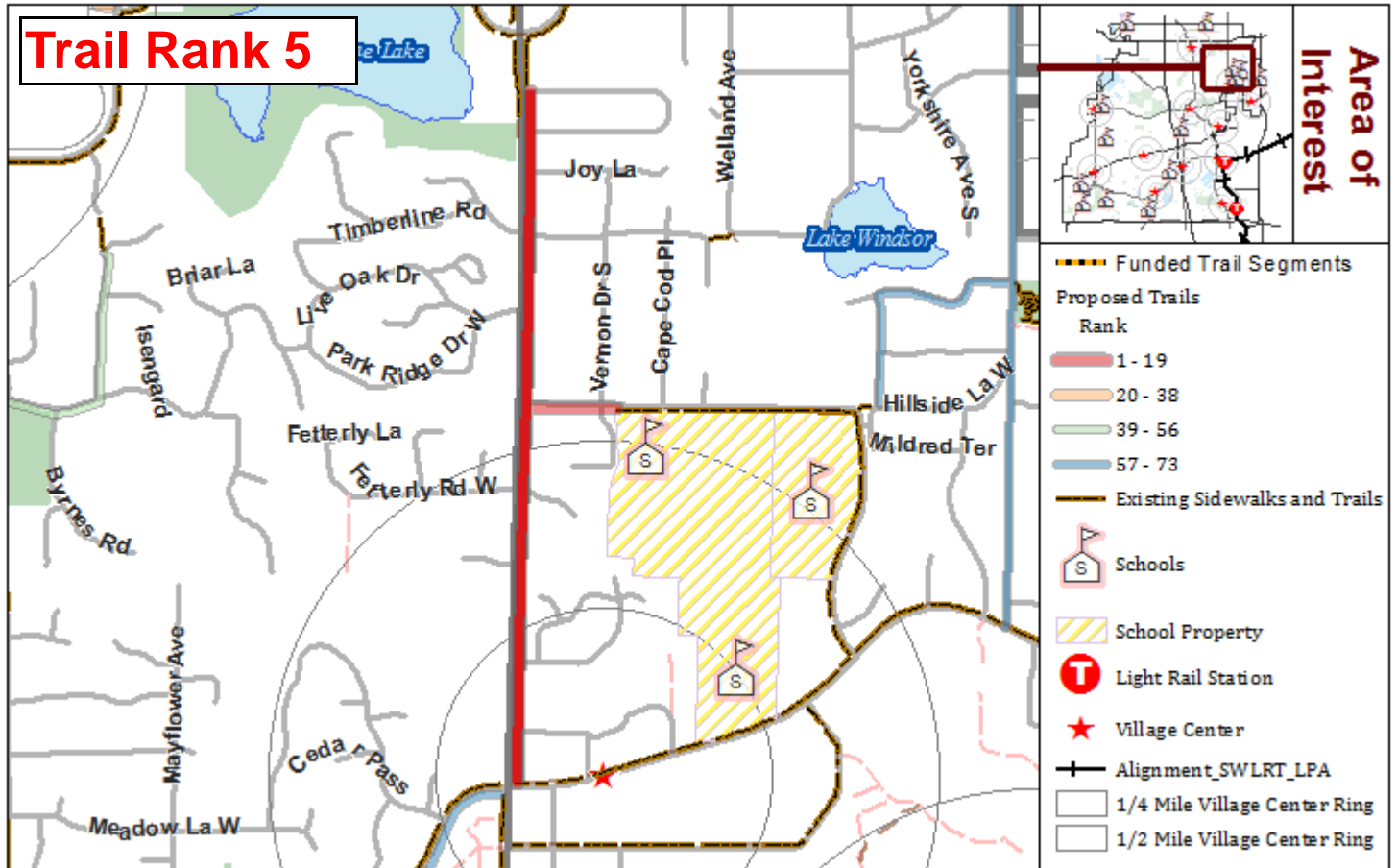
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
5.4	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	2,601
	Y	Y	N	N	Y	N	Y	Y	Y	N	Y	N	N	N	Y	

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

### Segment Description:

This 0.75 mile segment along Minnetonka Boulevard completes a connection between Woodlawn Avenue and Tonkawood Road. This segment provides community access to Groveland Elementary School, Bethlehem Lutheran Church, childcare centers, Gro Tonka Park, a Metro Transit park & ride as well as 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 primarily single family residential.

# CR 73 - Cedar Lake Rd to Wayzata Blvd



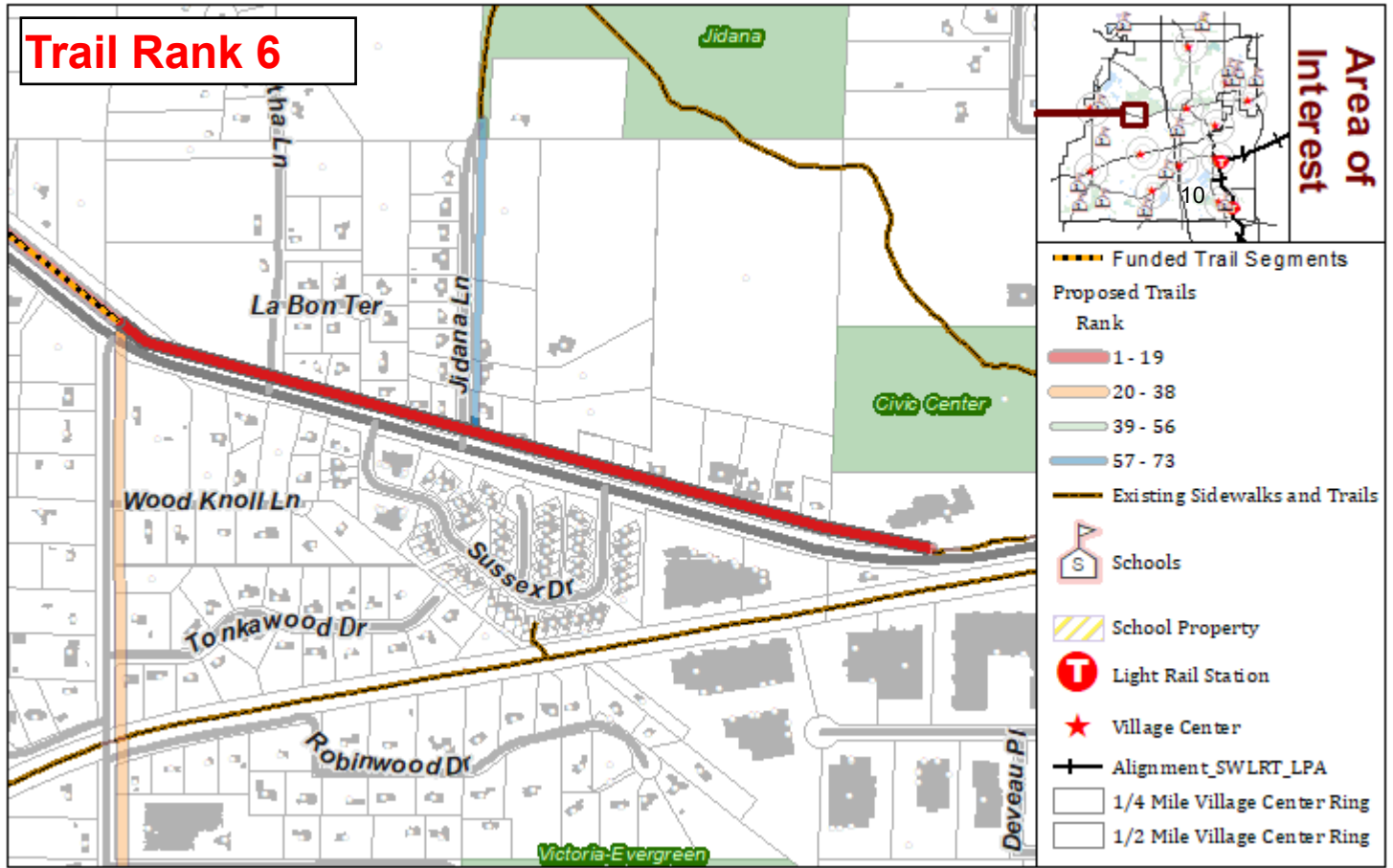
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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 5 - The Marsh to Tonkawood Rd



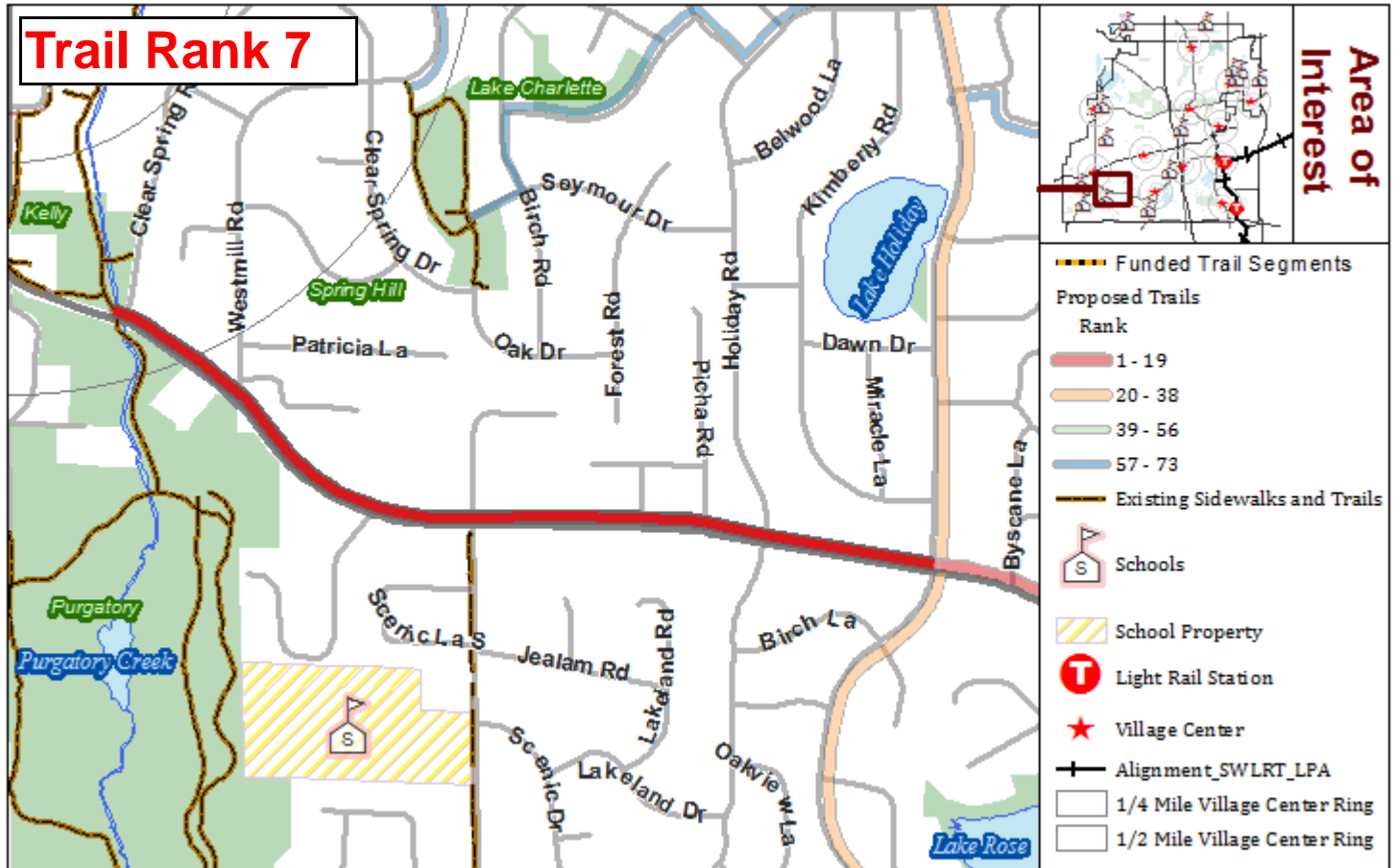
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
	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 0.75 mile segment on Minnetonka Boulevard provides a connection between Tonkawood Road 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, 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



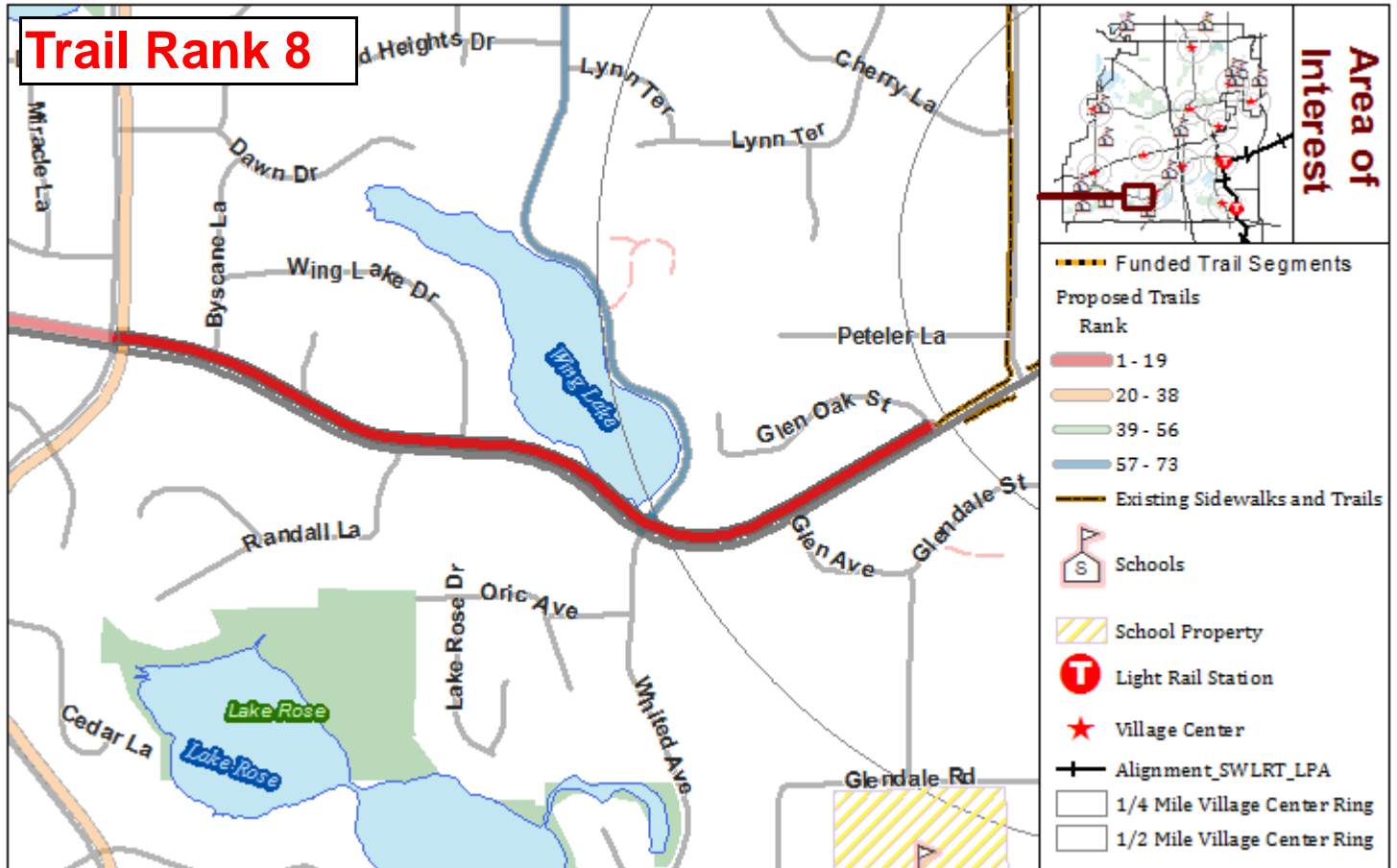
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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	Y	5,062

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



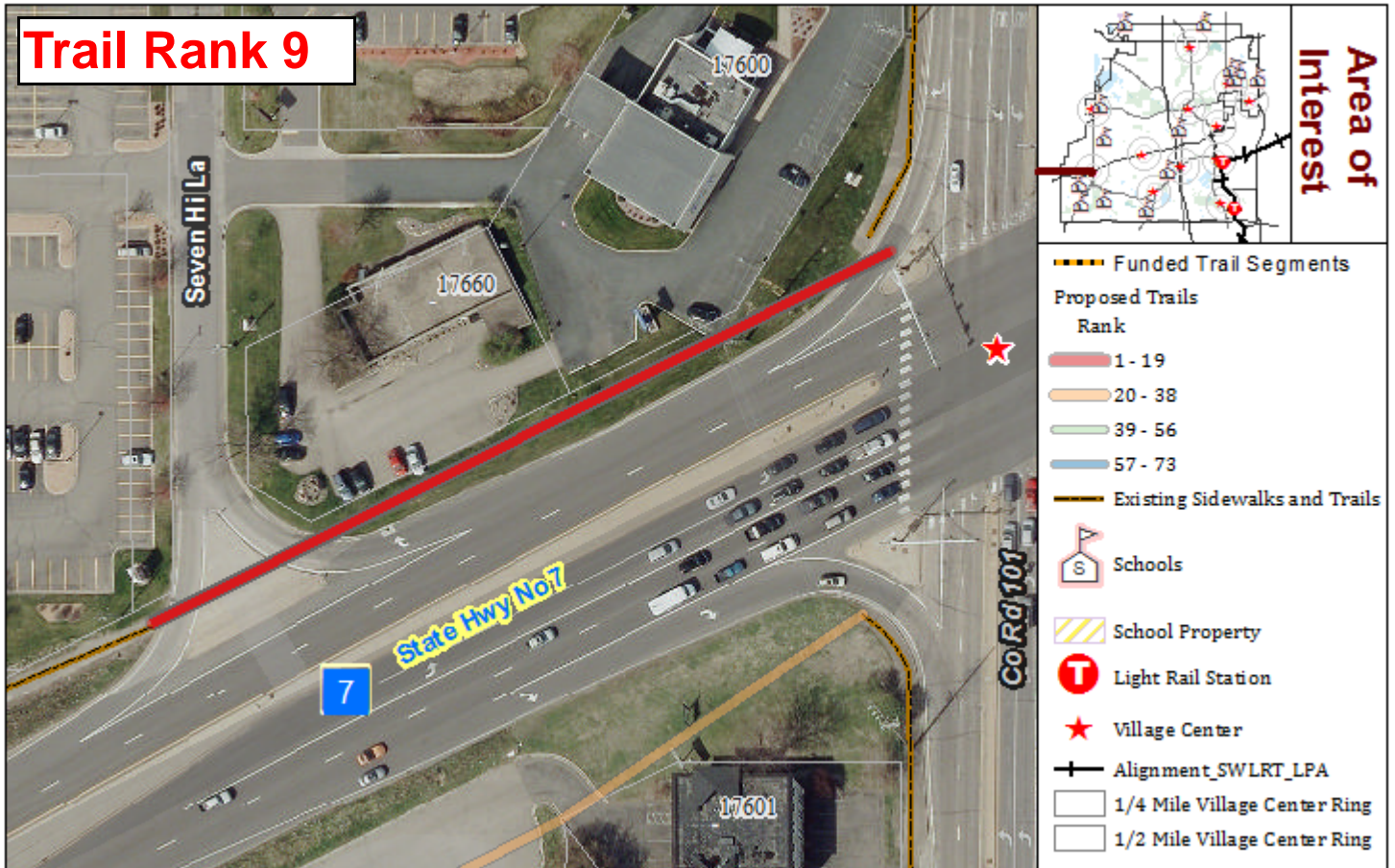
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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	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



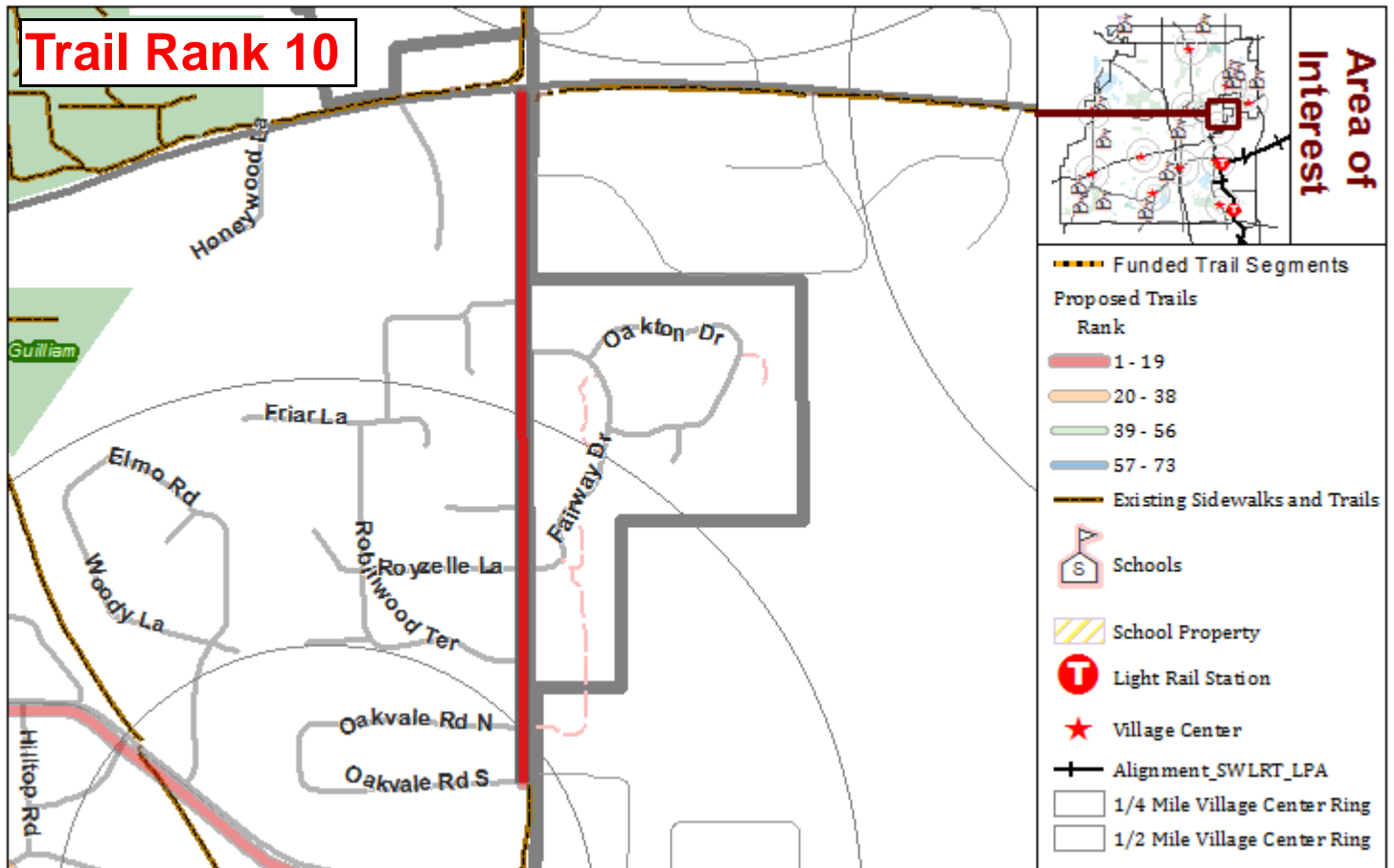
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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 73 - CR 5 to Minnetonka Mills Rd



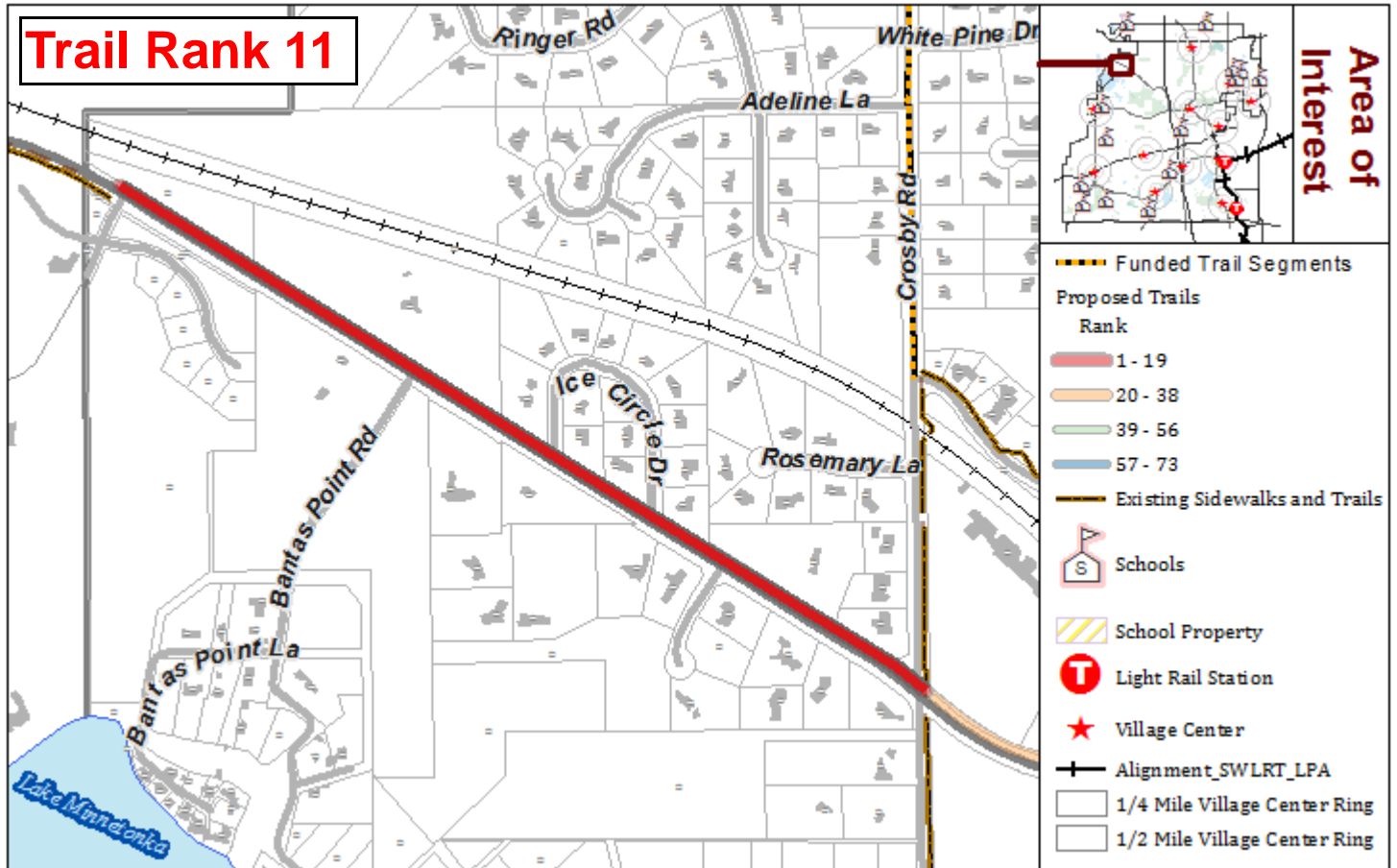
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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 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

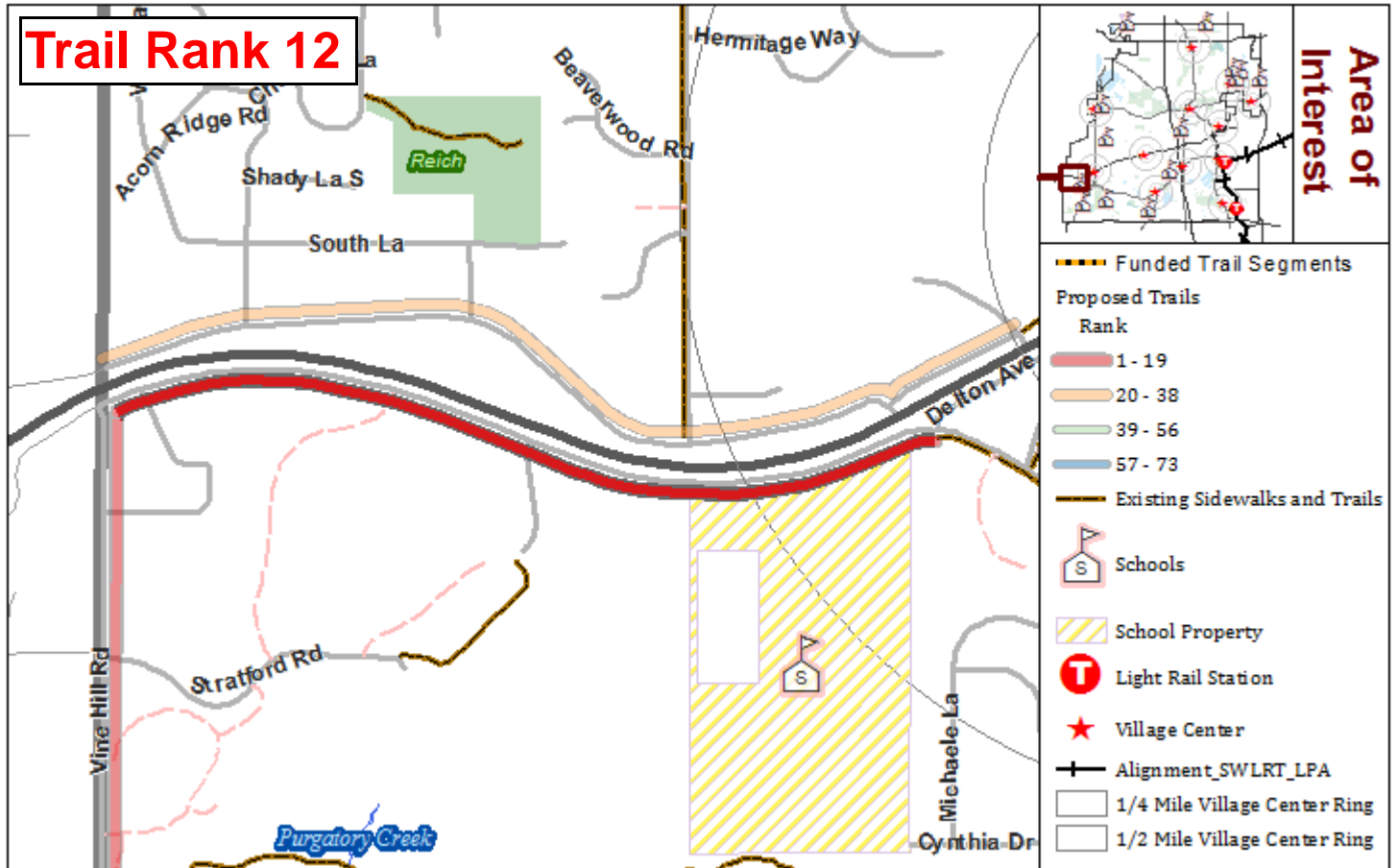
Est Cost with Road Project (by LF): \$212,546  
 Est Cost Independent Project (by LF): \$759,094

### 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



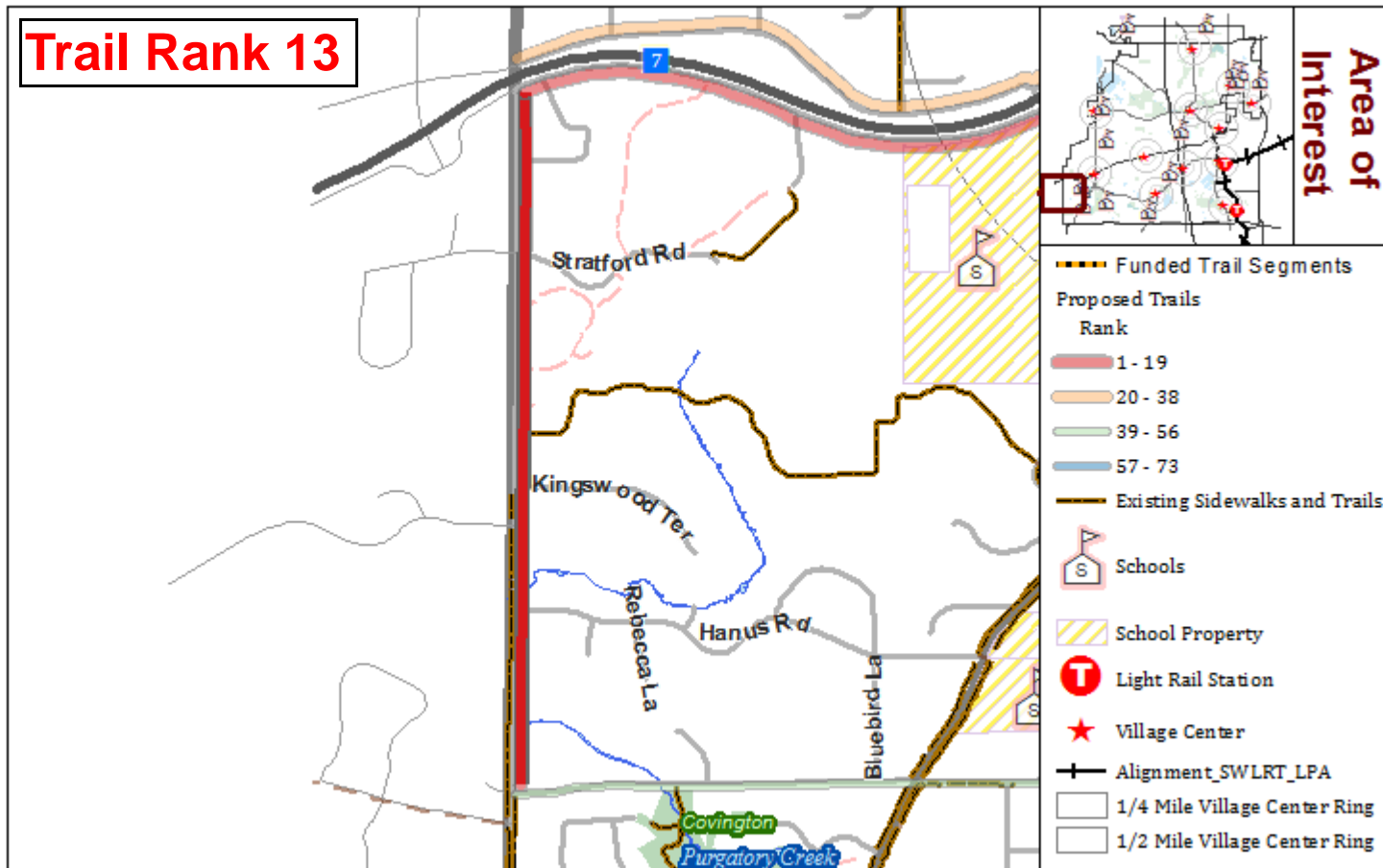
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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%	
5.1	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)



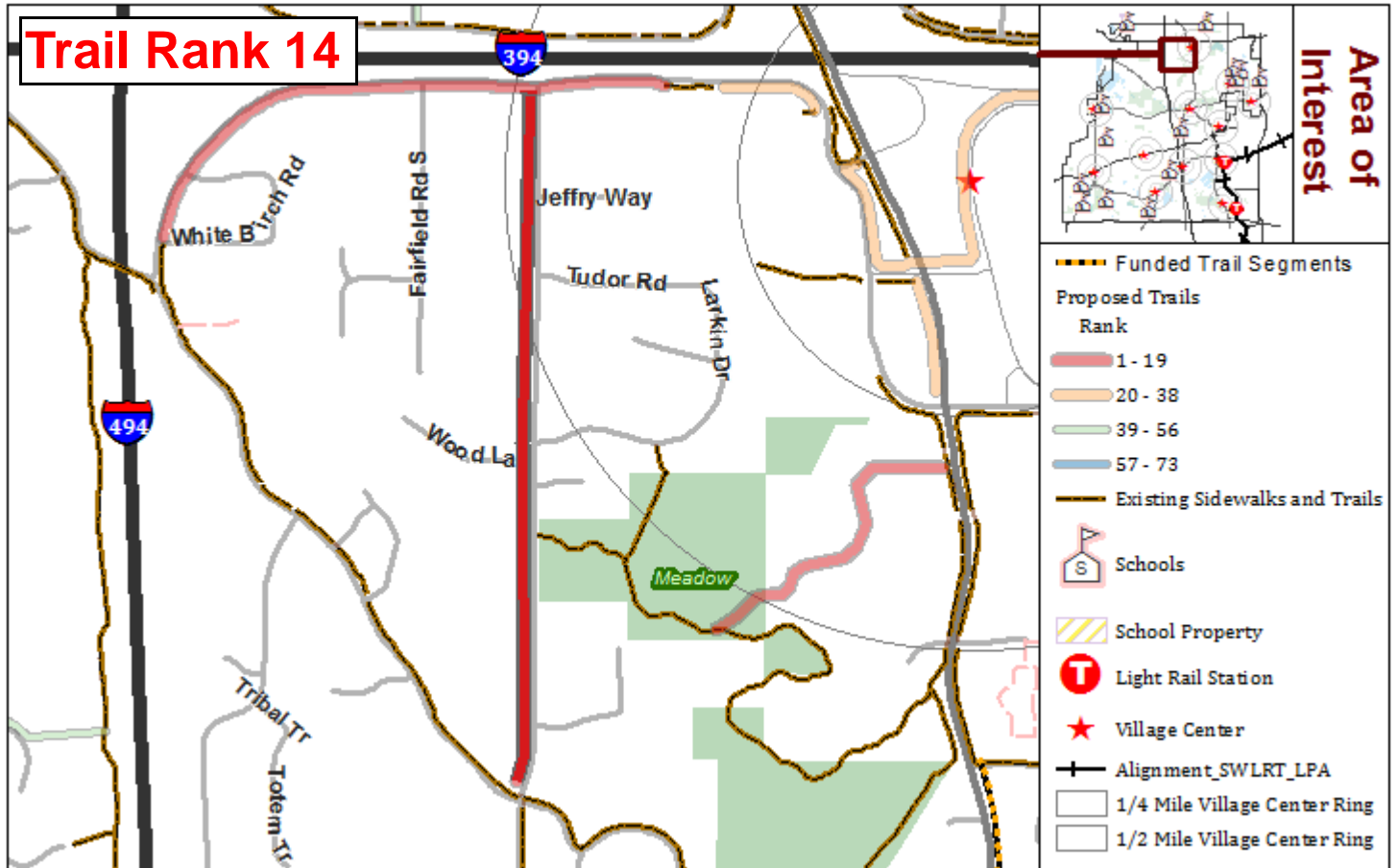
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	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%	
5.0	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



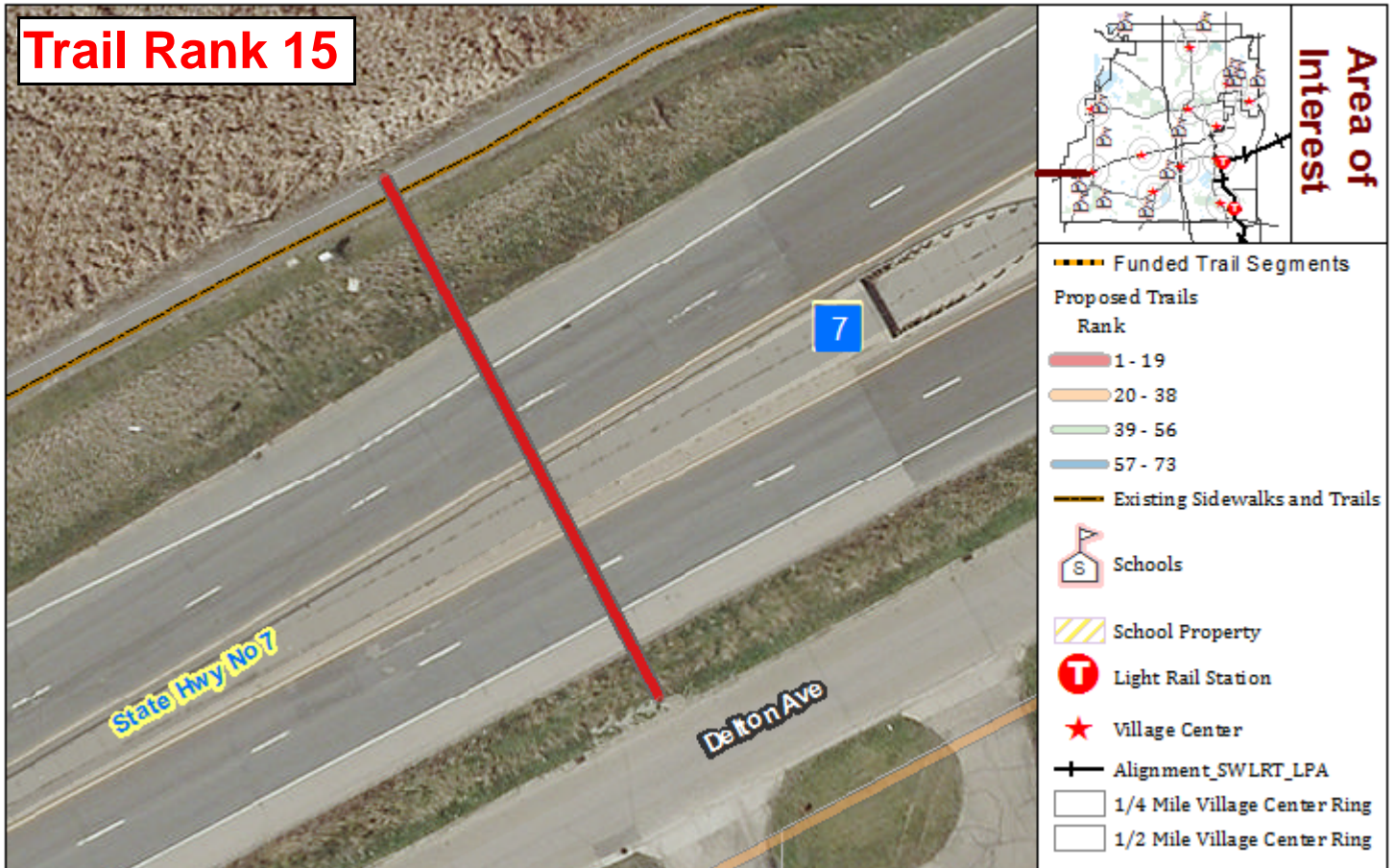
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation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

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



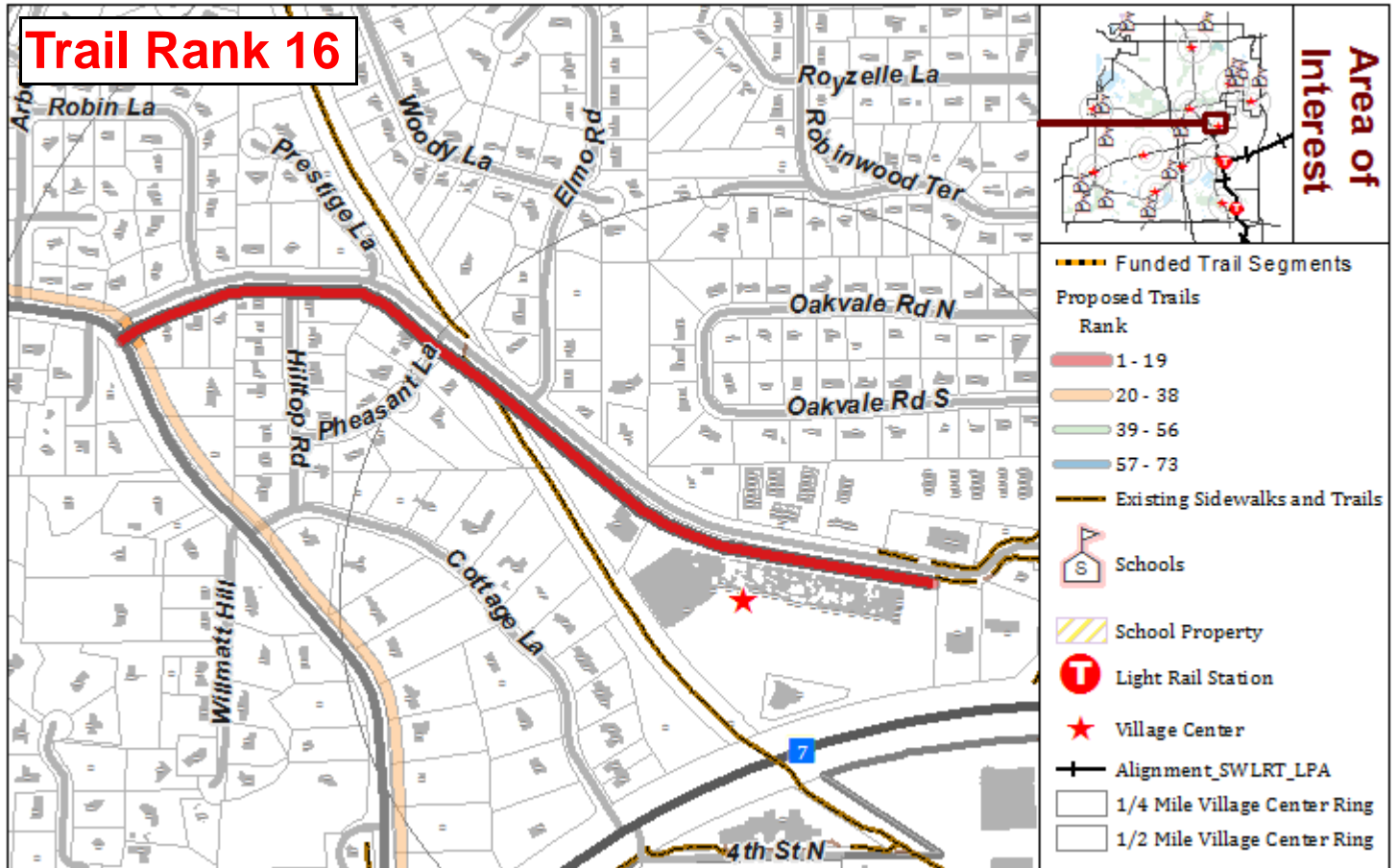
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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	

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



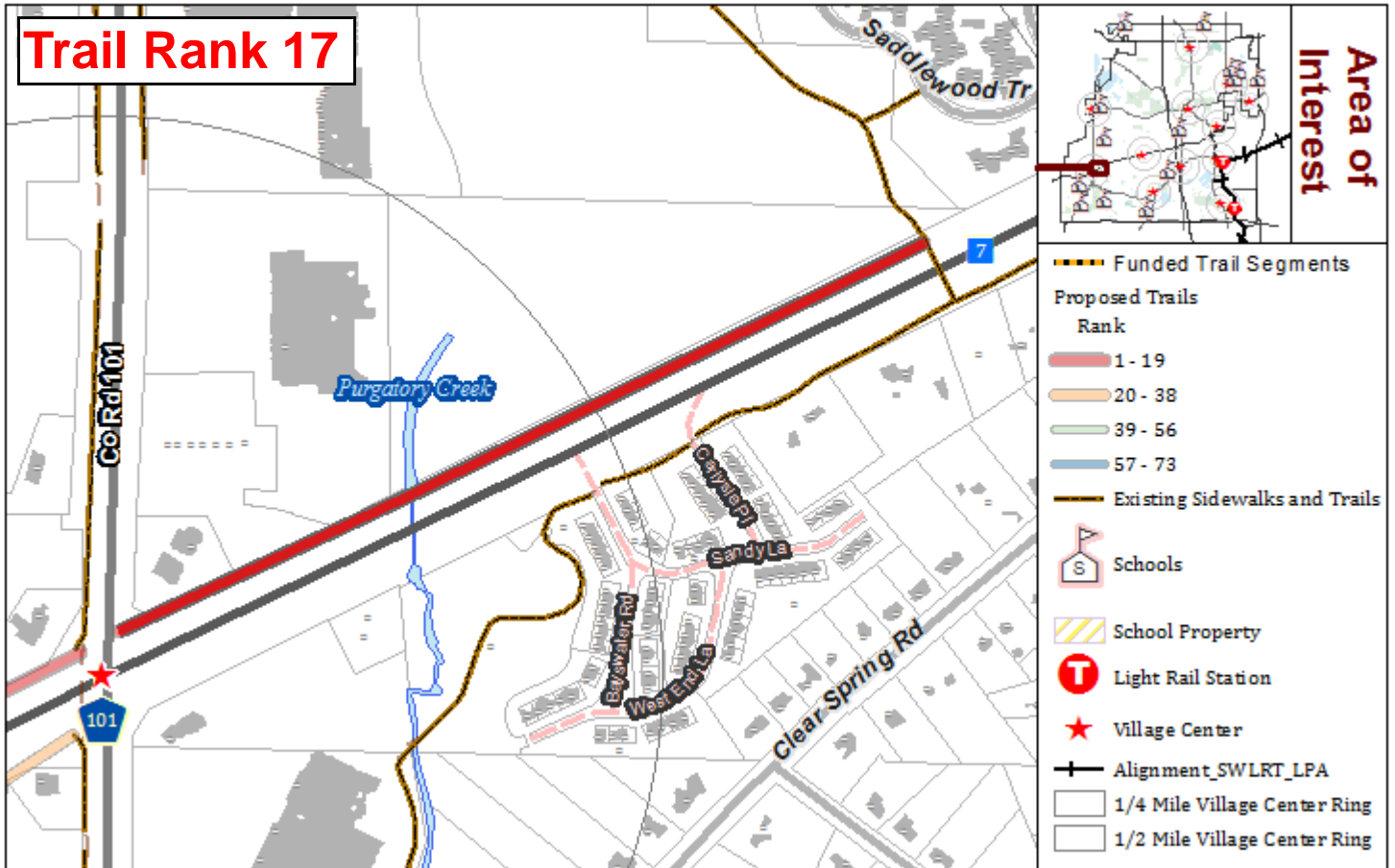
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



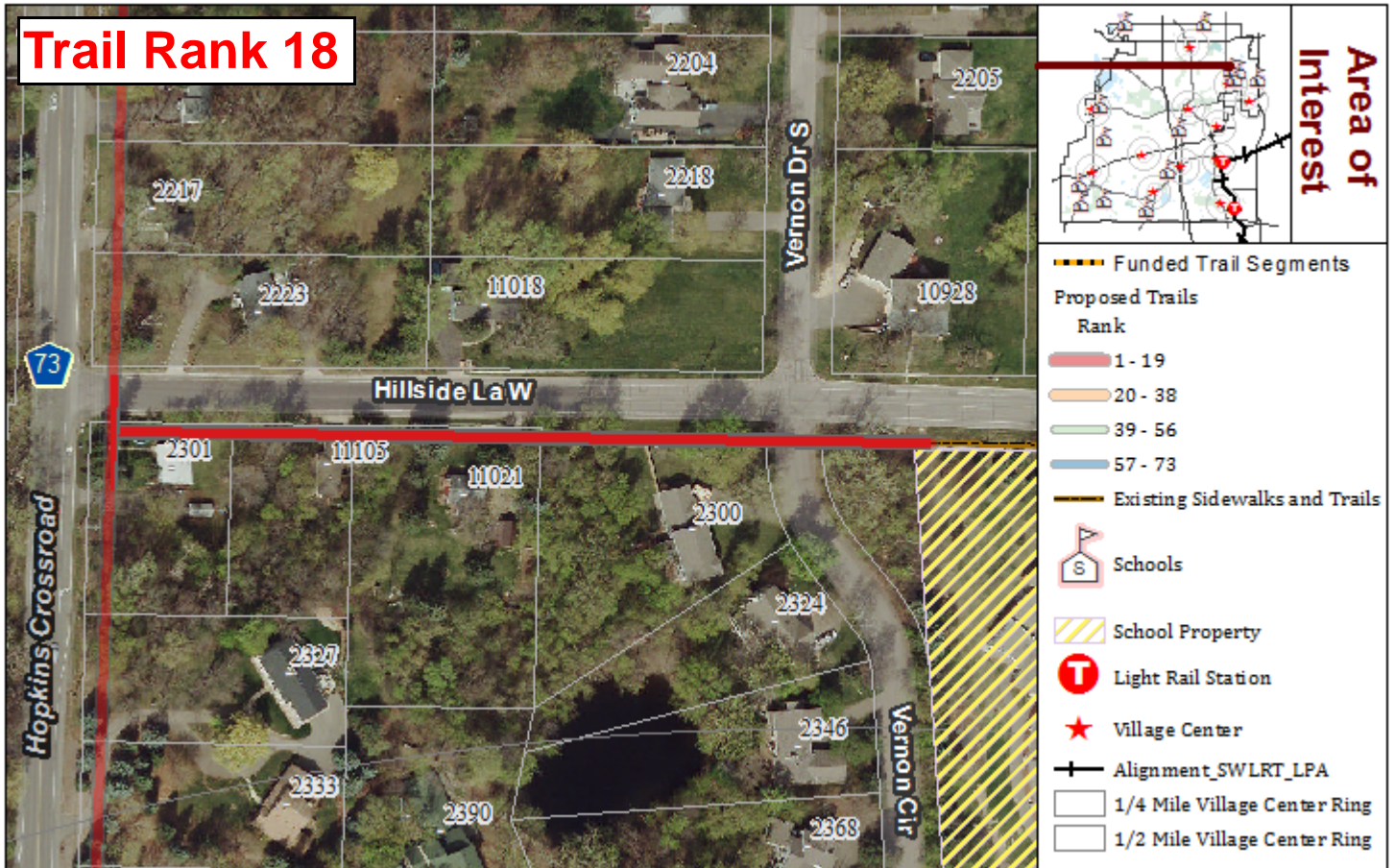
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

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



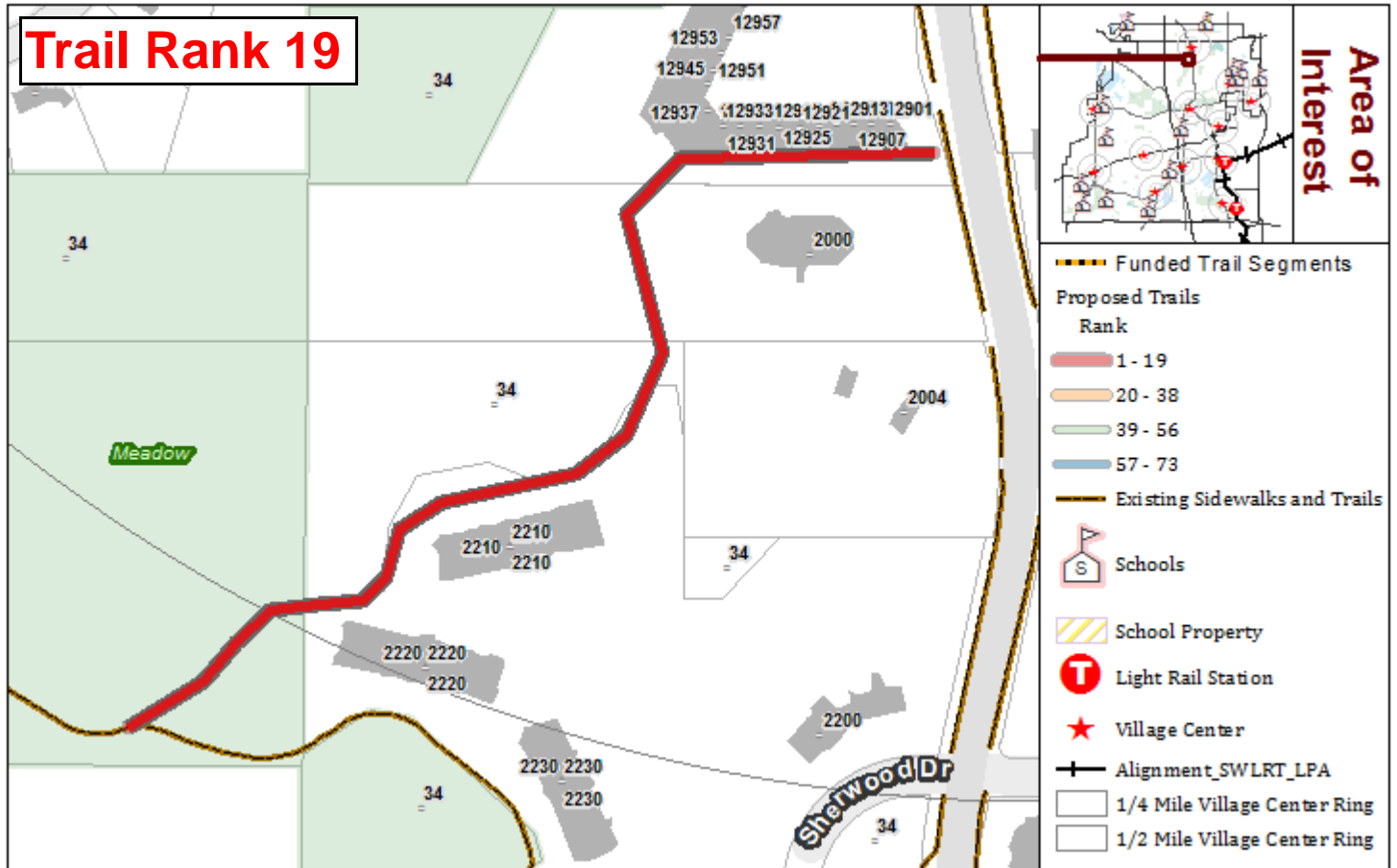
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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						
	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%	
4.7	N	Y	N	N	Y	Y	N	Y	*	N	Y	Y	N	N	N	1,875

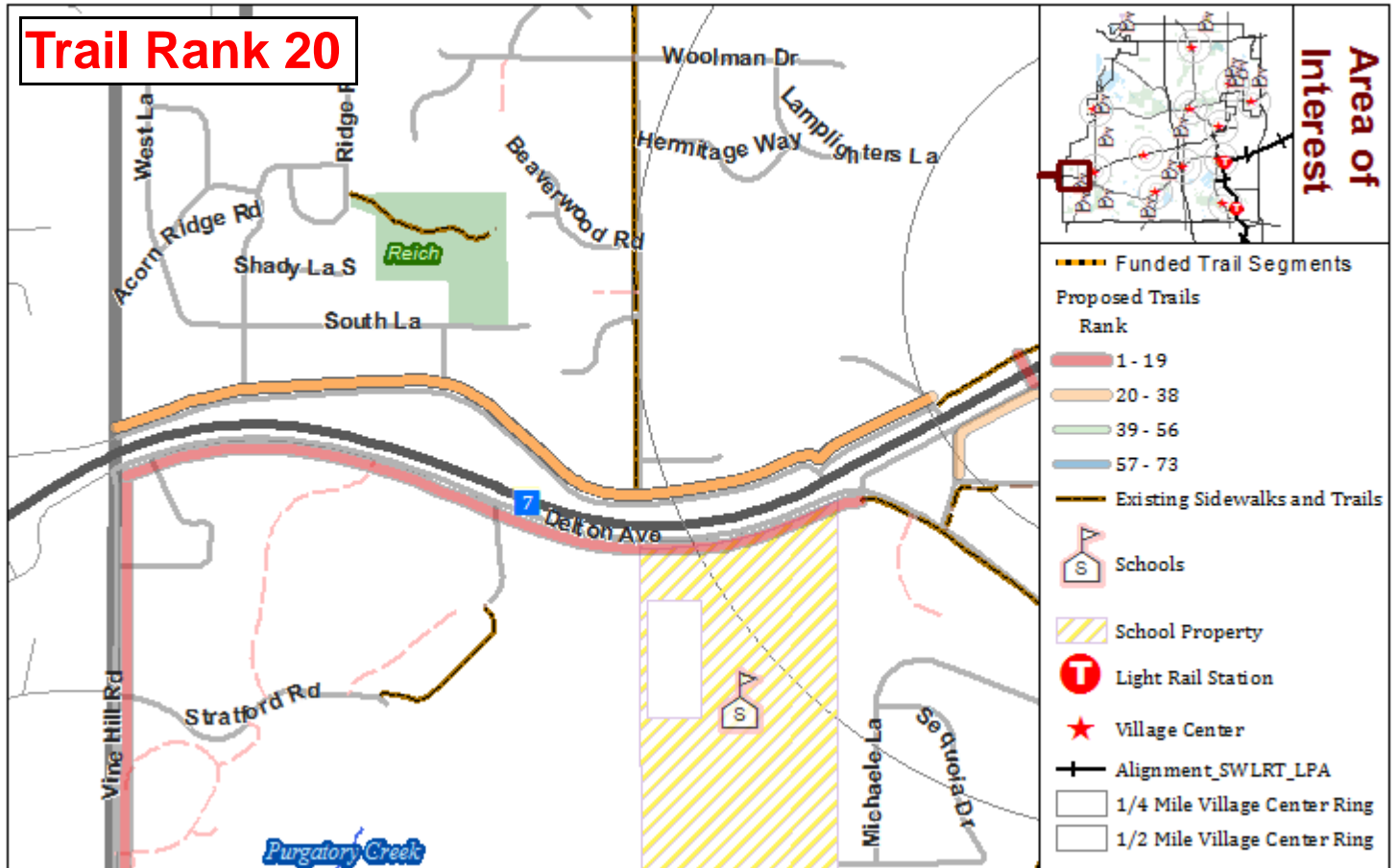
Est Cost with Road Project (by LF): \$131,250  
 Est Cost Independent Project (by LF): \$468,749

### 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)



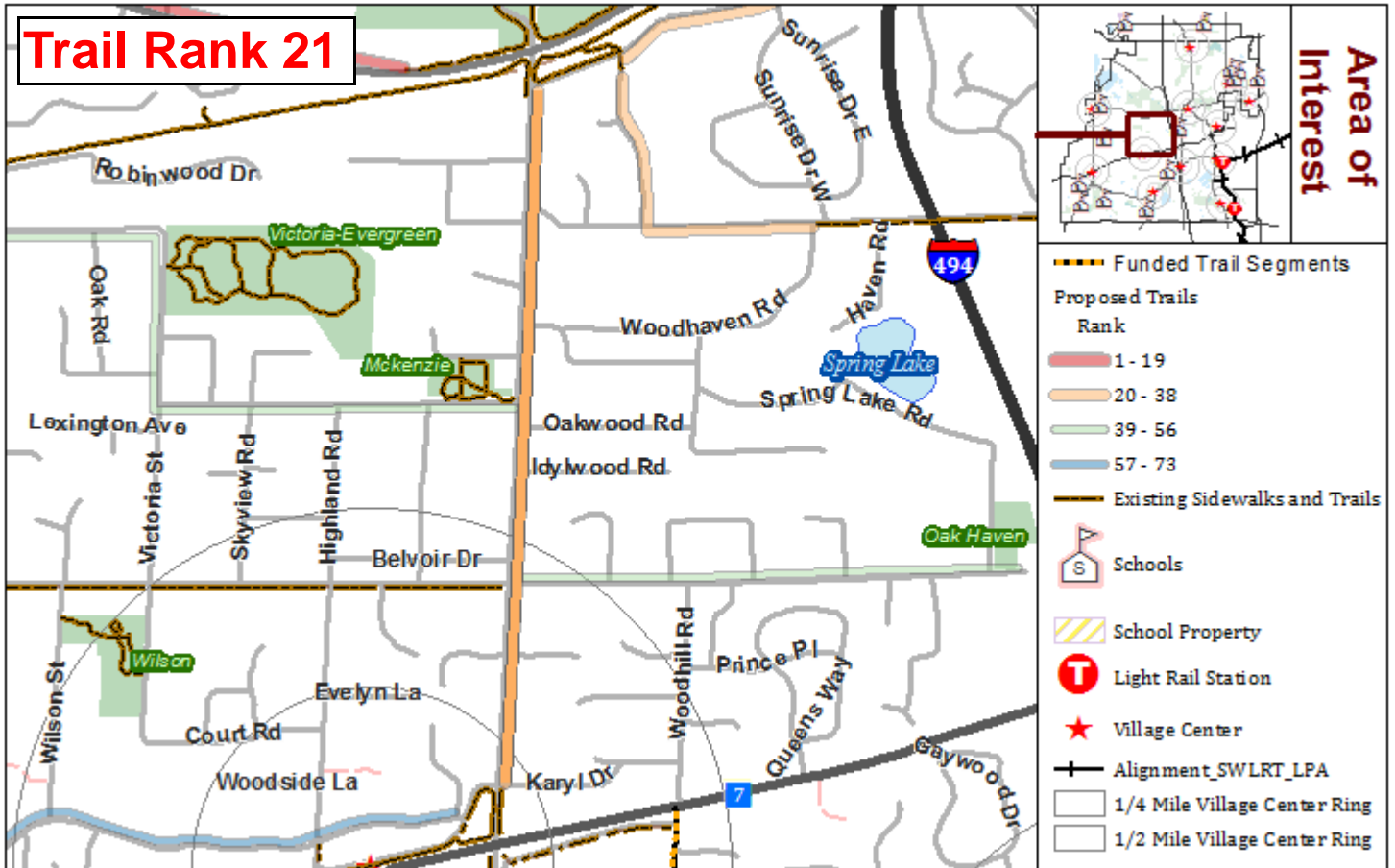
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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%	
	Y	Y	Y	N	Y	N	Y	Y	Y	N	N	N	N	N	N	

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



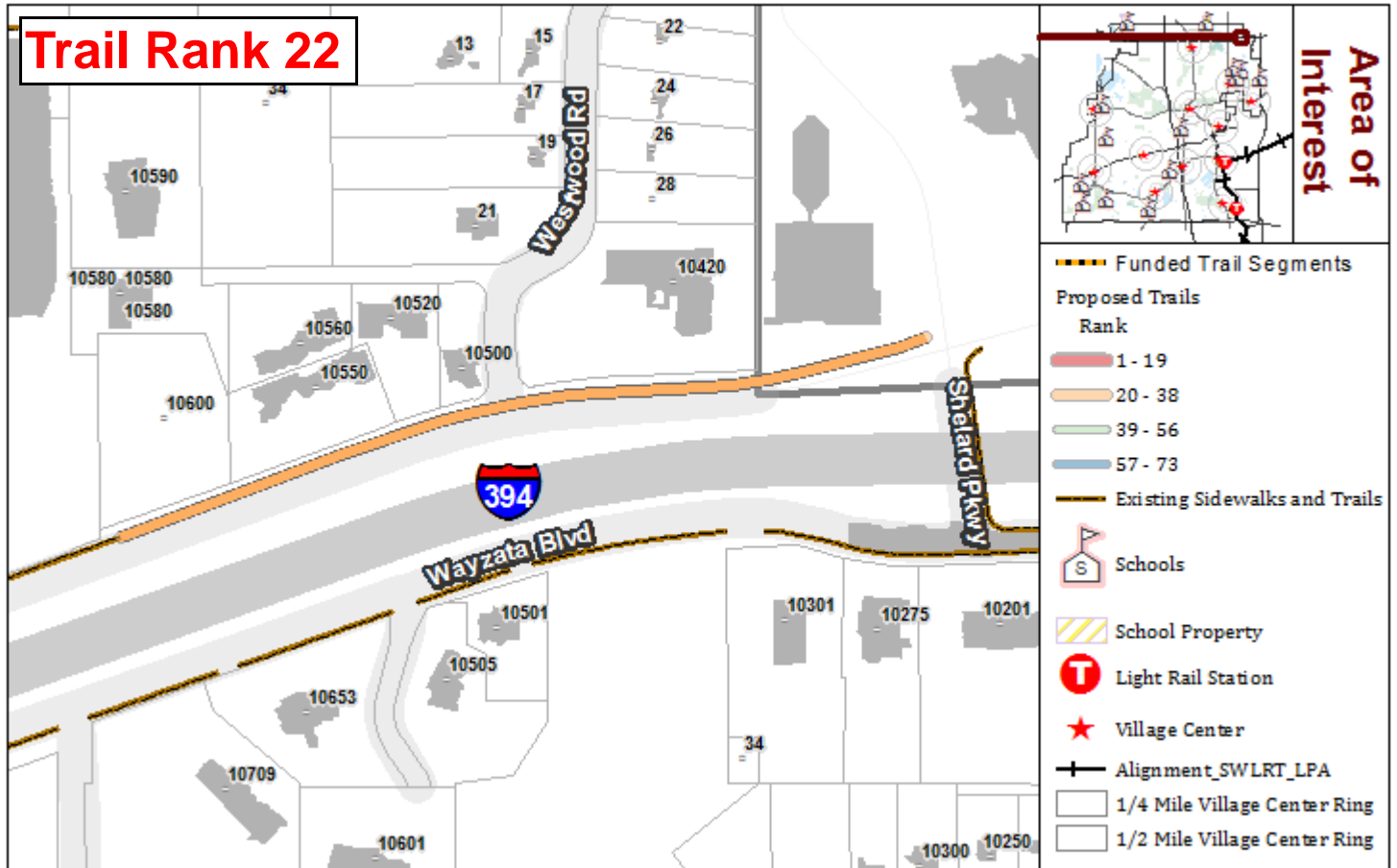
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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%	
4.6	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



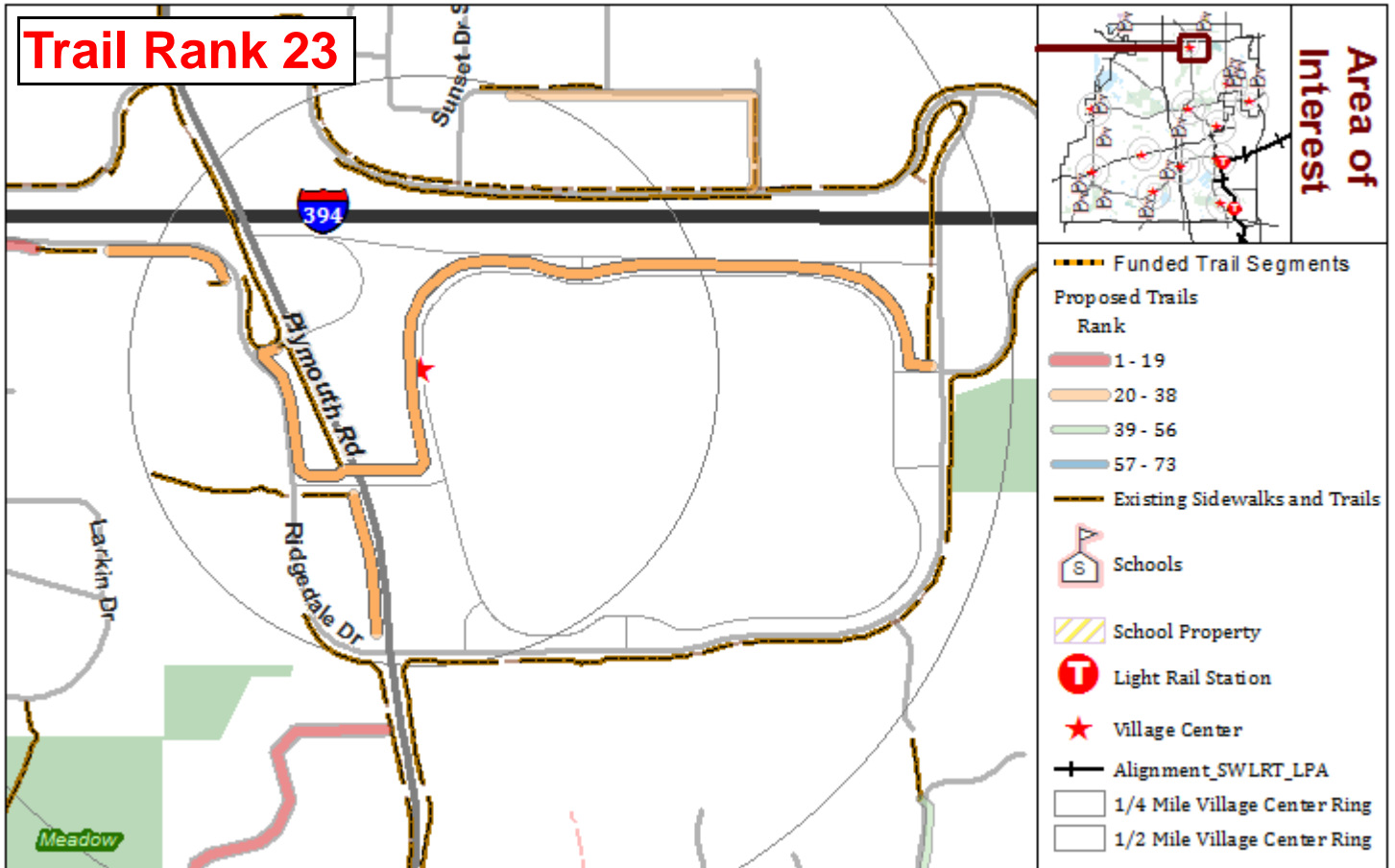
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

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



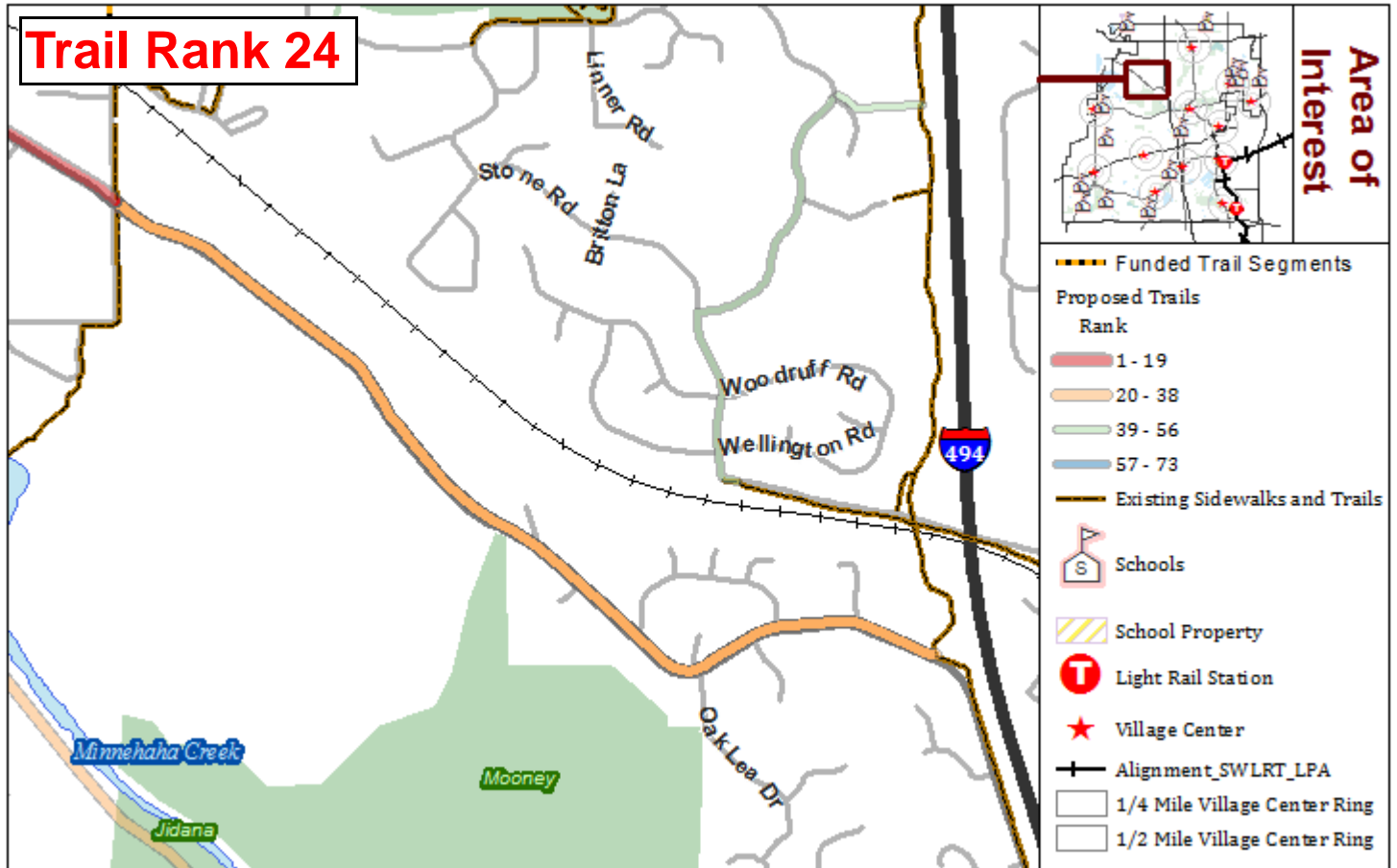
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



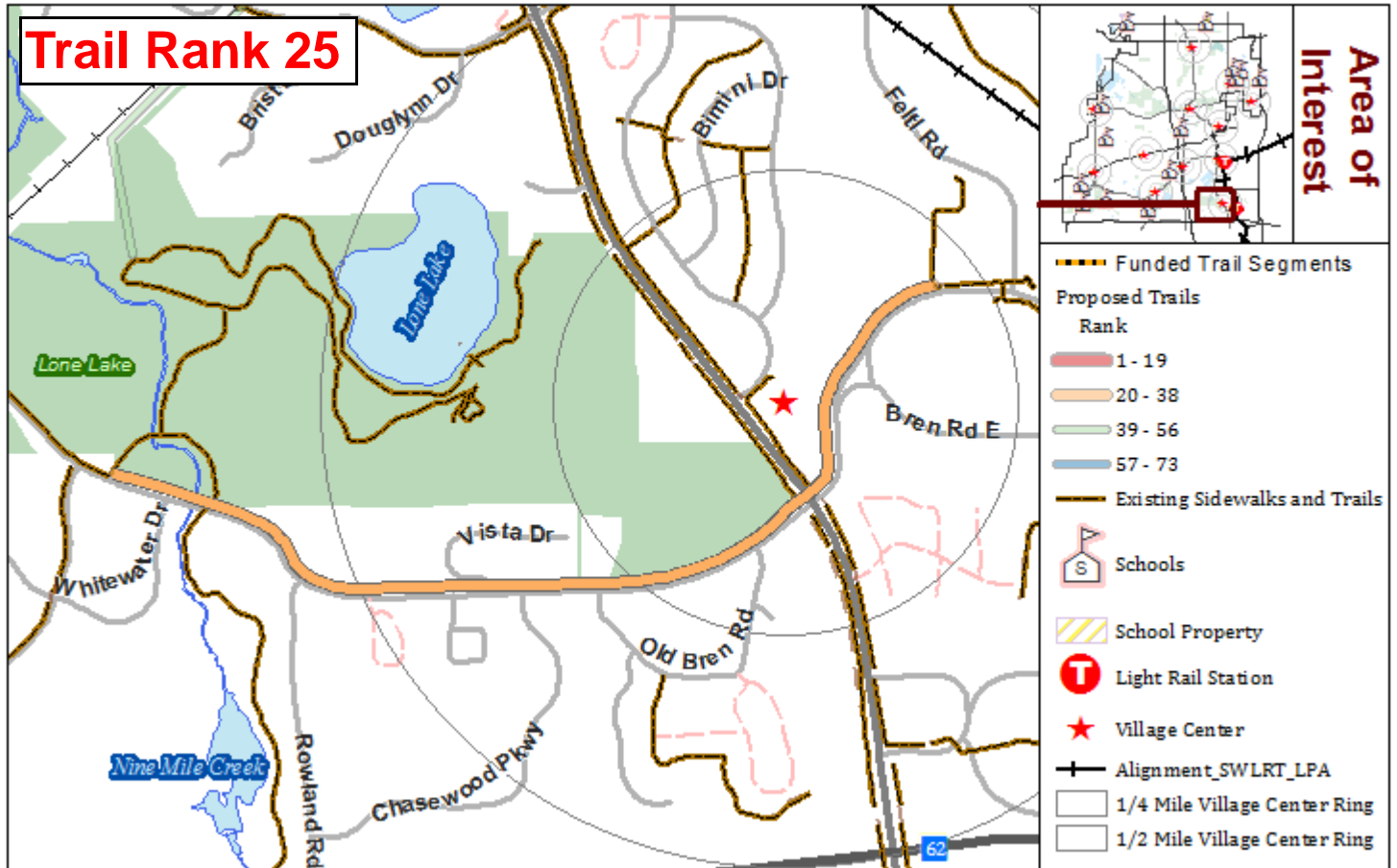
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



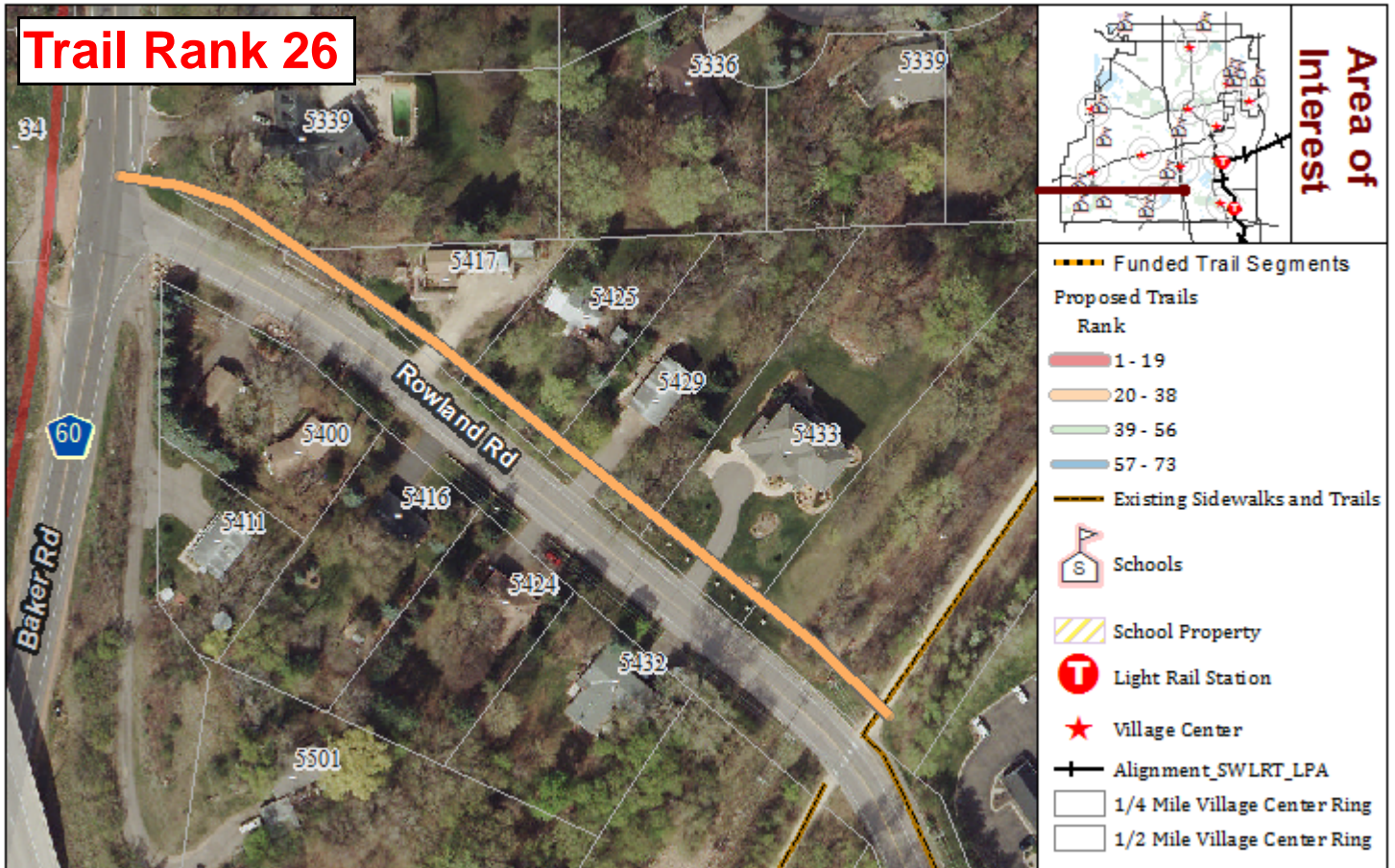
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

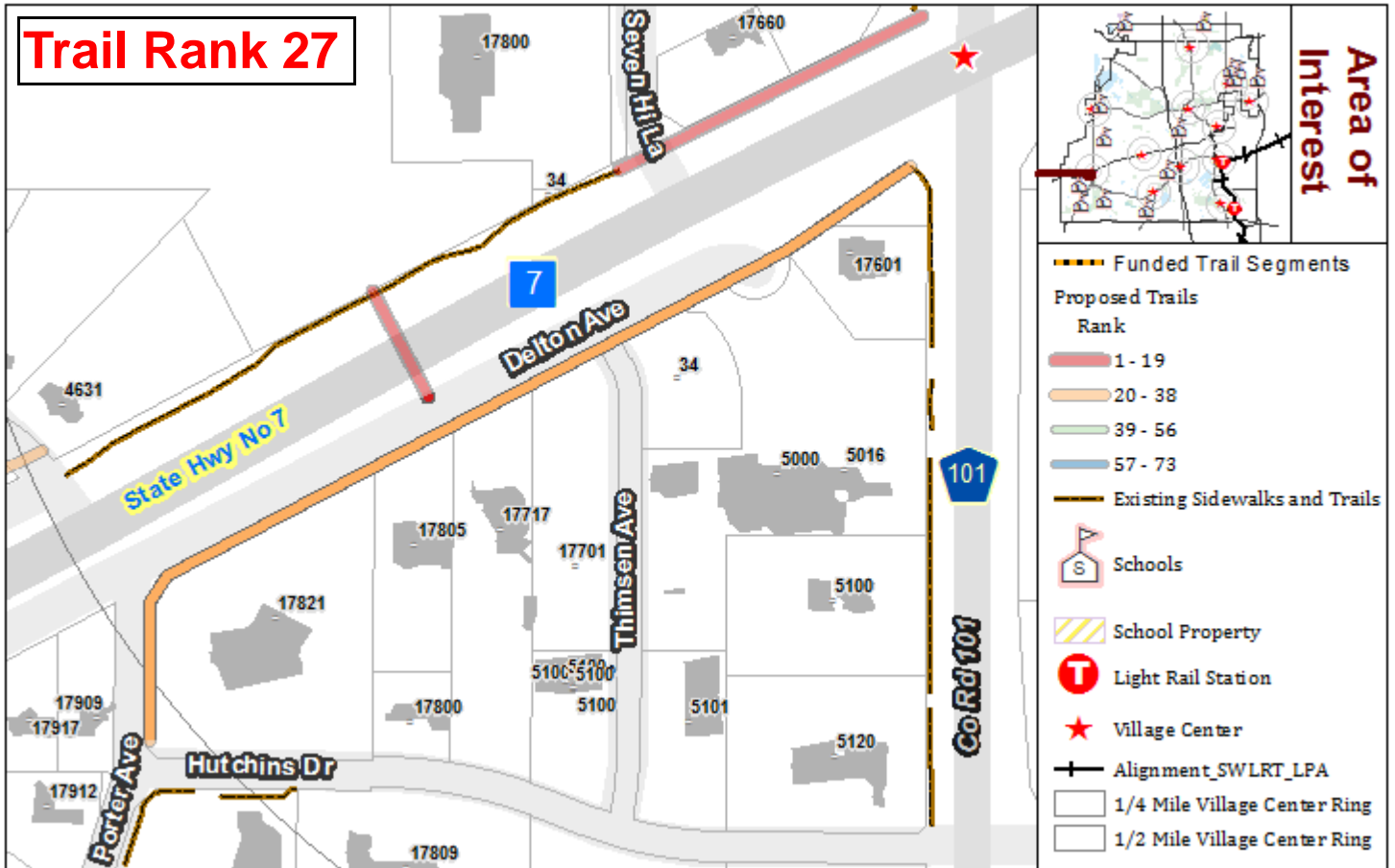


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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



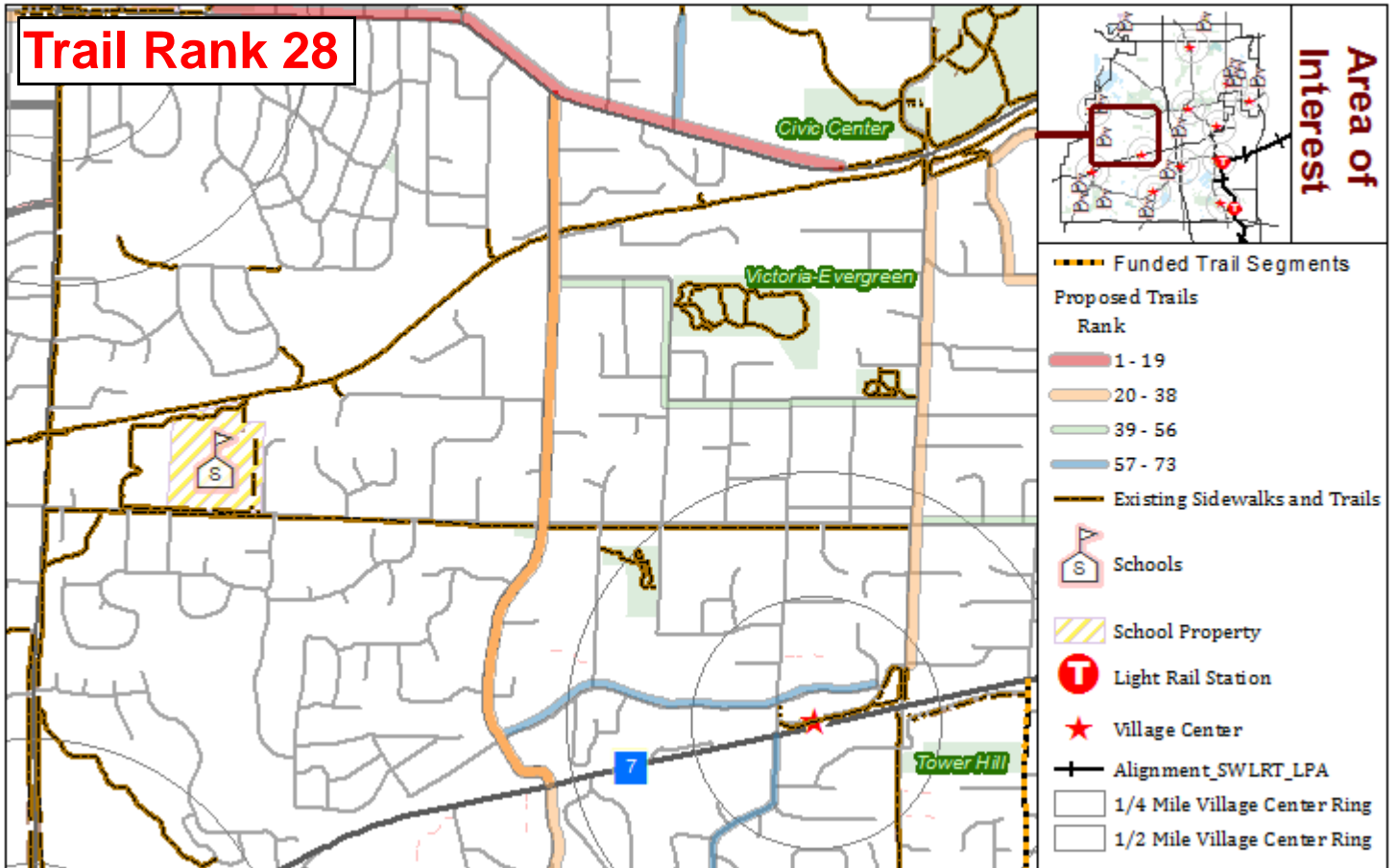
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes a Route	Village Center	Business Access	Library/Government Center	School Access	Connect to Transit Location	Regional Commuting	Length (feet) for estimate purposes
4.0	Y	Y	N	N	N	N	N	Y	N	Y	Y	N	N	N	N	1,310

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

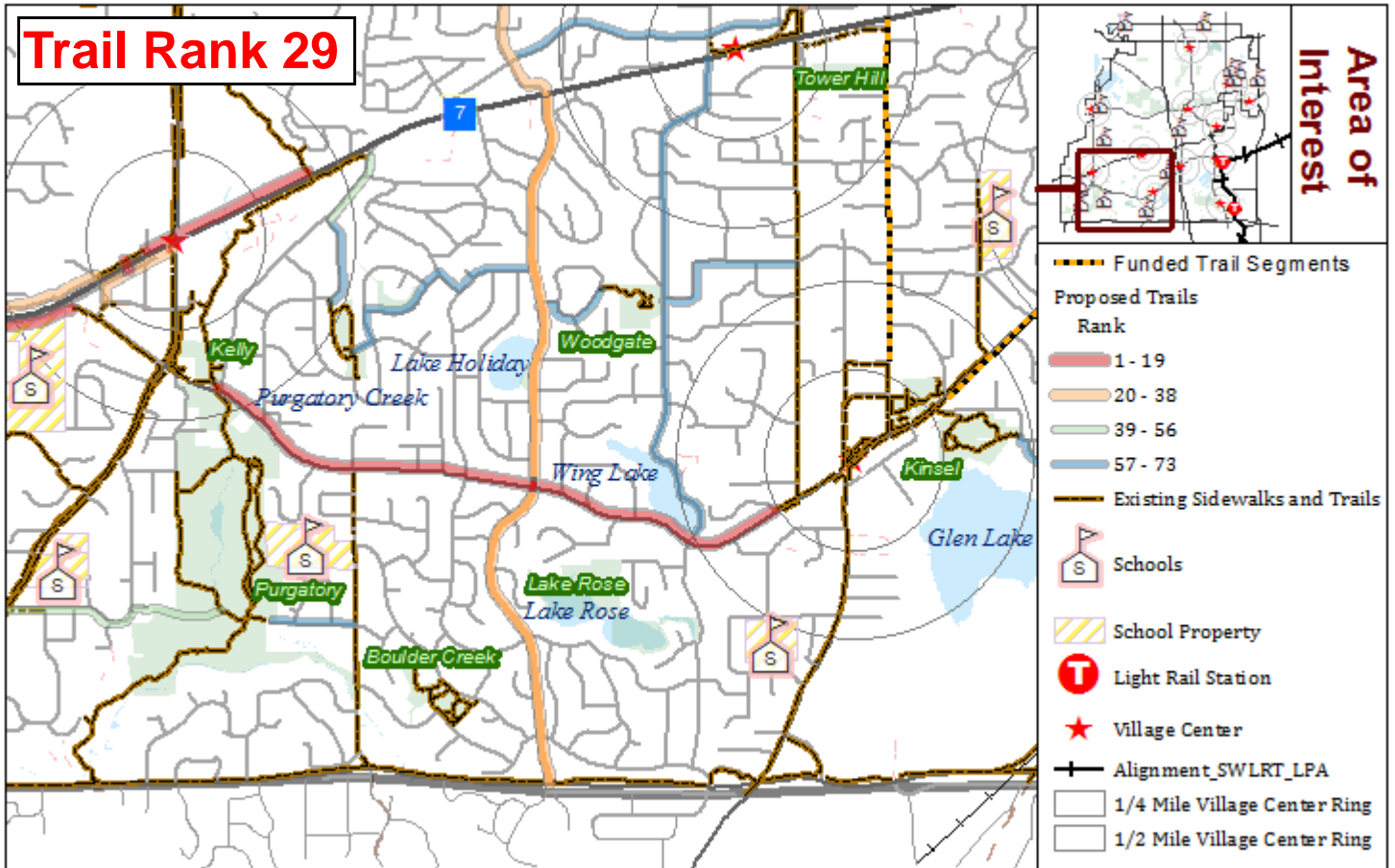


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

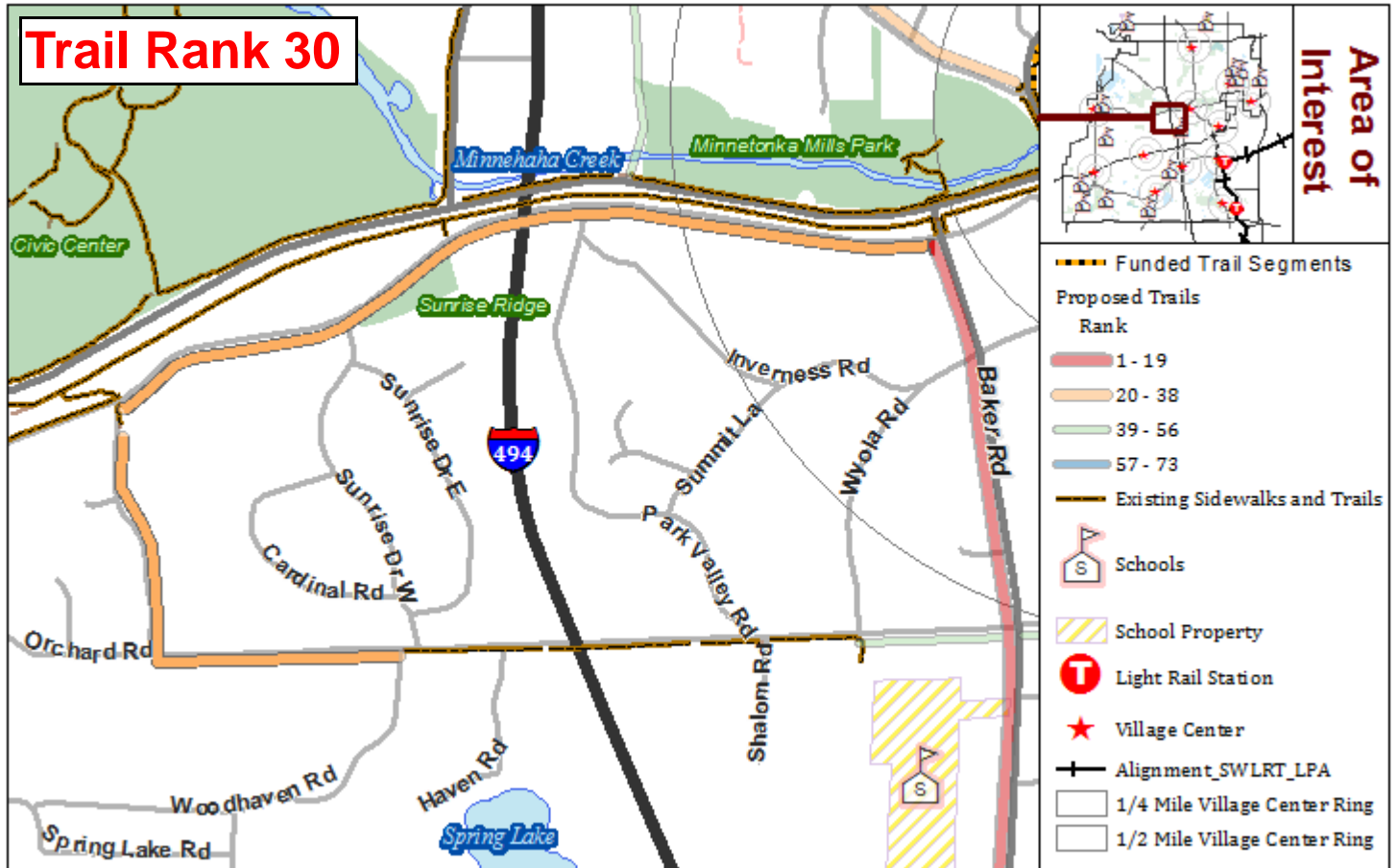


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

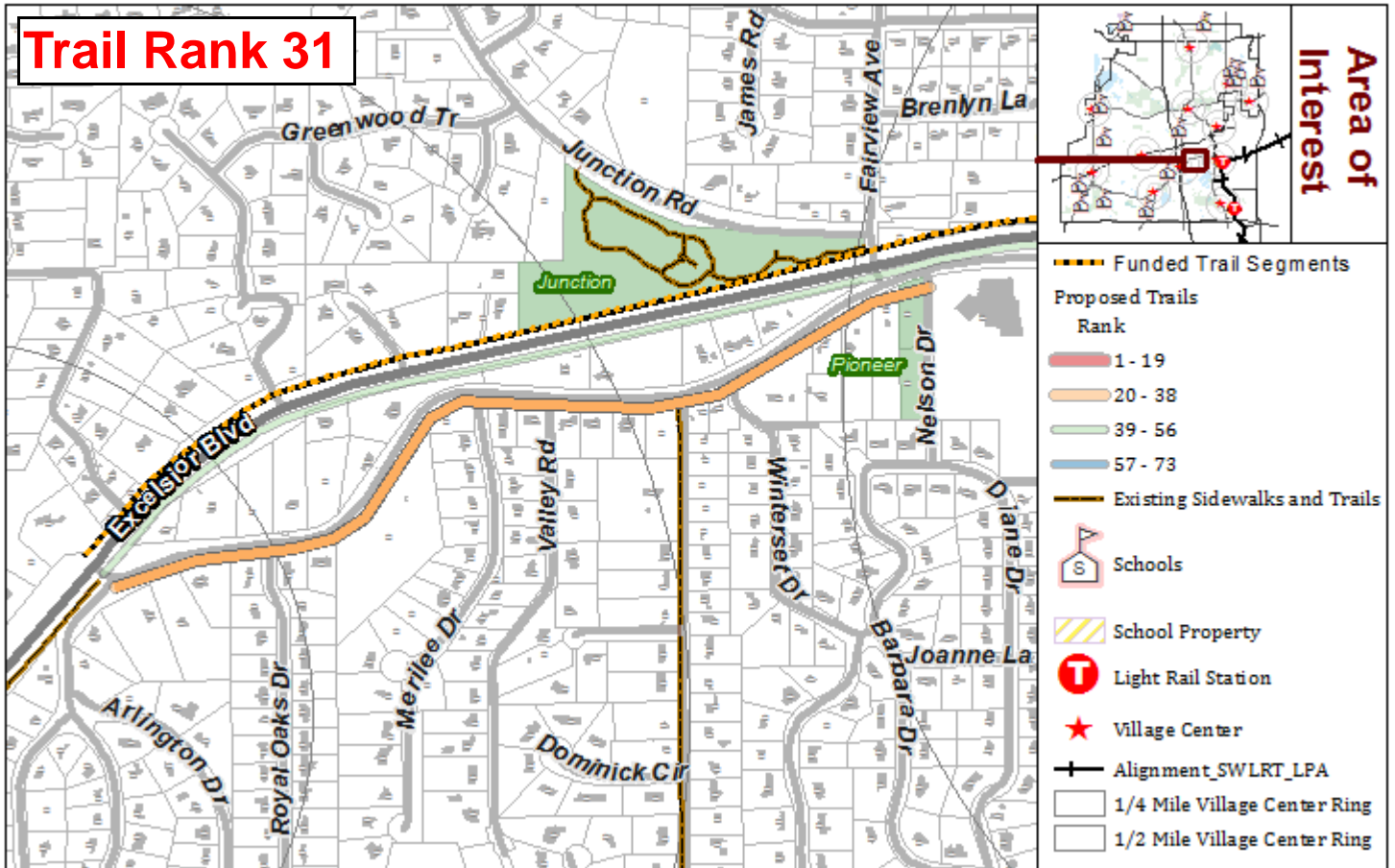


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

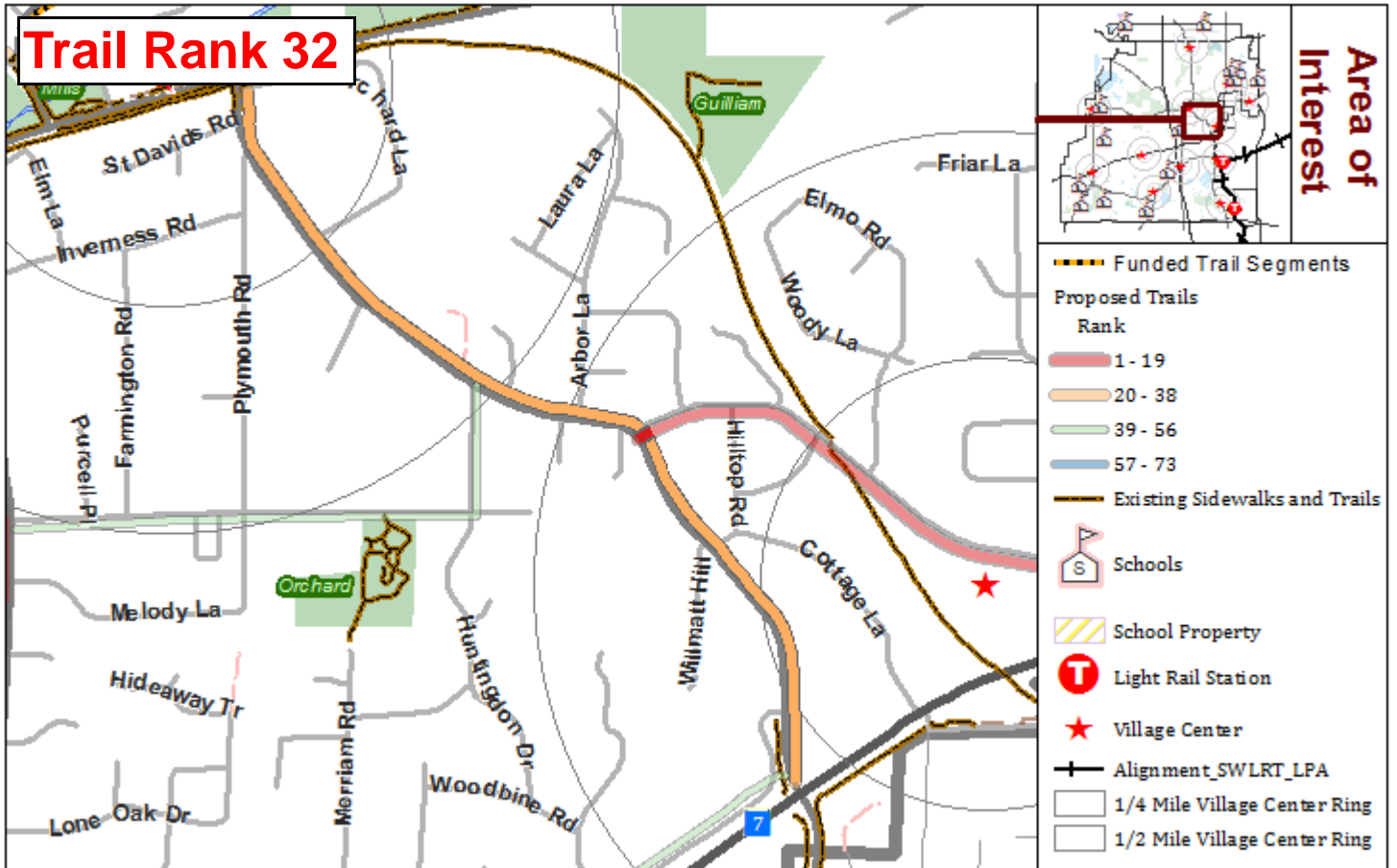


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

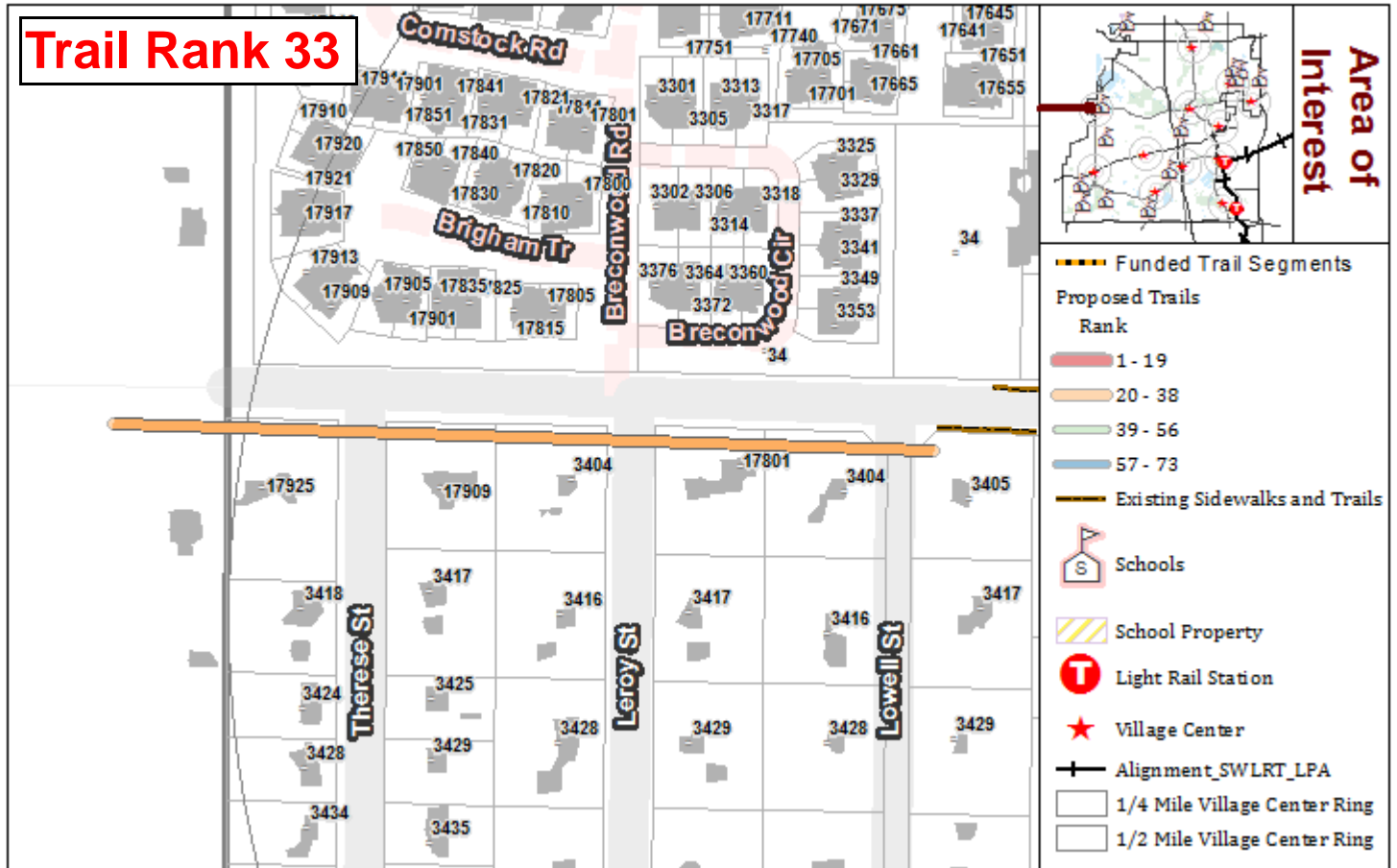


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

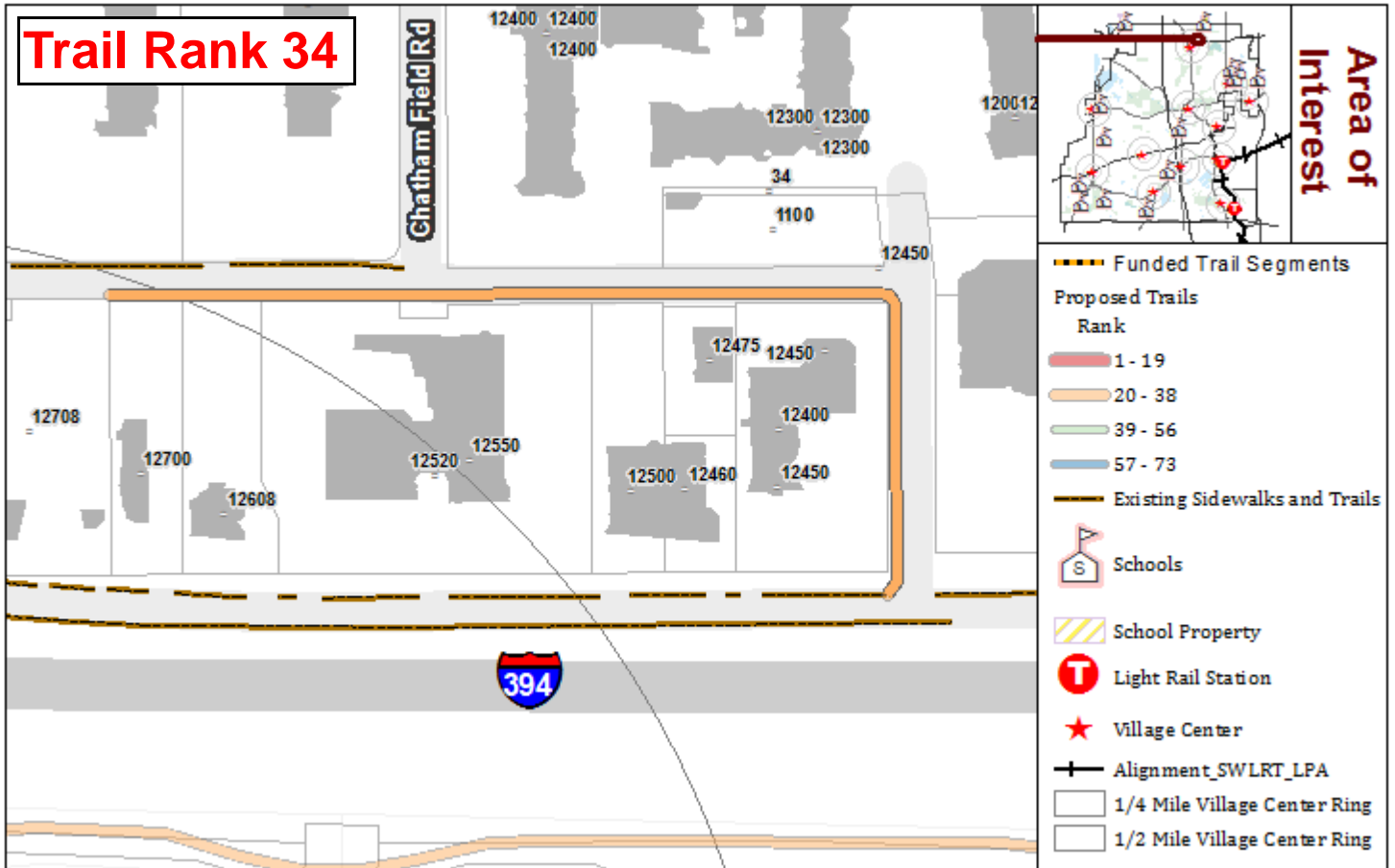


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

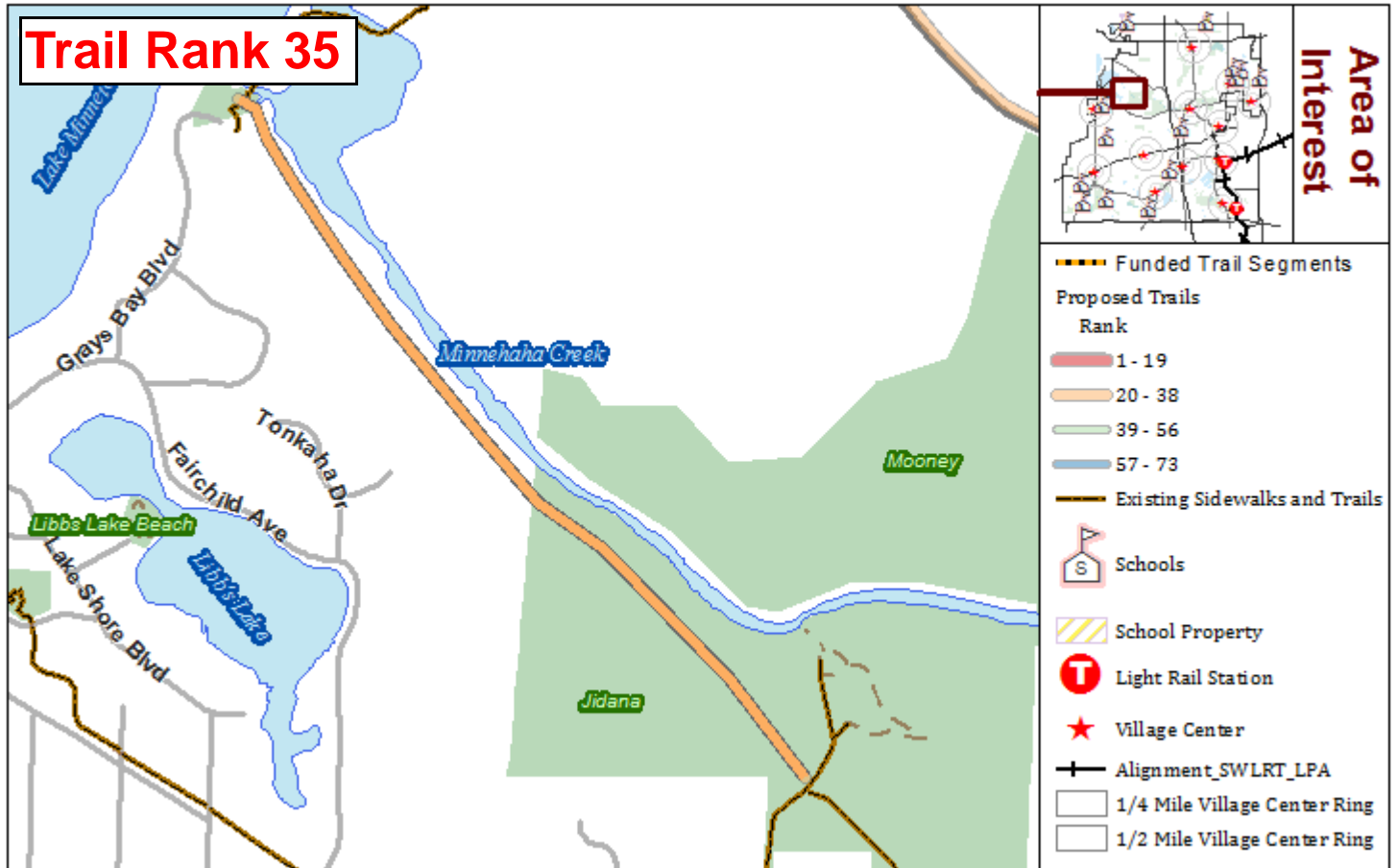


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

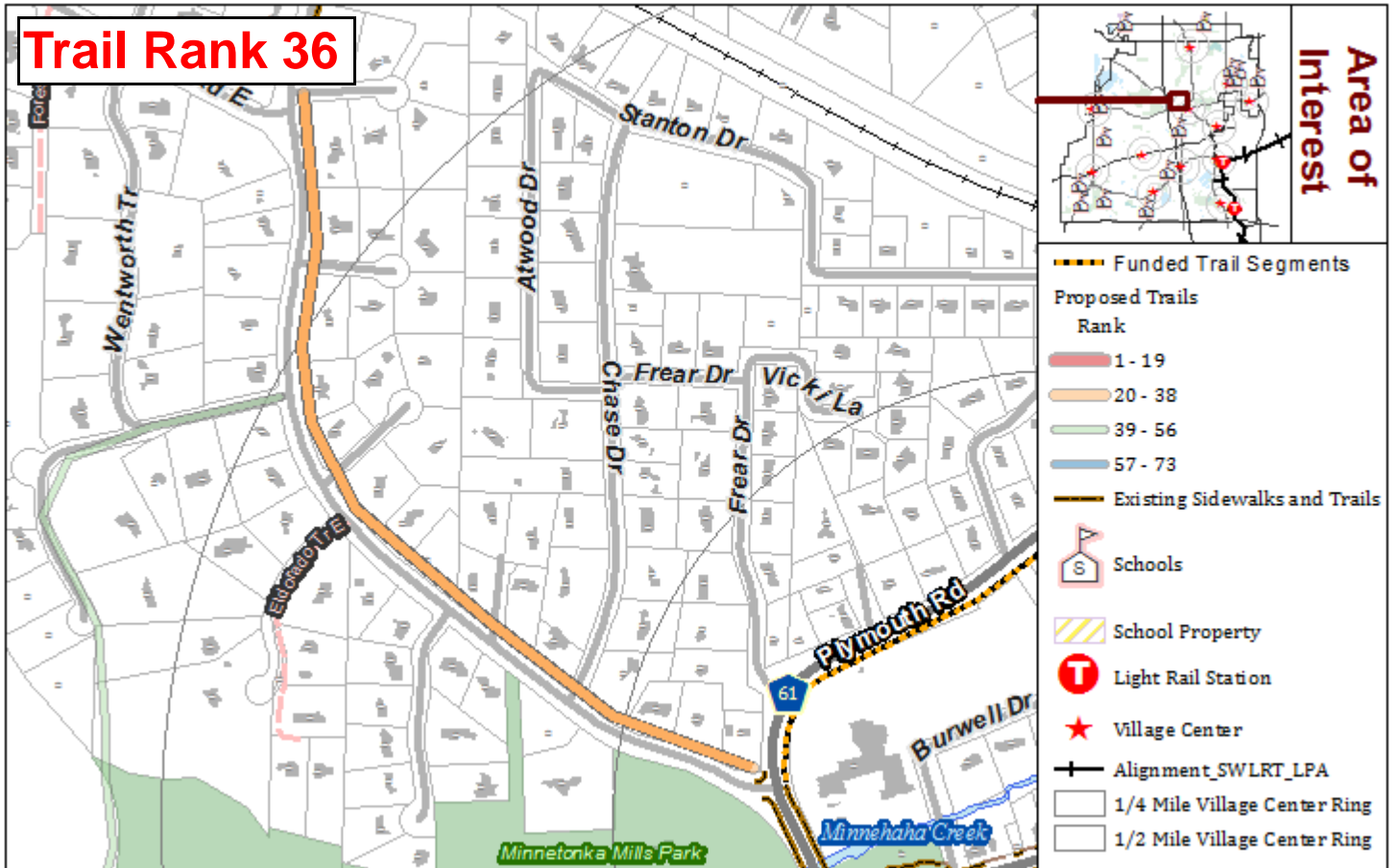
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



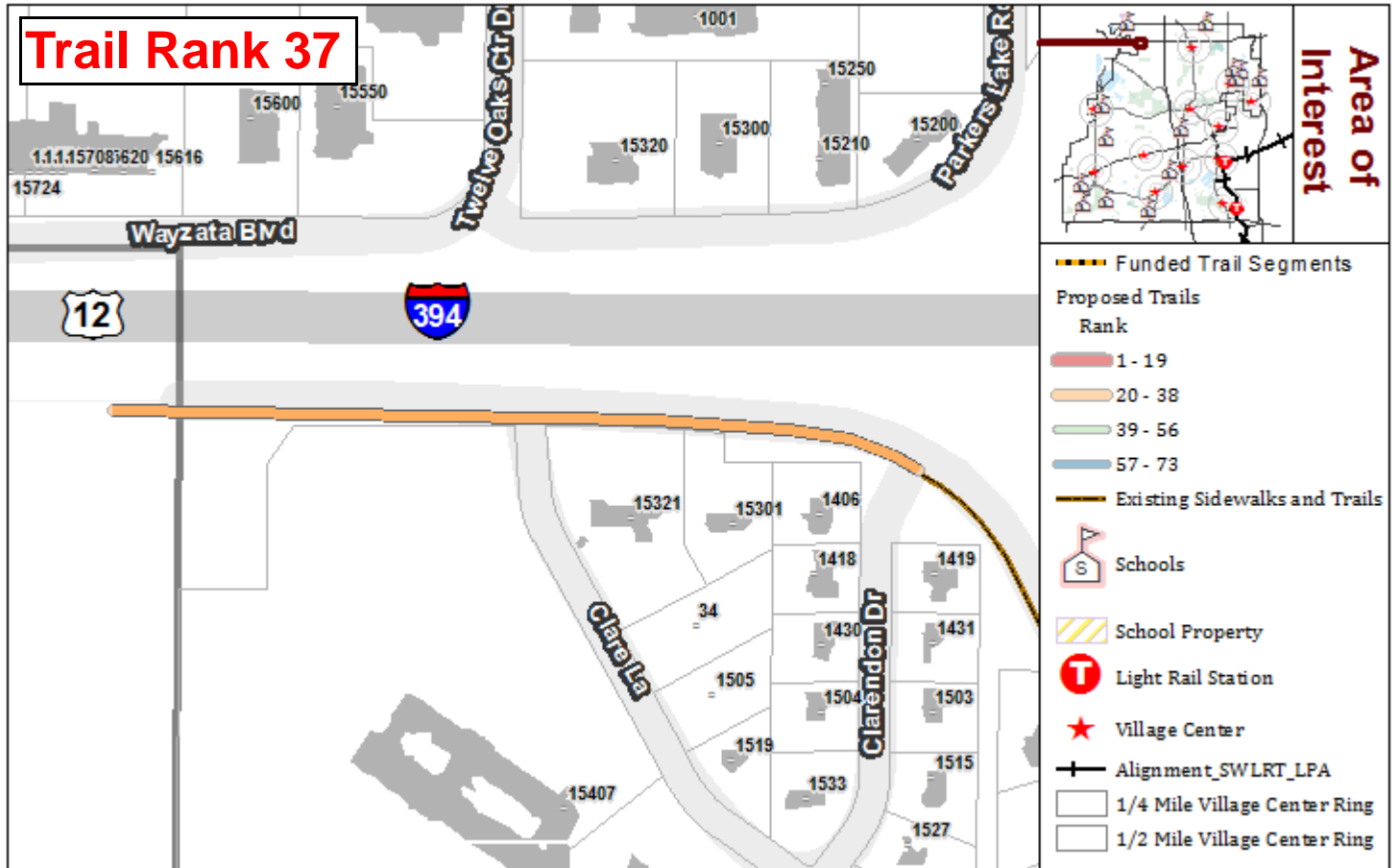
## Considerations

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



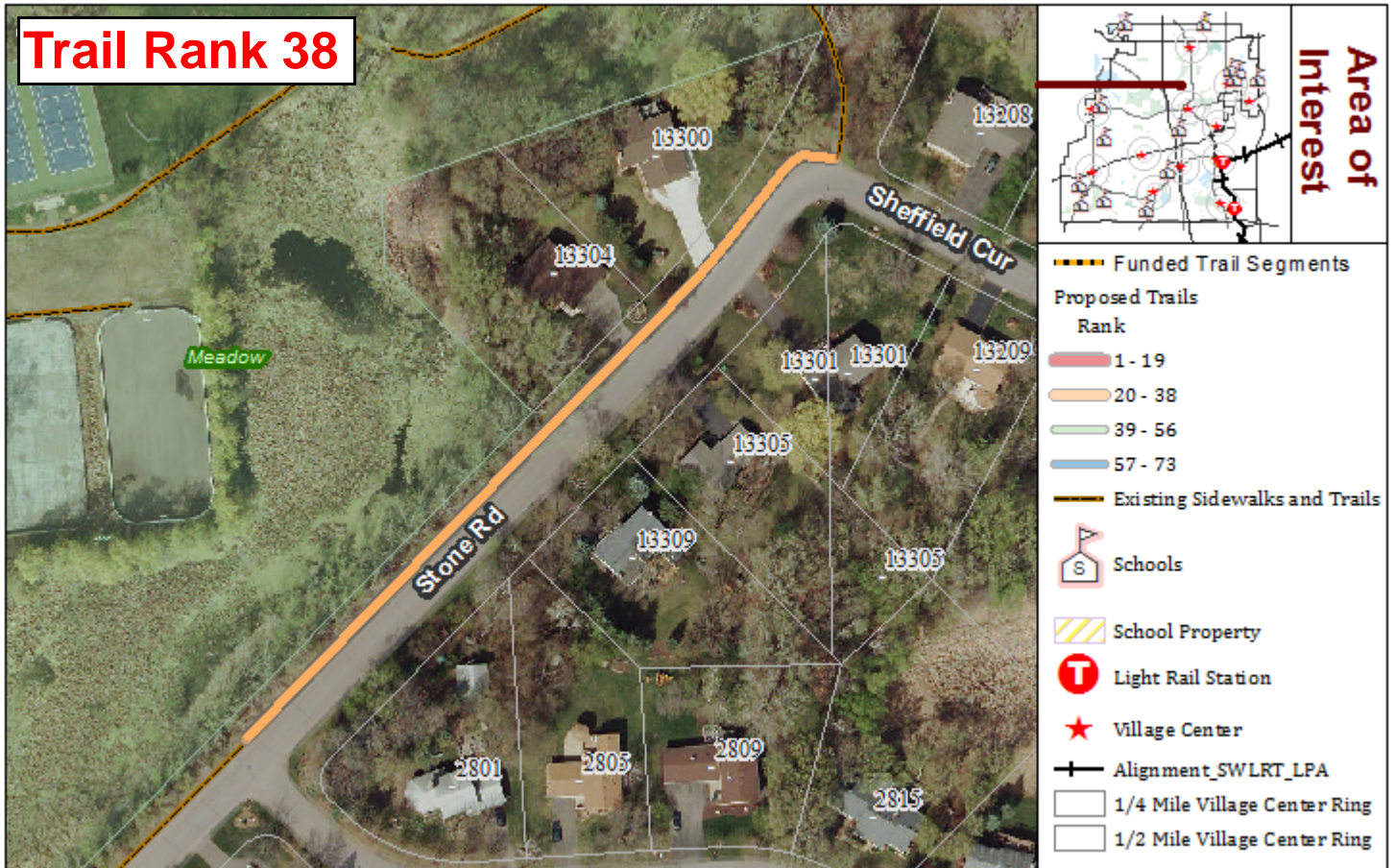
## Considerations

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

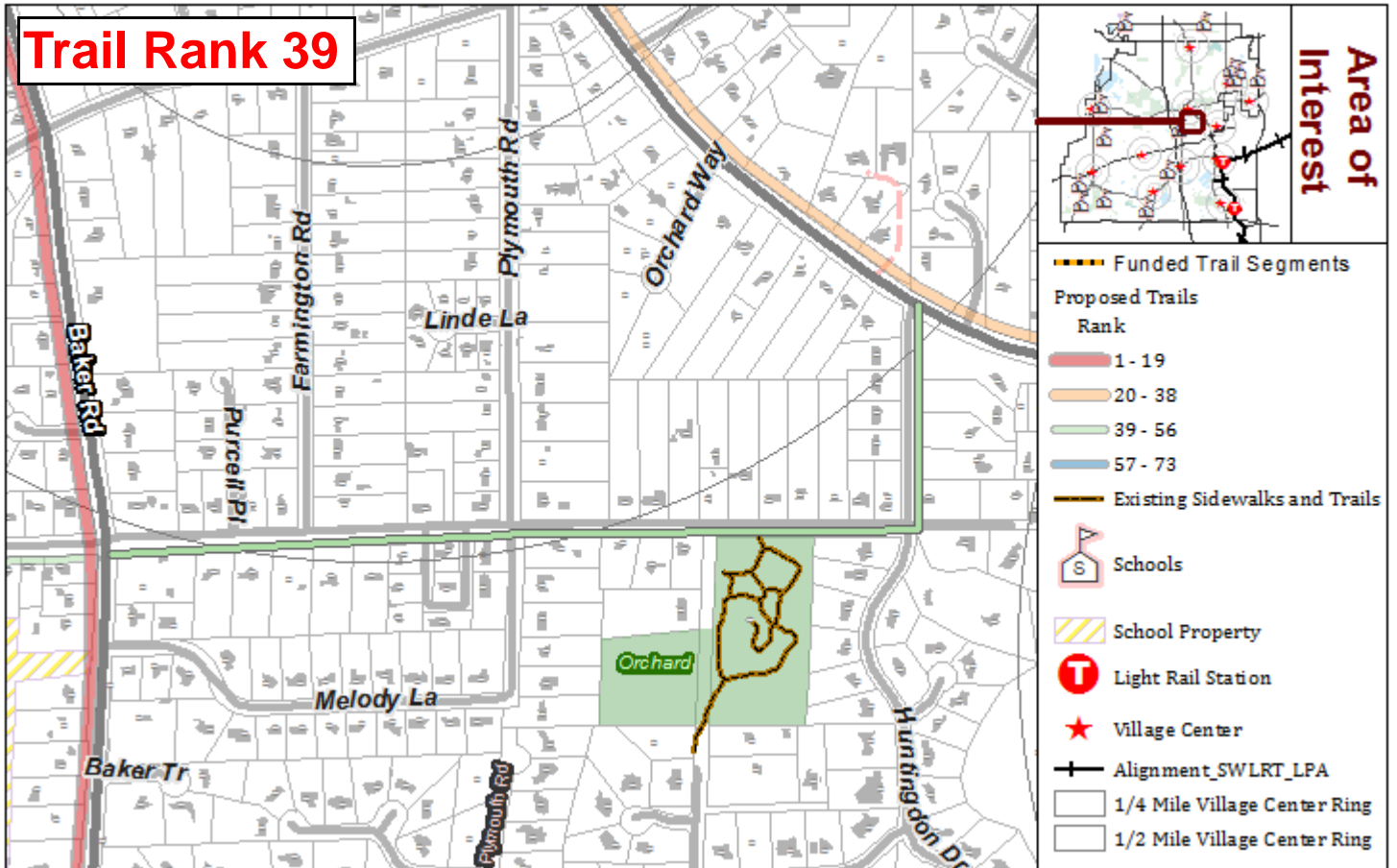


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

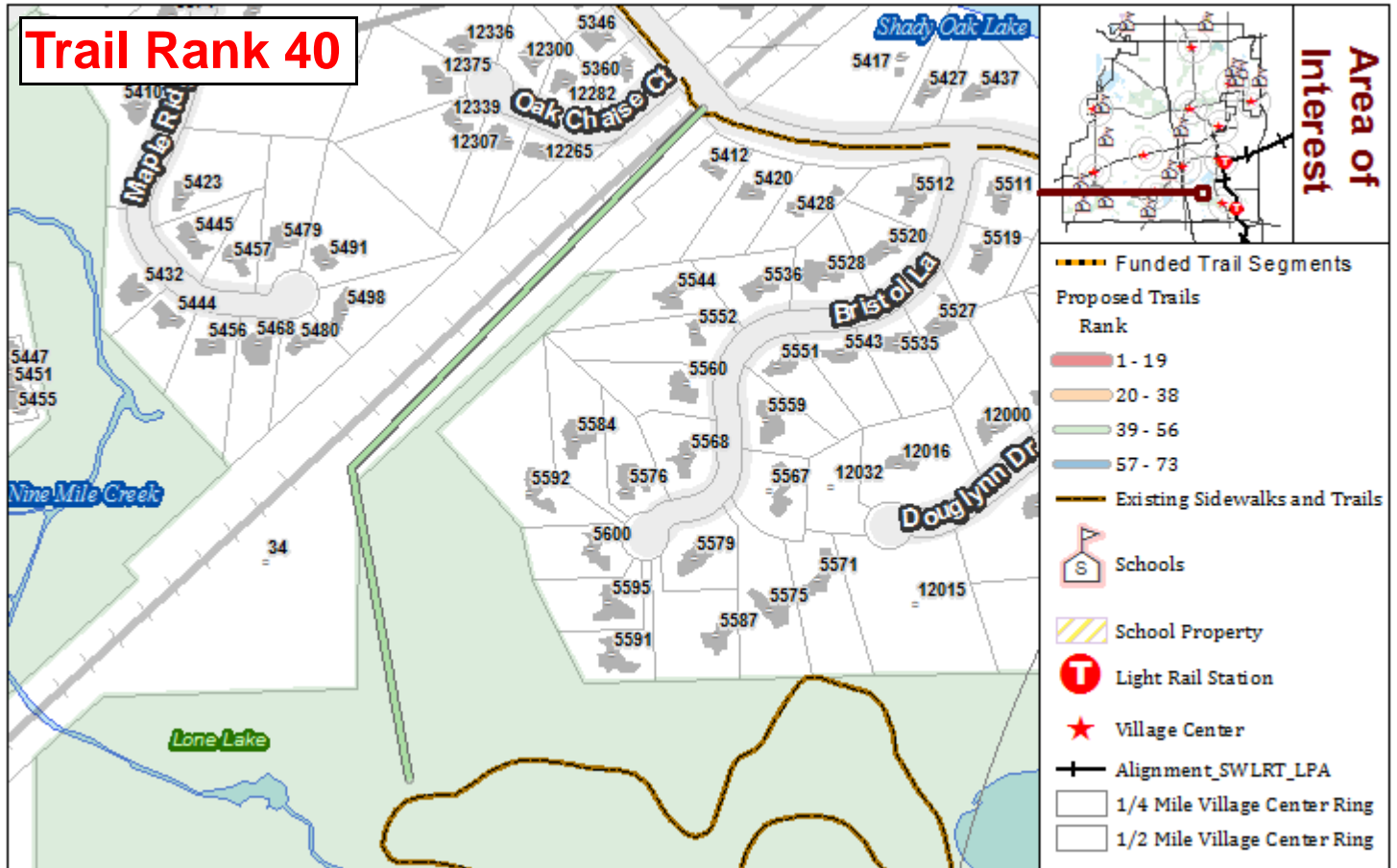


<b>Considerations</b>															
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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%	3,453
2.9	Y	N	Y	N	Y	N	Y	N	*	N	N	N	Y	N	

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

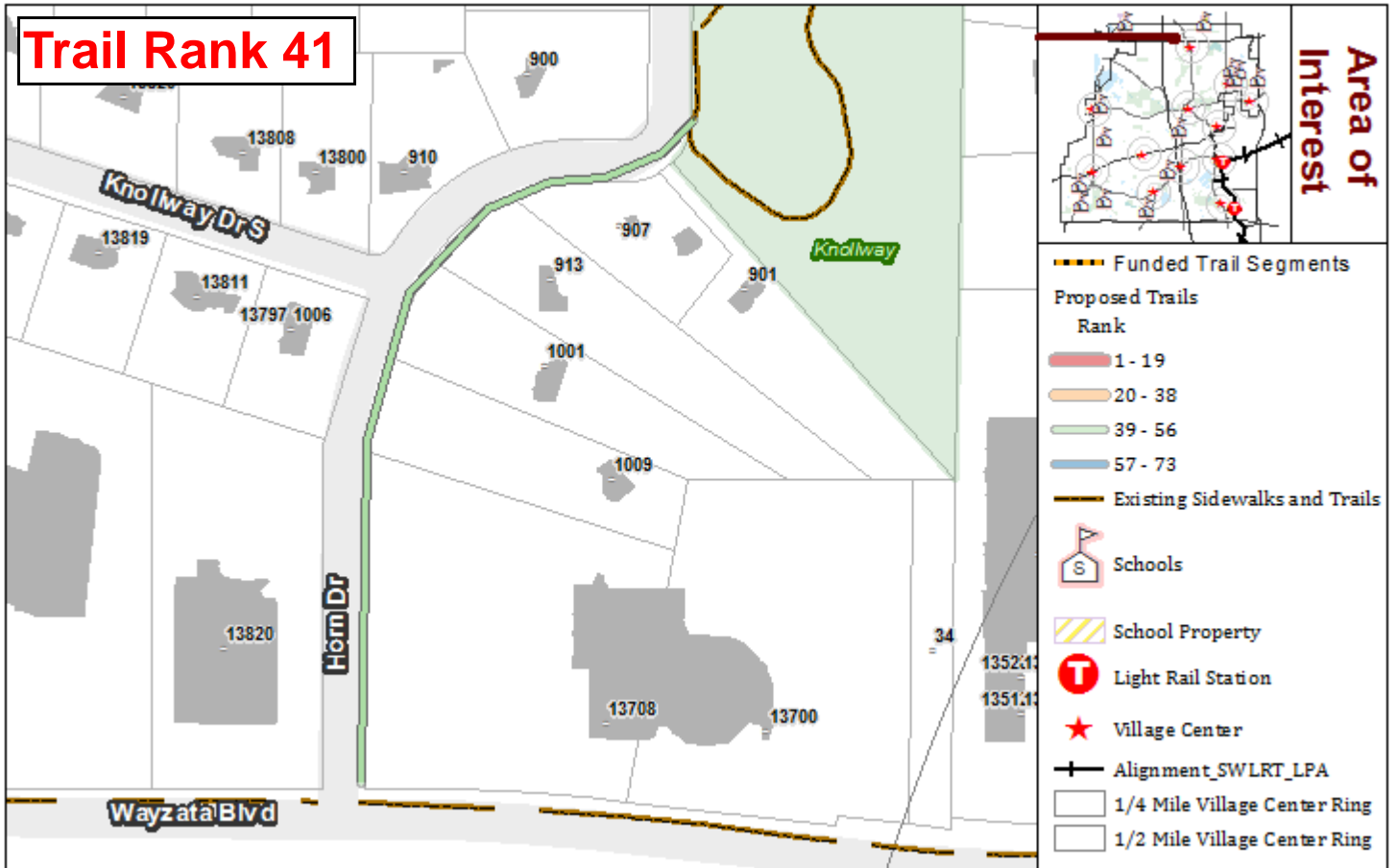


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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	1,719

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



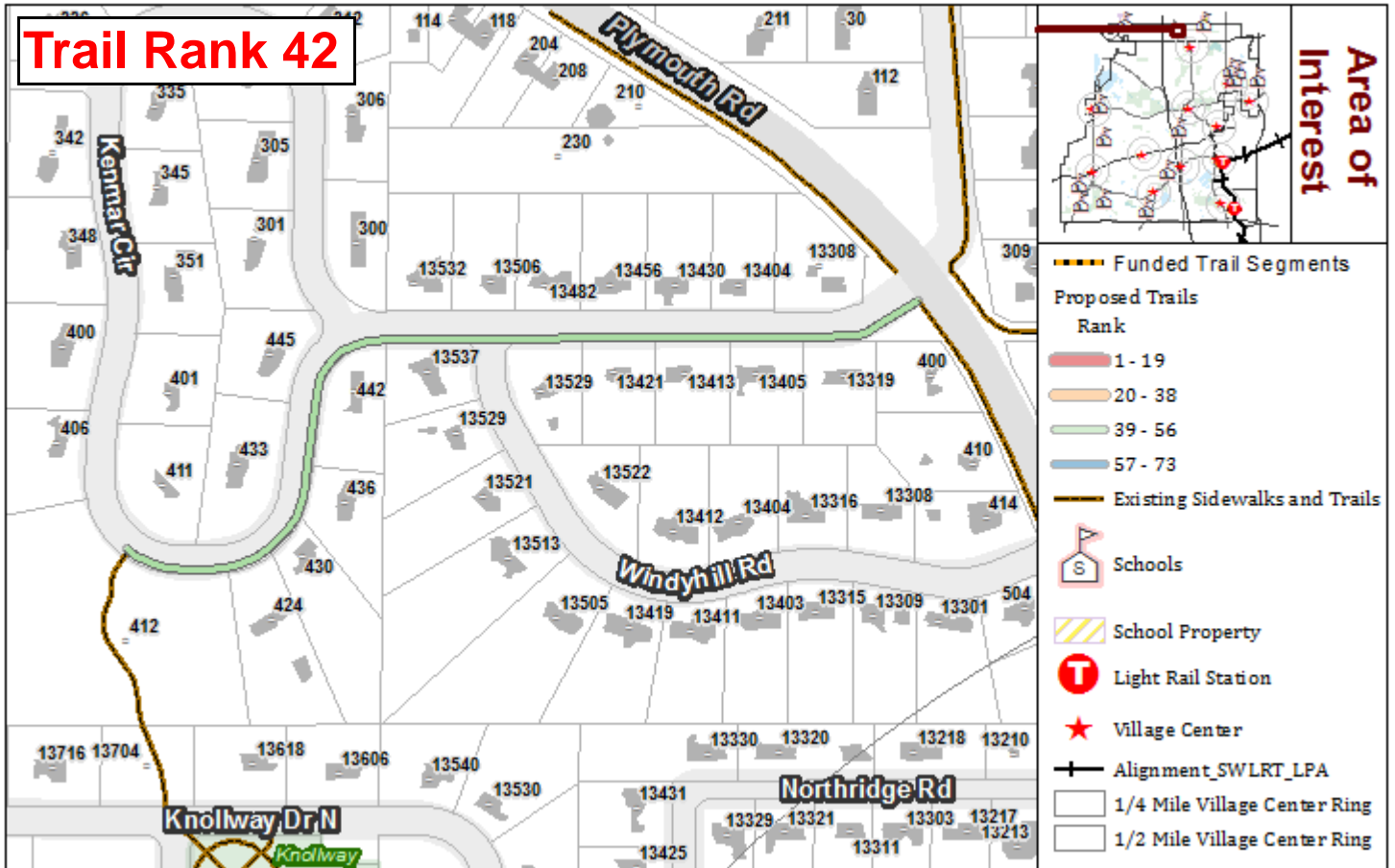
## Considerations

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

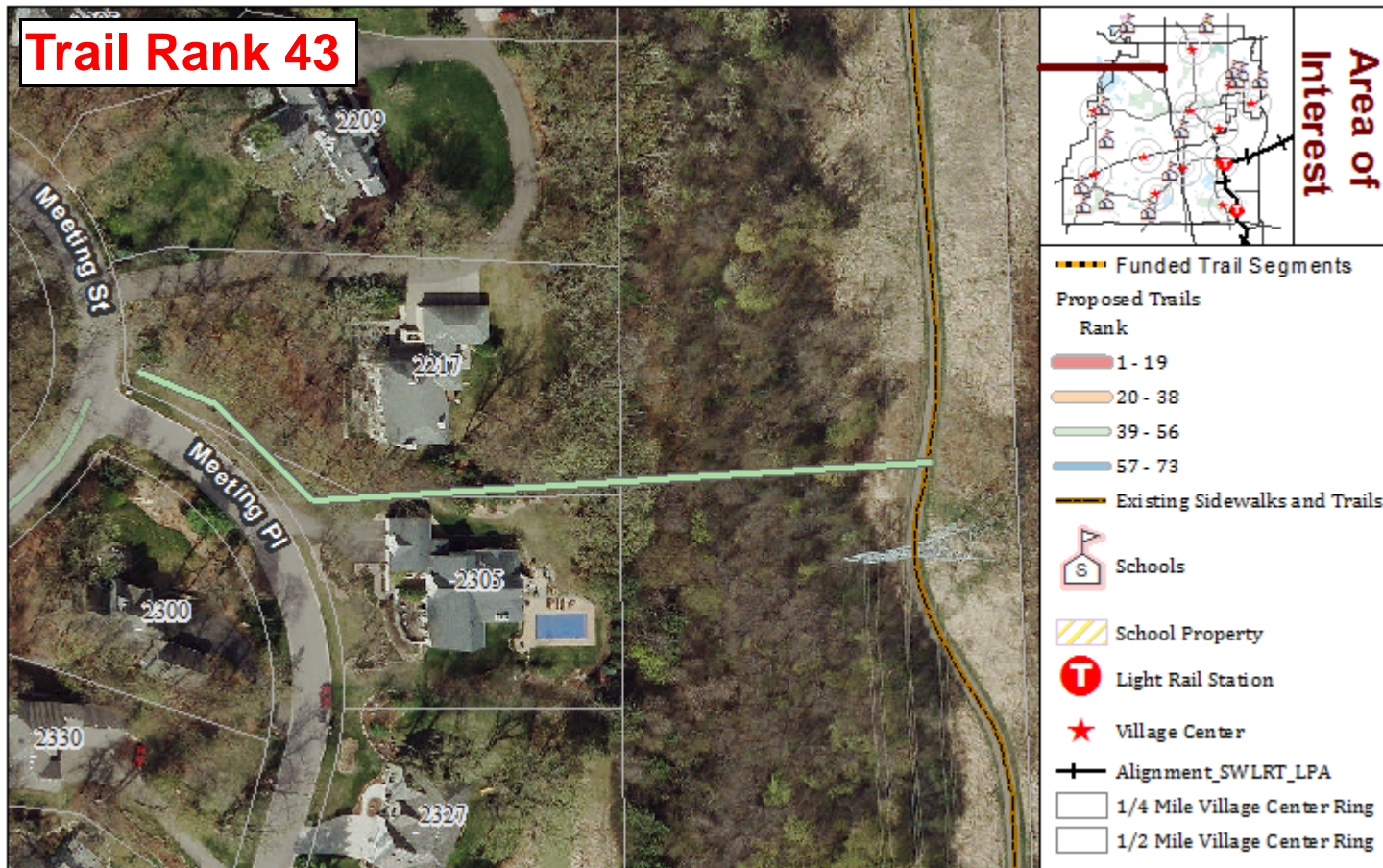


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



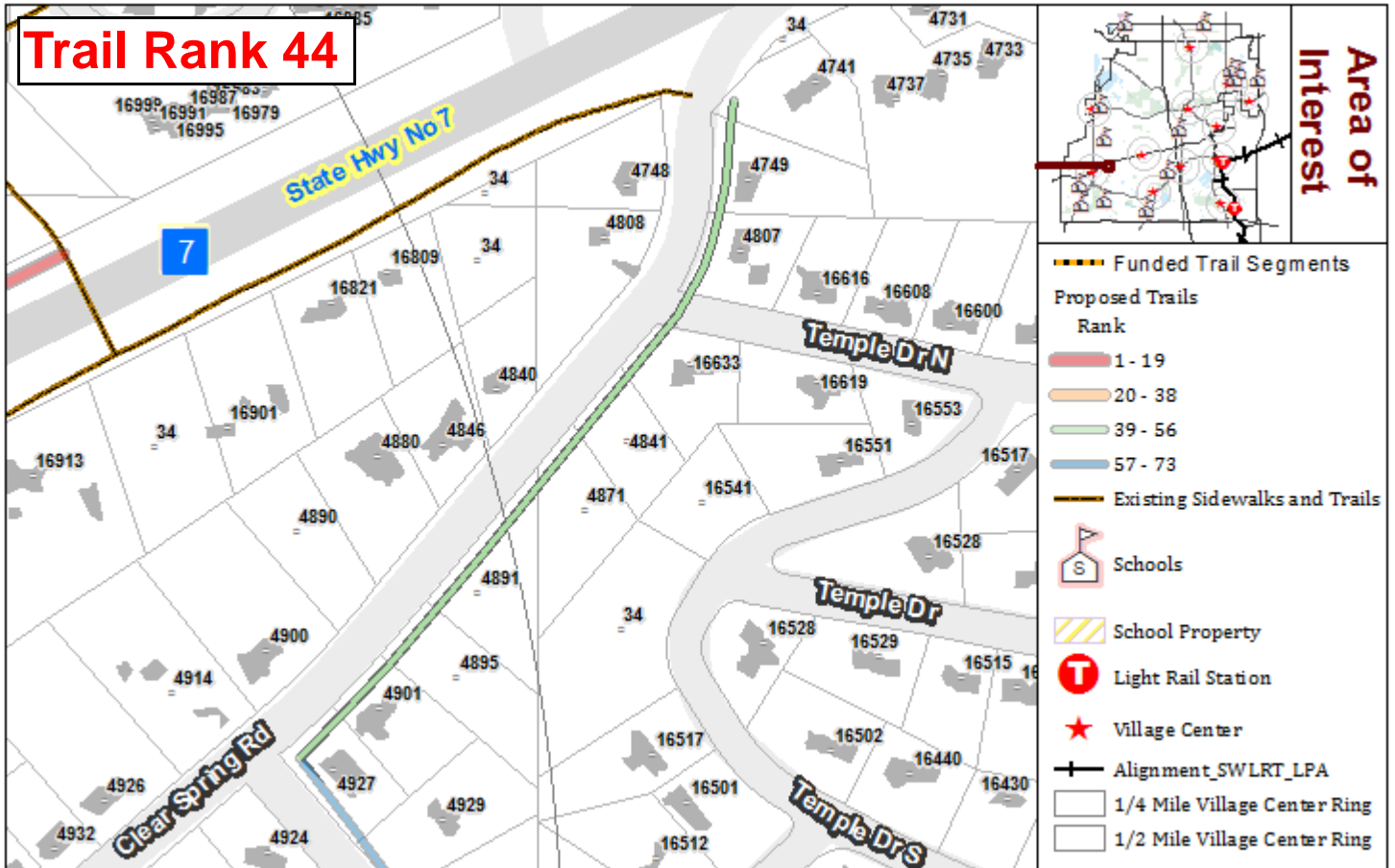
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

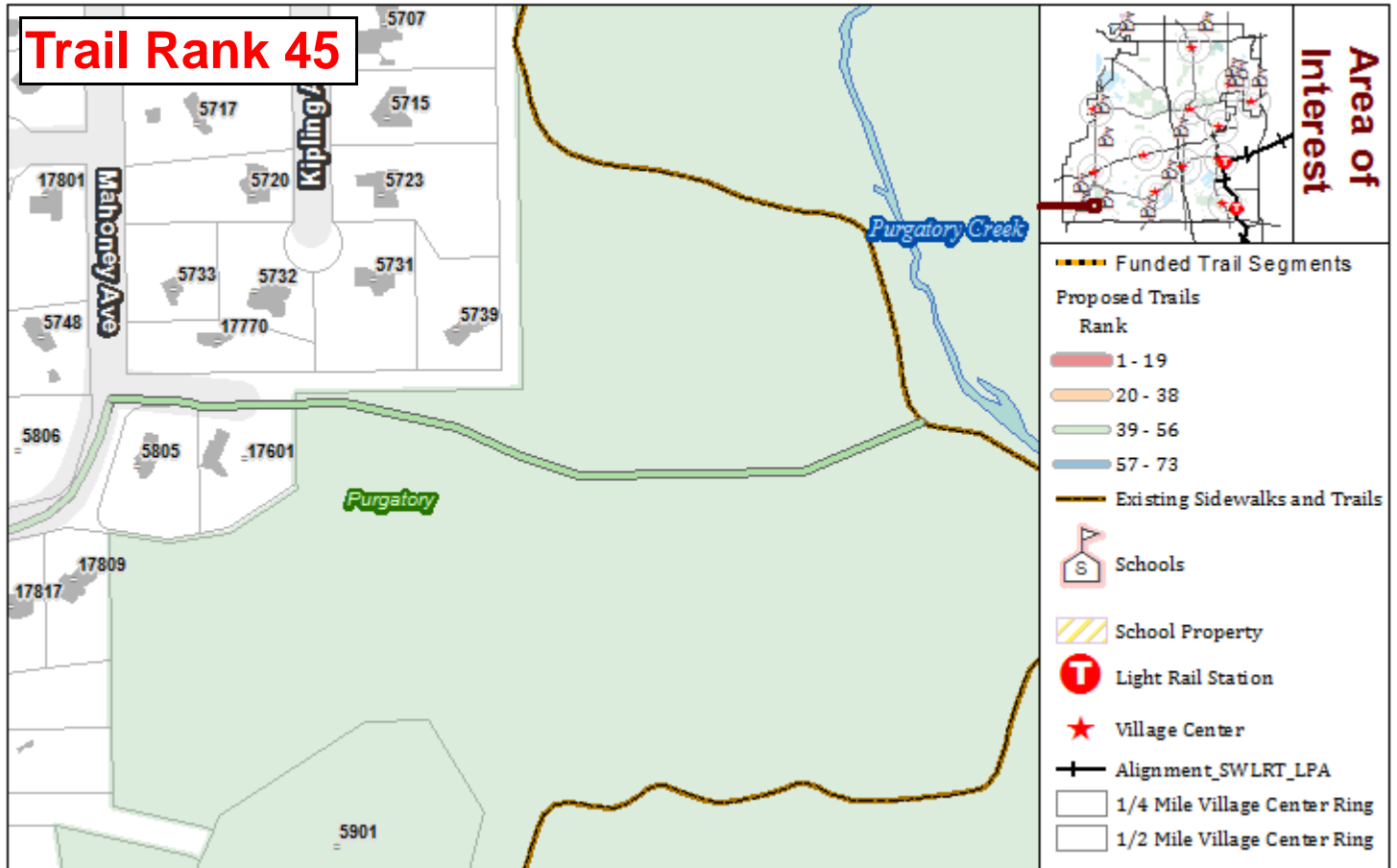


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

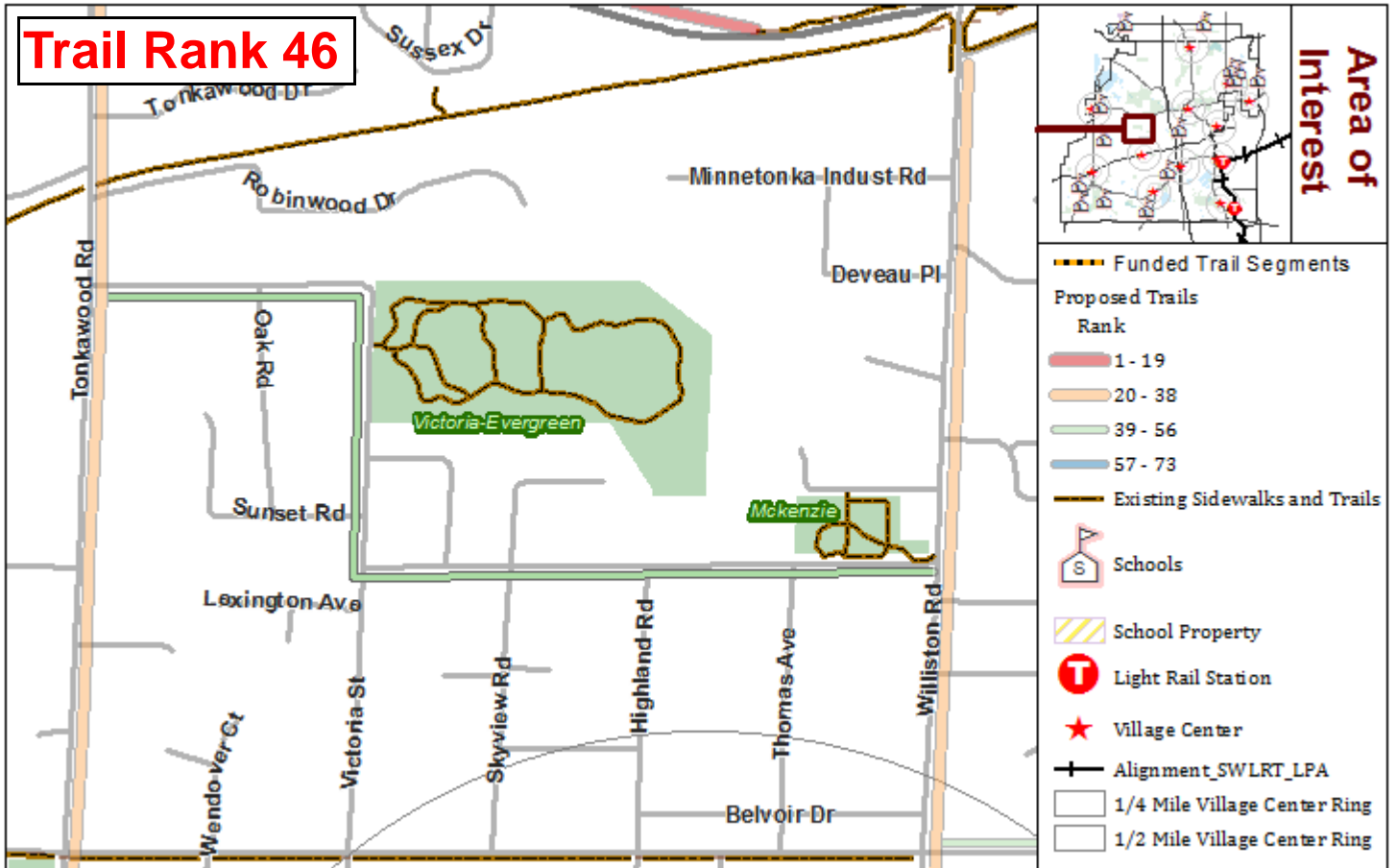


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						Length (feet) for estimate purposes
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	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

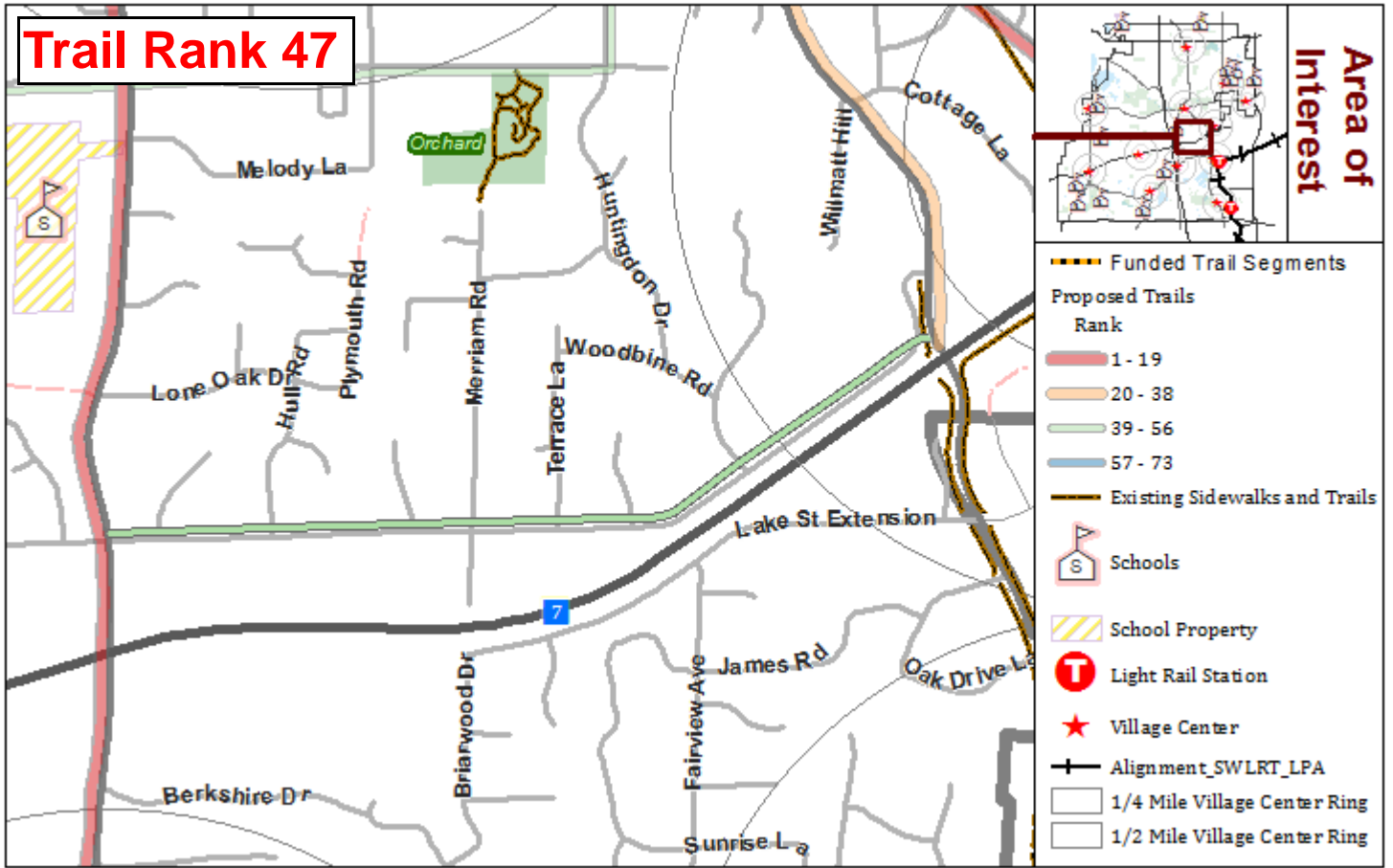


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

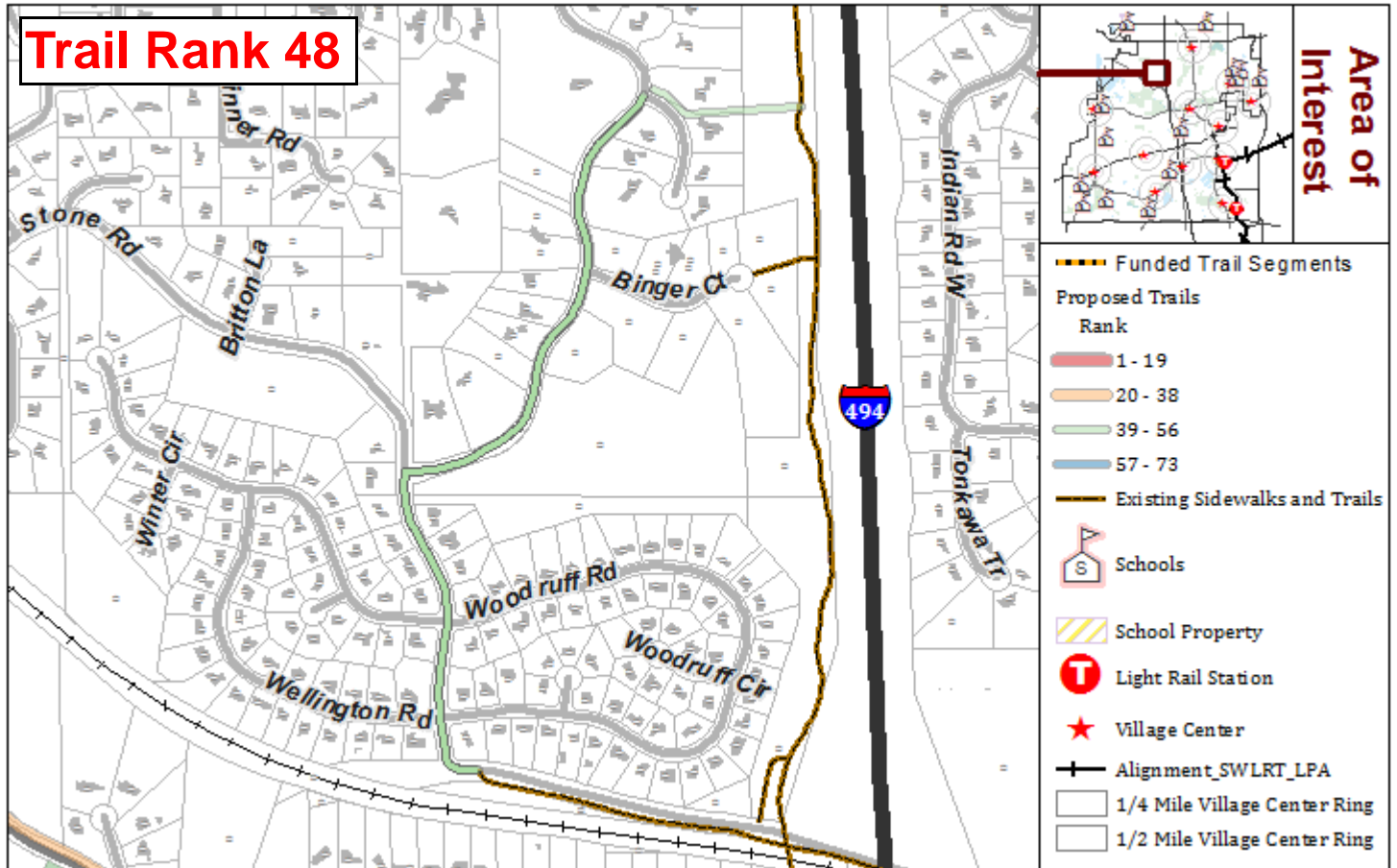


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

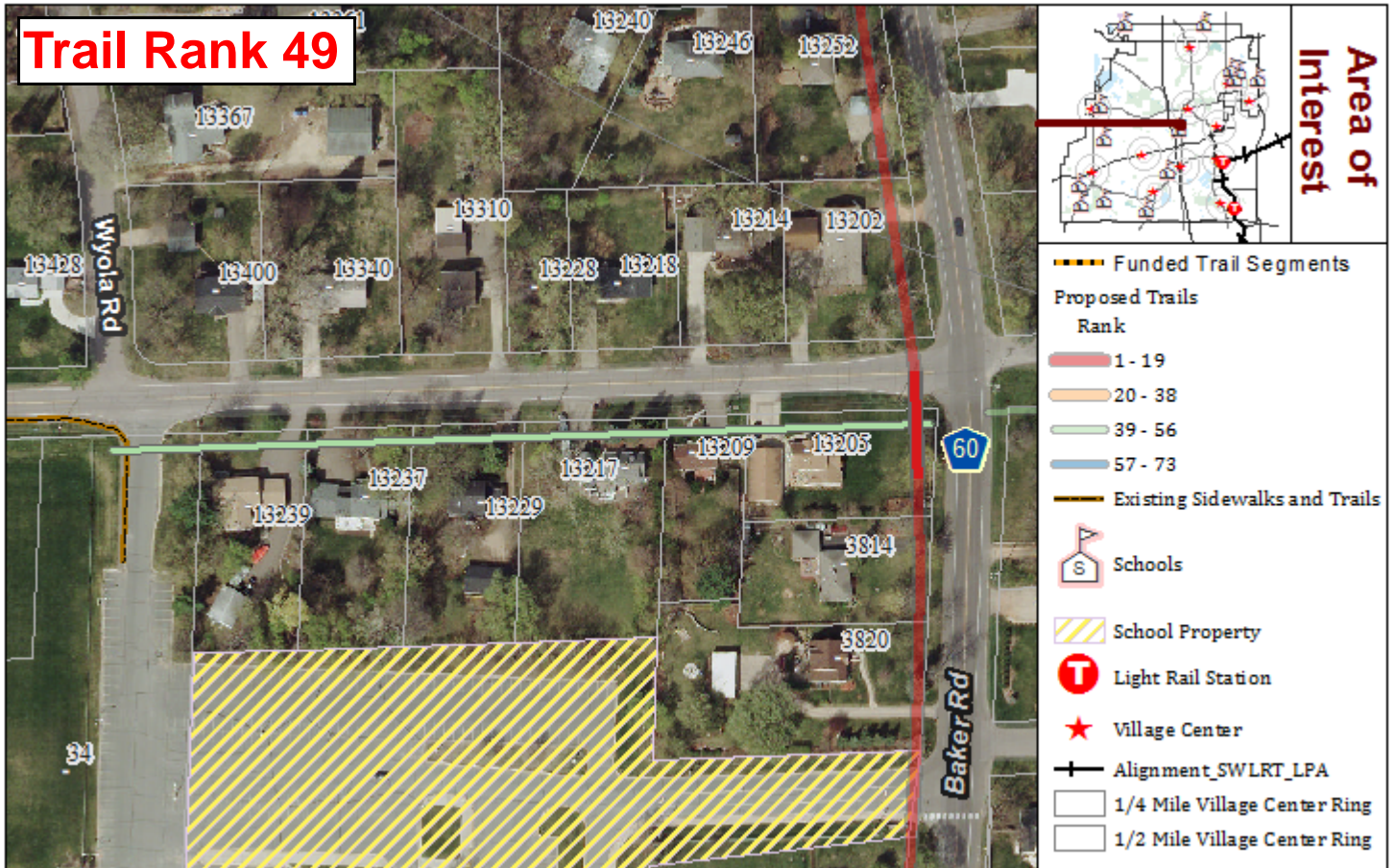


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

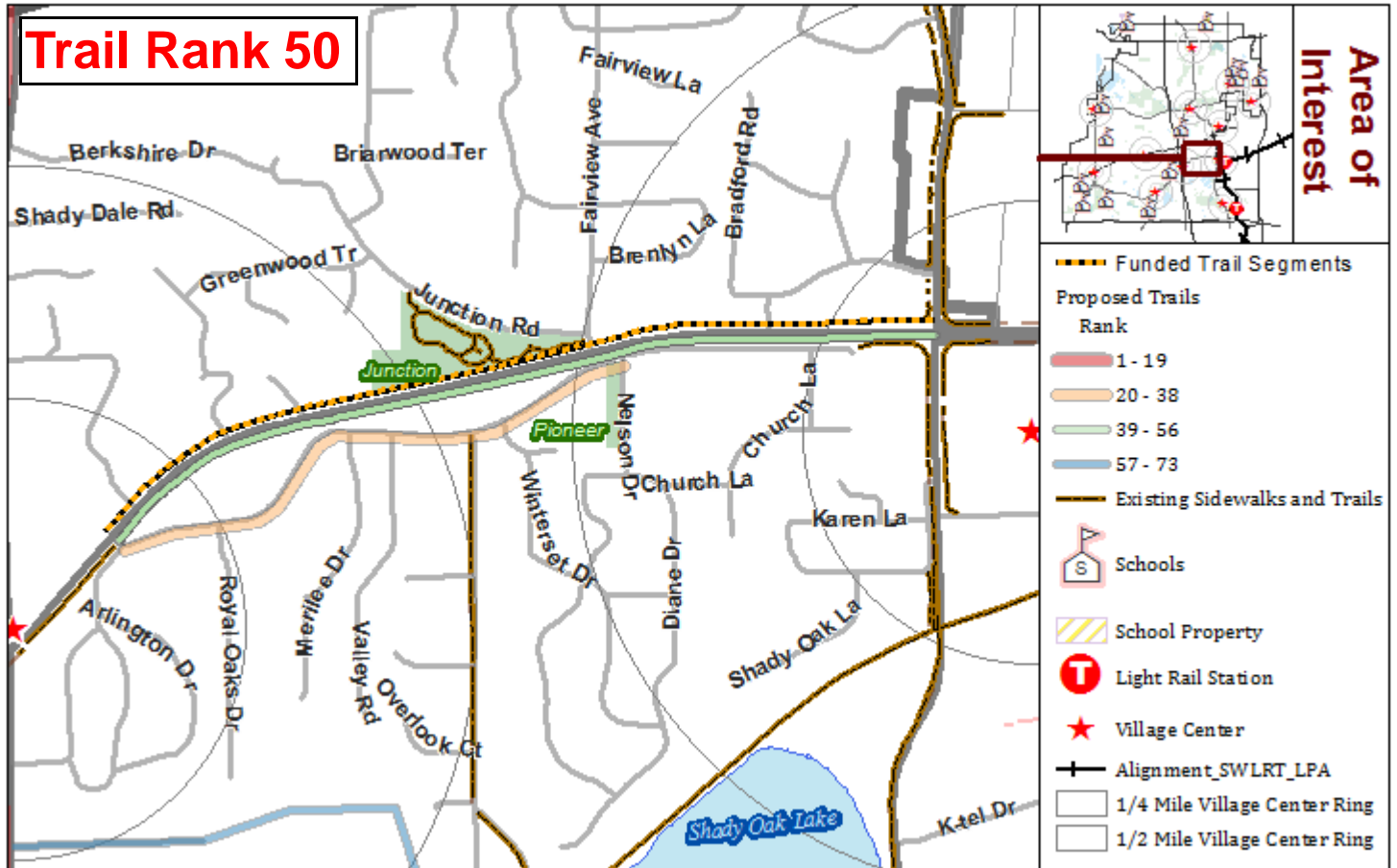


<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

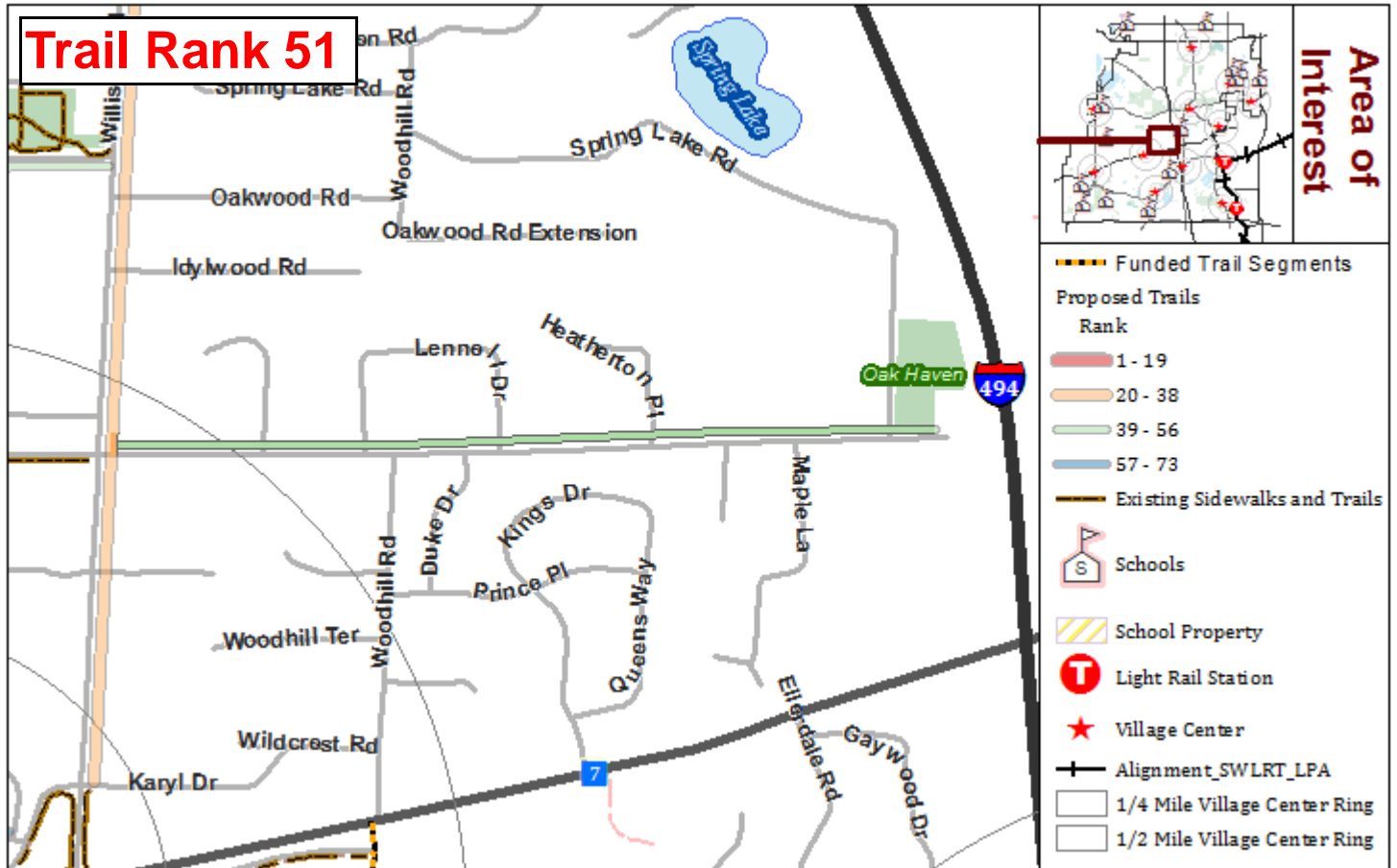


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

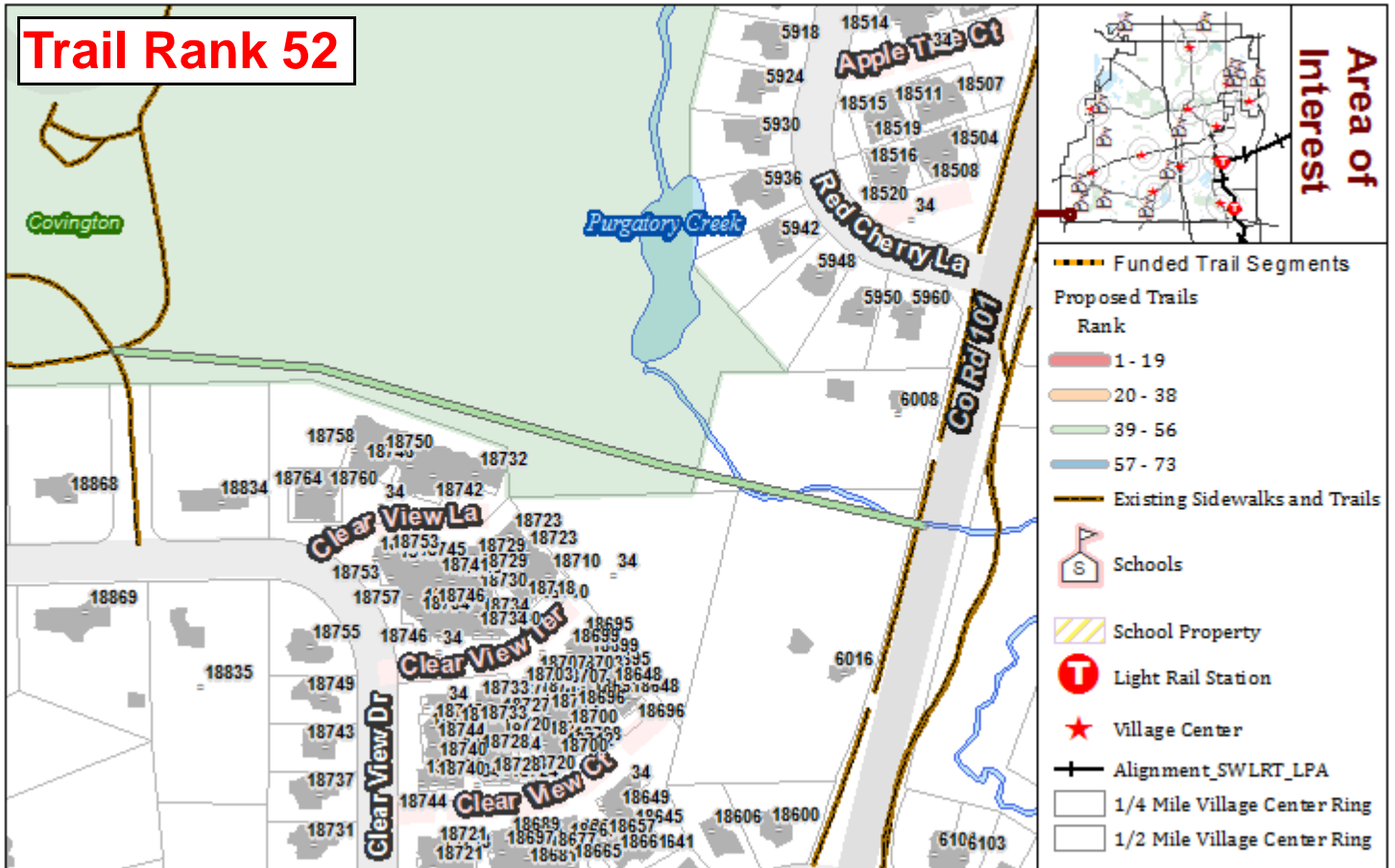
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

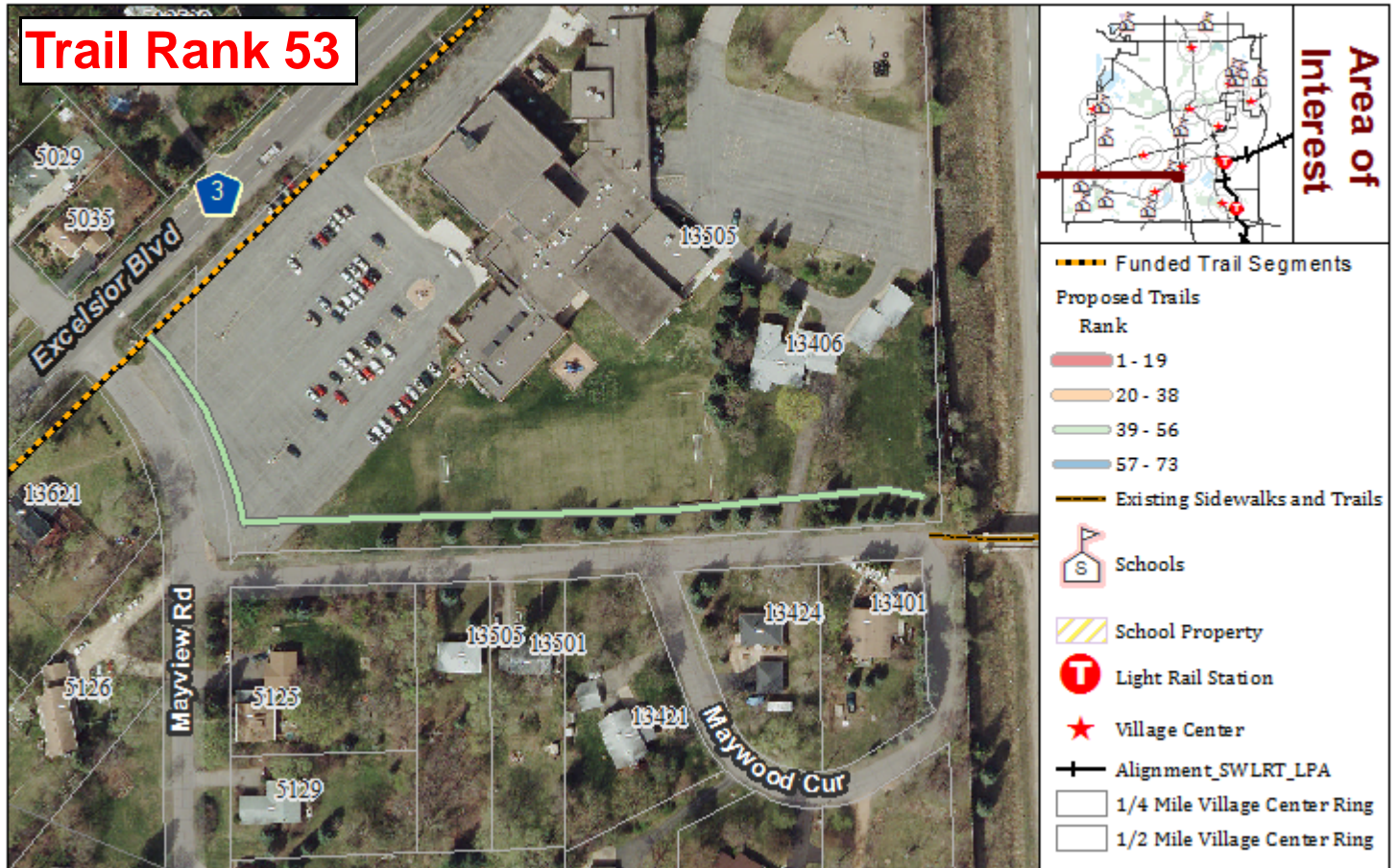


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

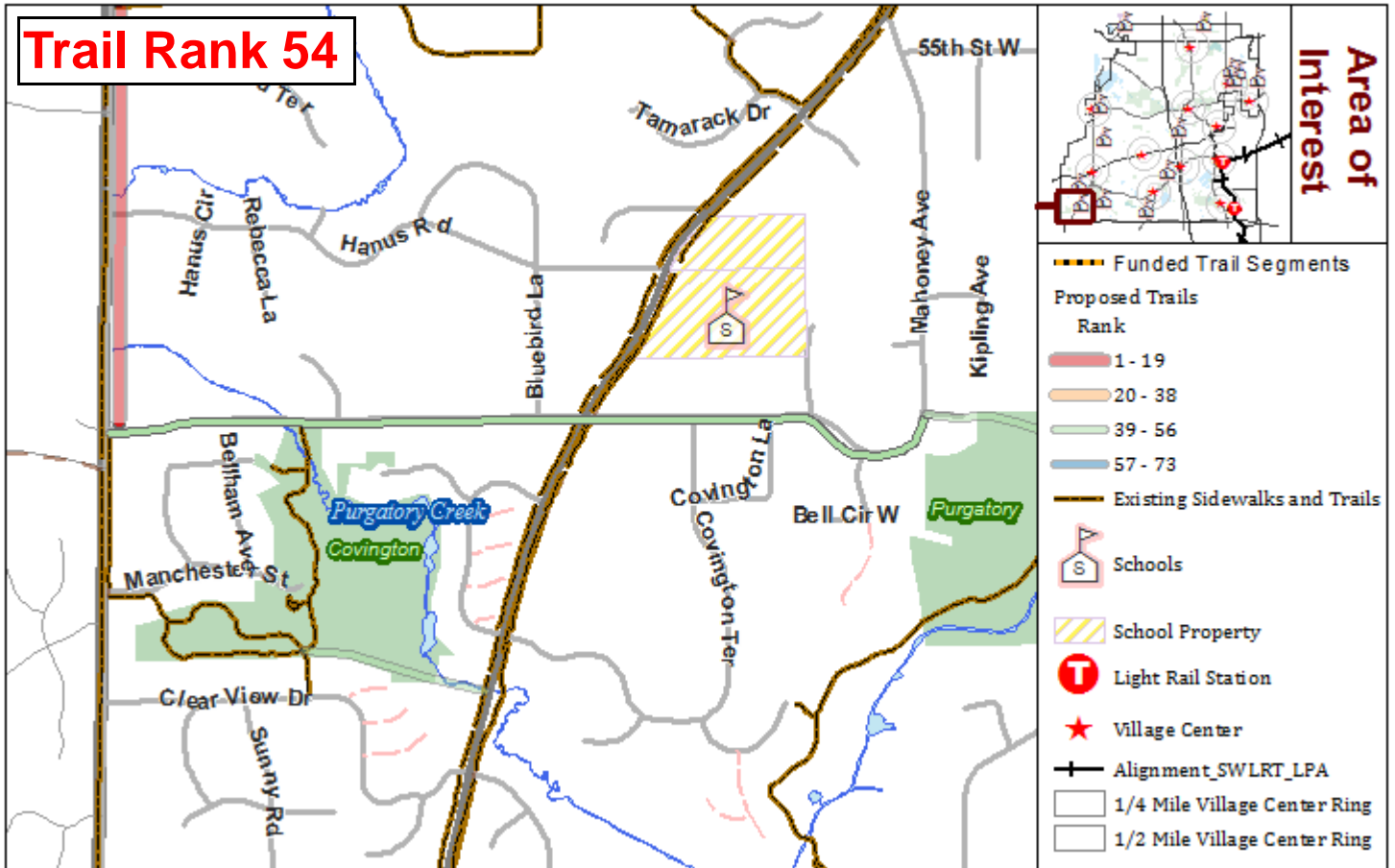


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

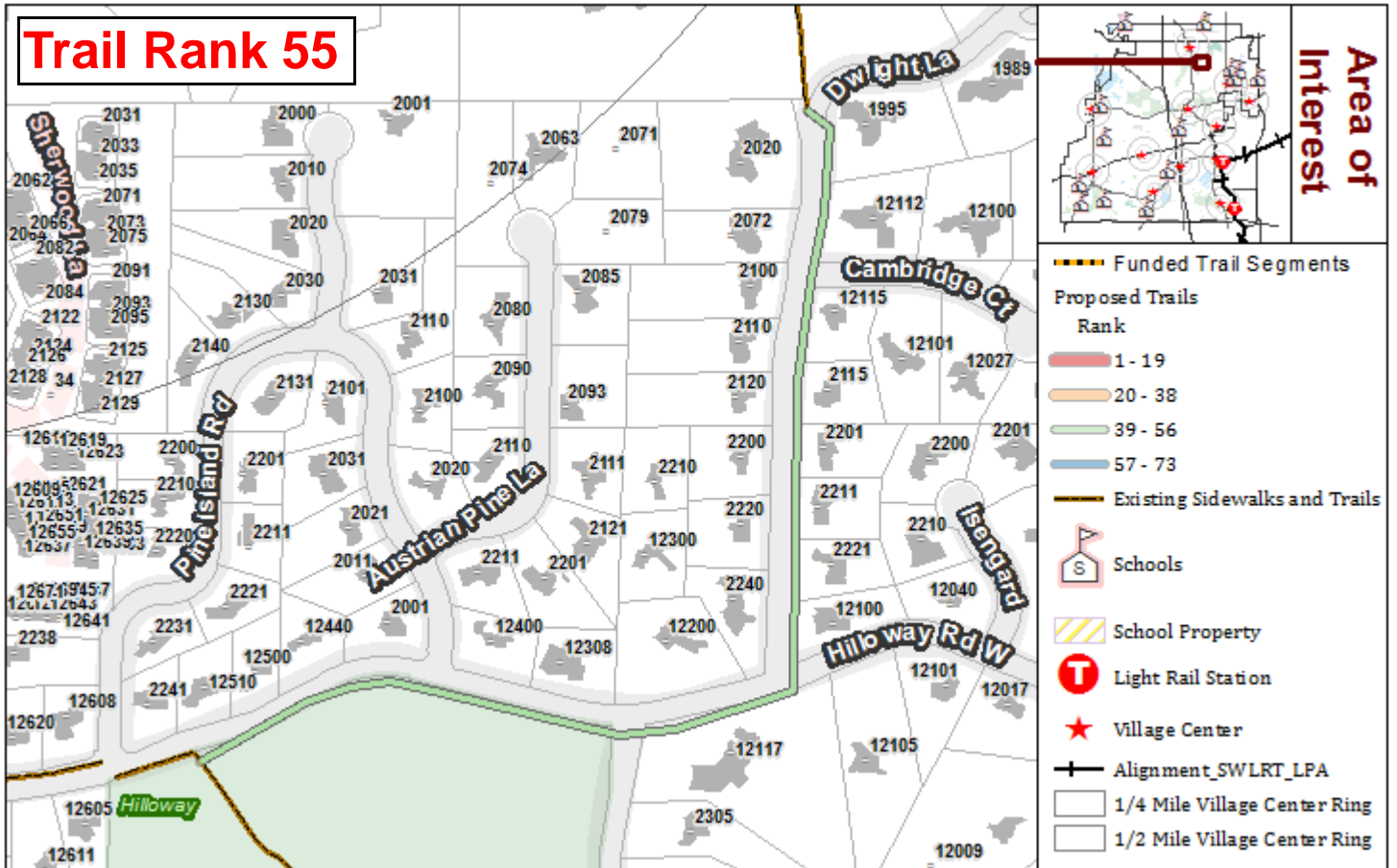


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

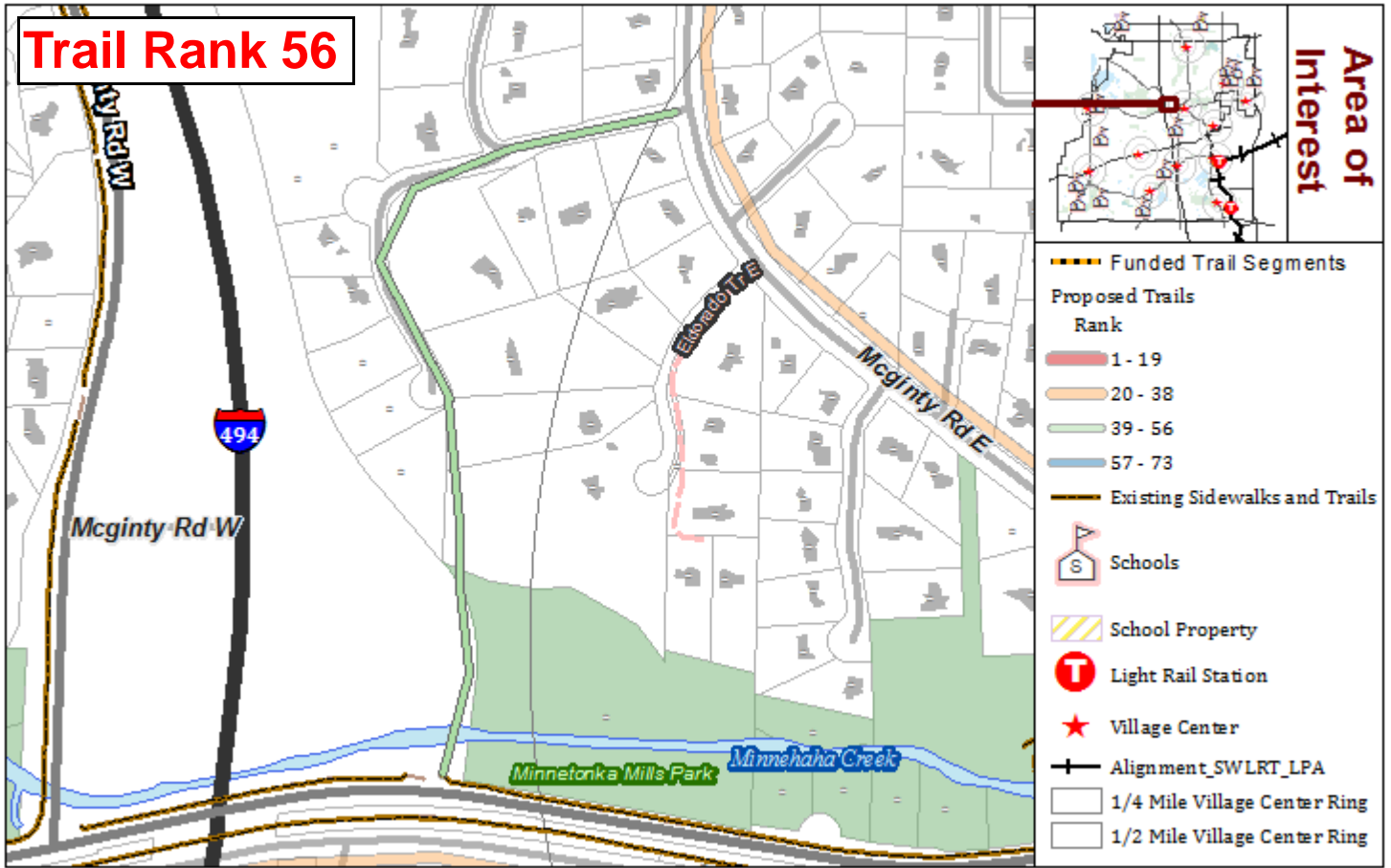


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



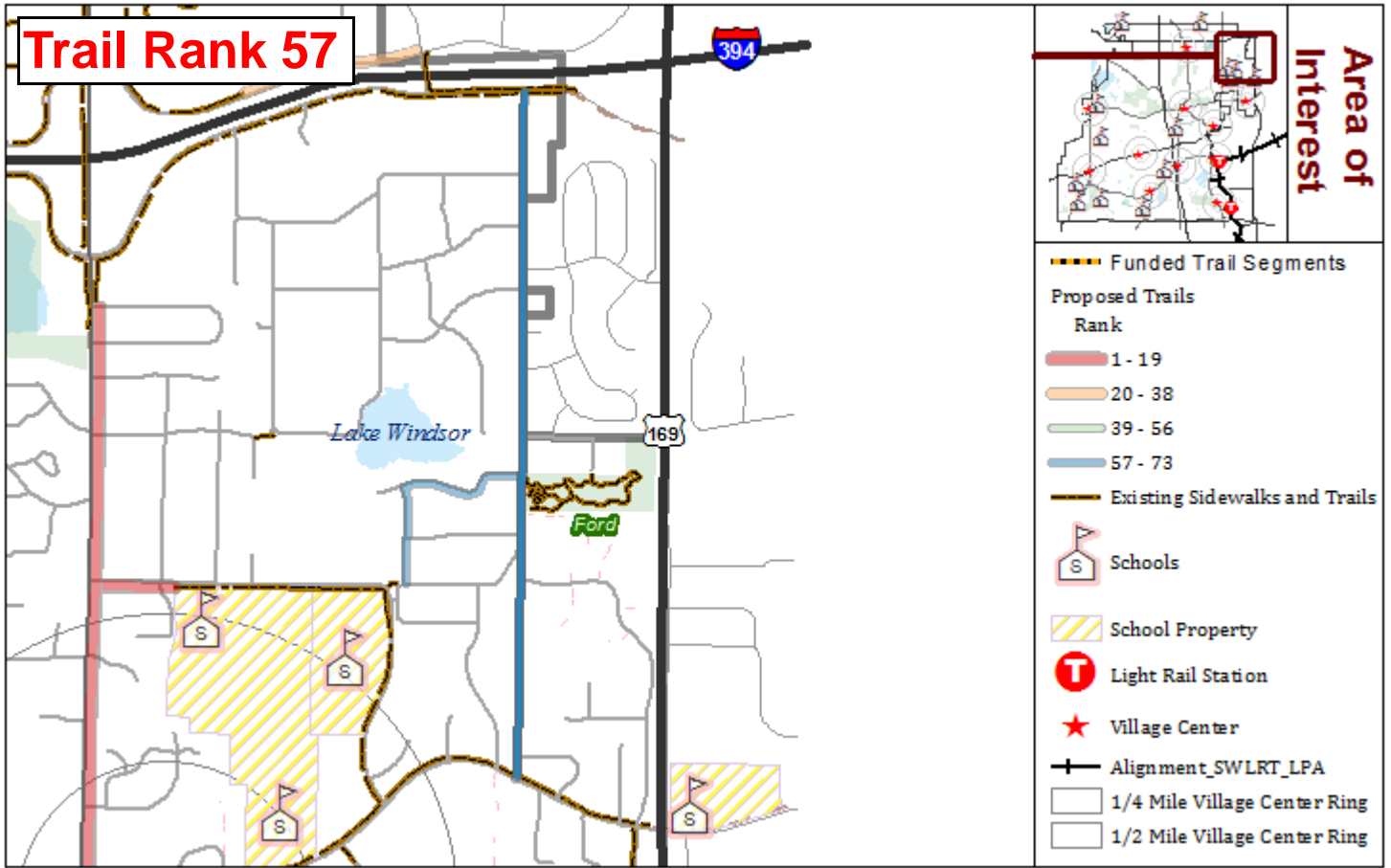
## Considerations

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

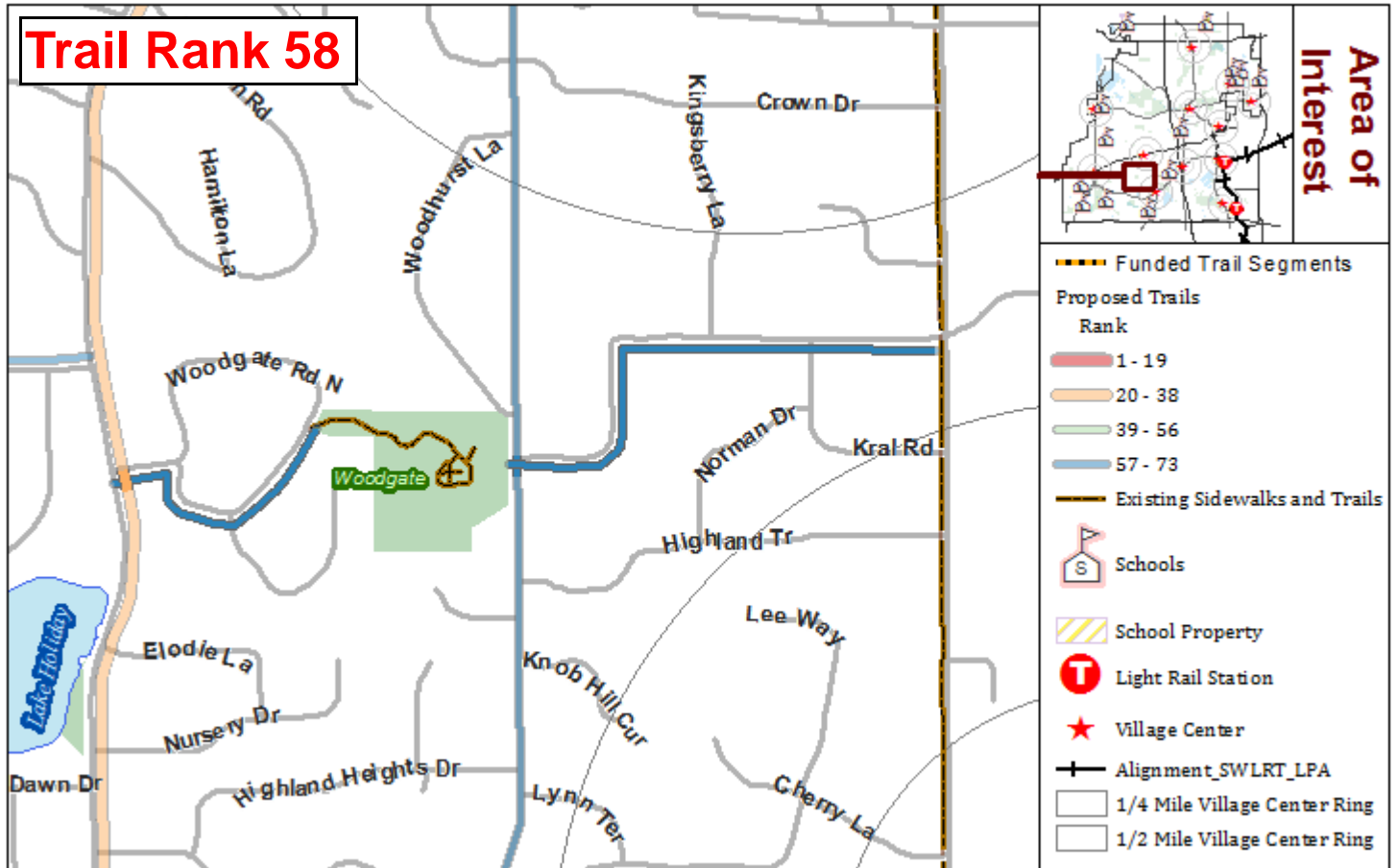


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

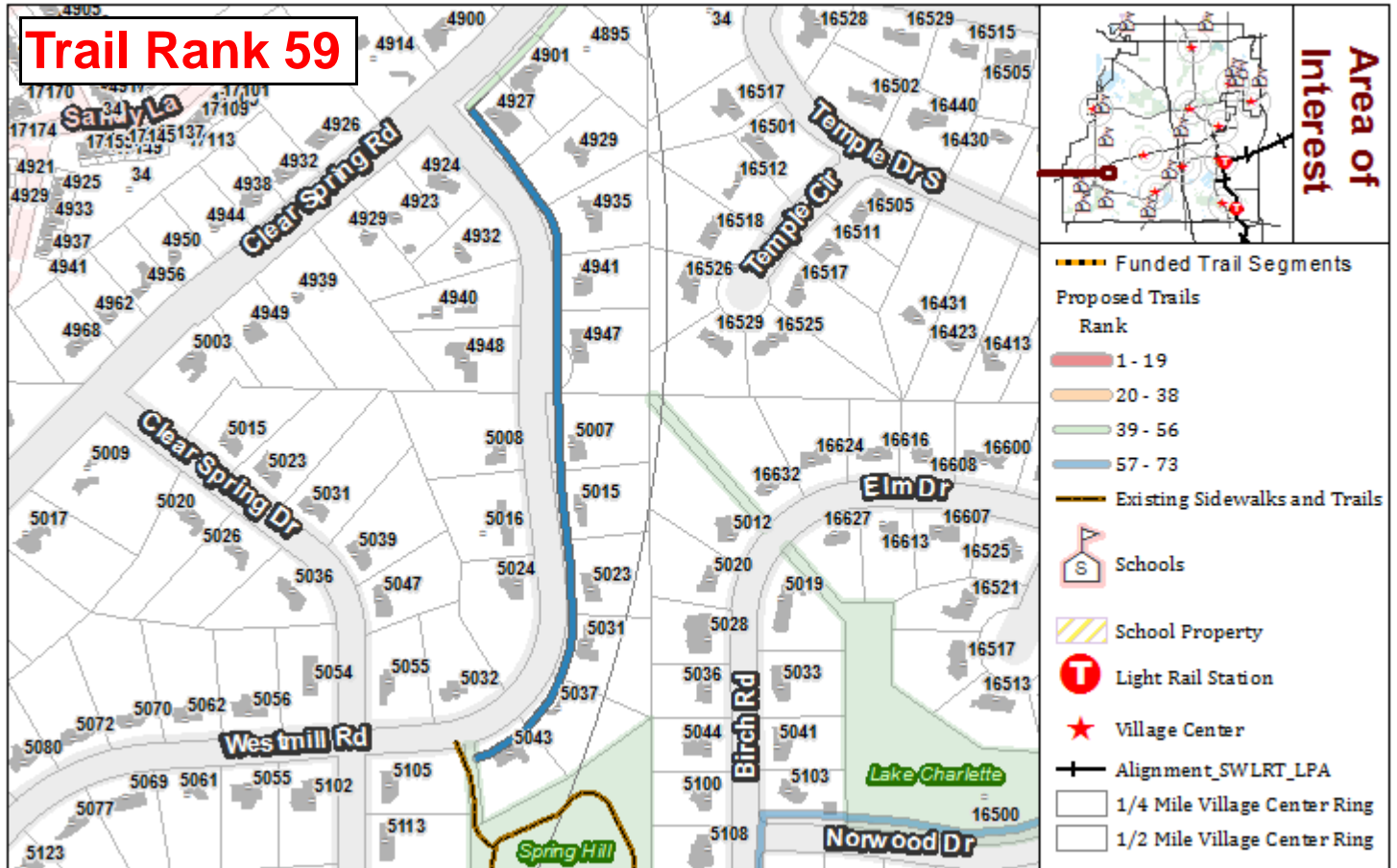


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

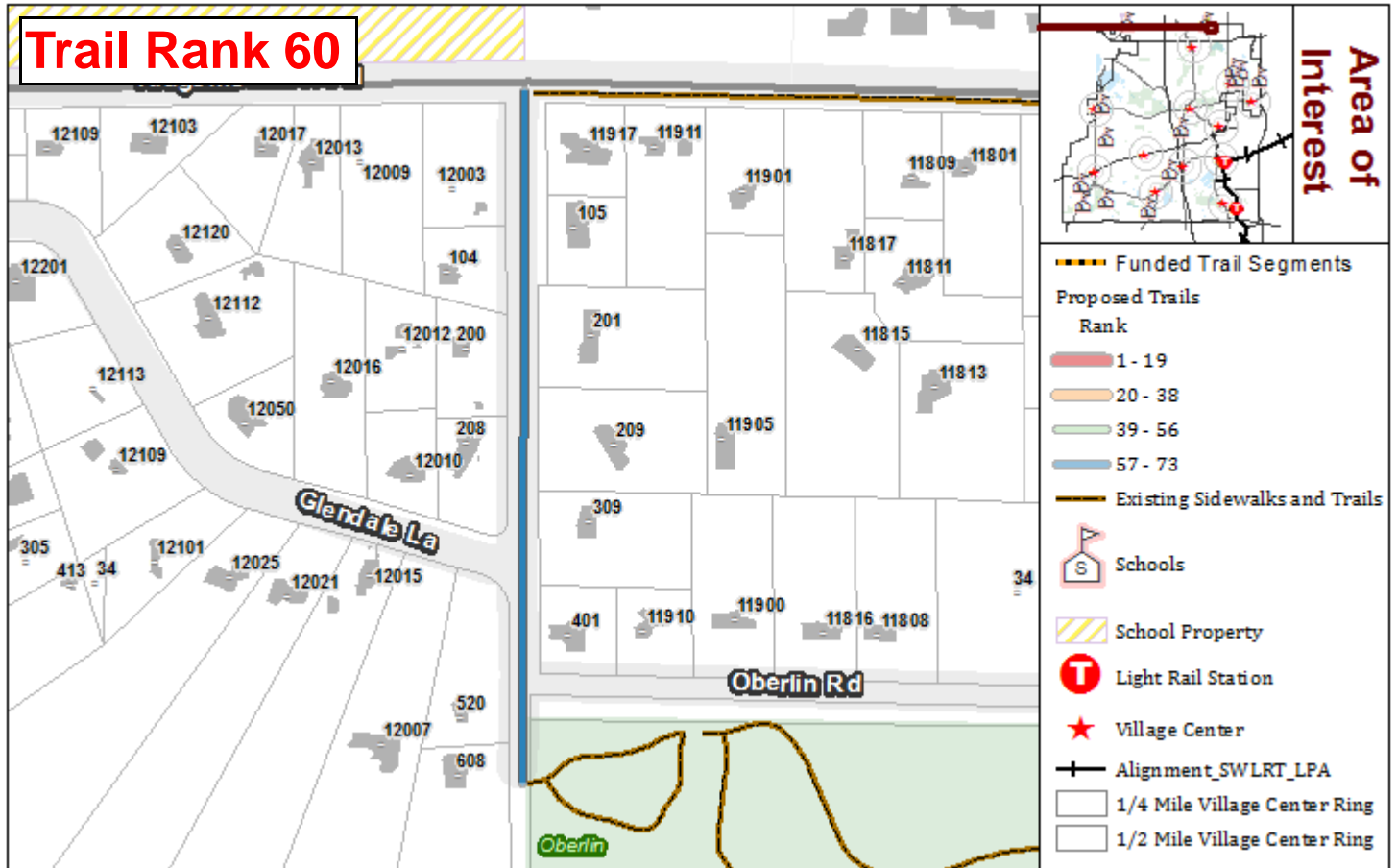
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					Length (feet) for estimate purposes	
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

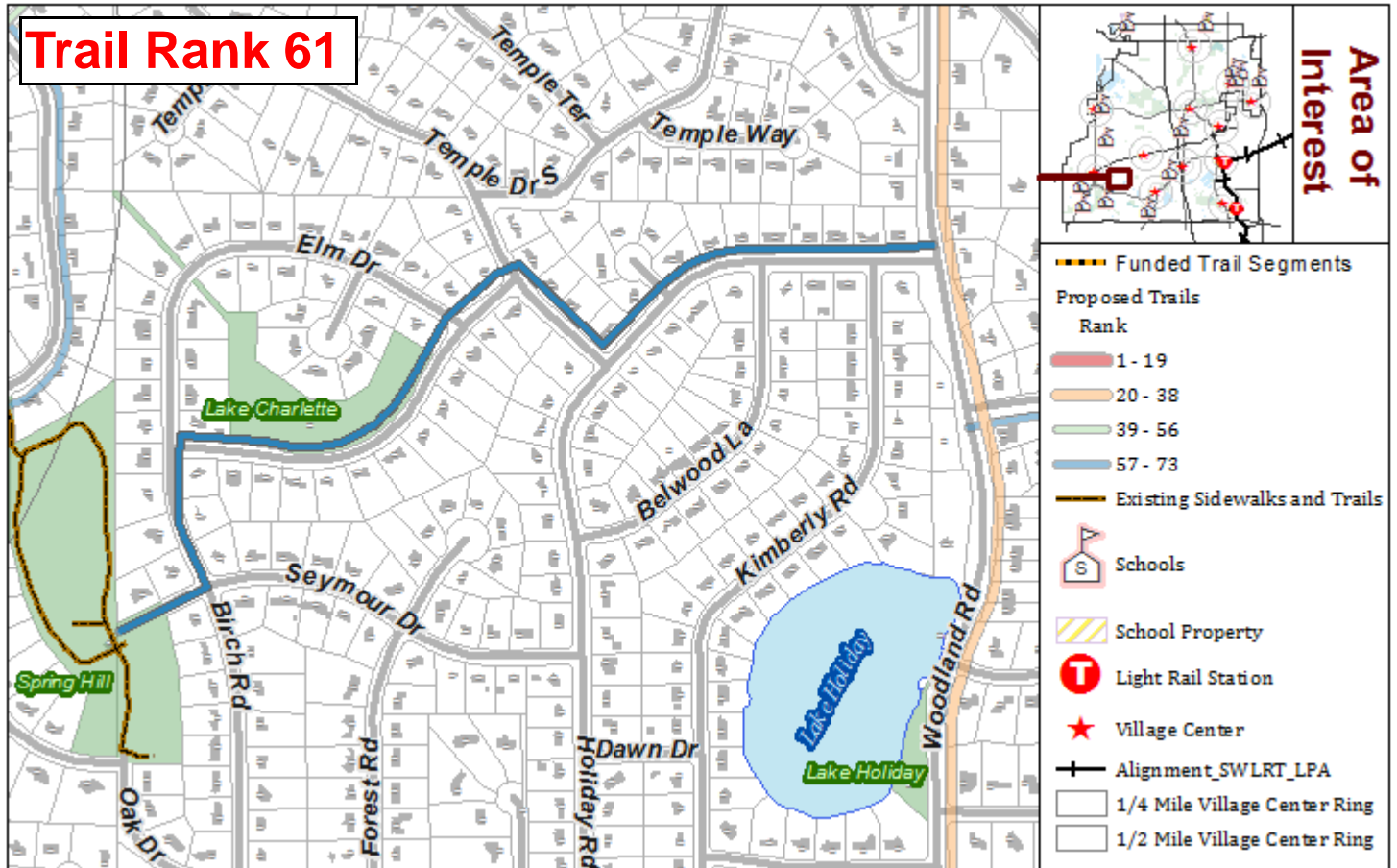


<b>Considerations</b>																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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%	1,117
1.9	Y	N	Y	N	Y	N	N	N	*	N	N	N	Y	N	N	

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



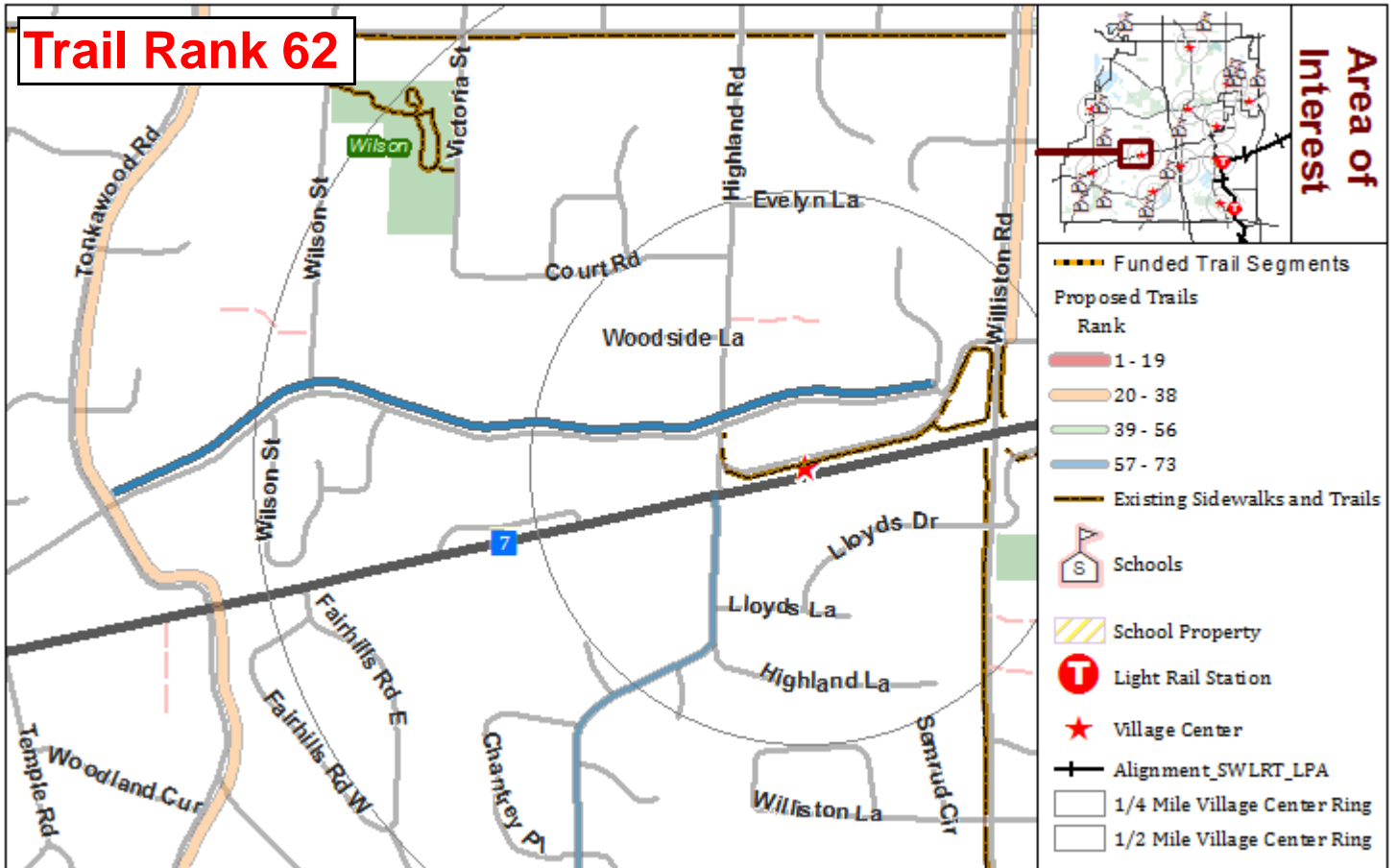
## Considerations

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	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,092
	N	N	Y	N	Y	N	Y	N	*	N	N	N	N	N	N	

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

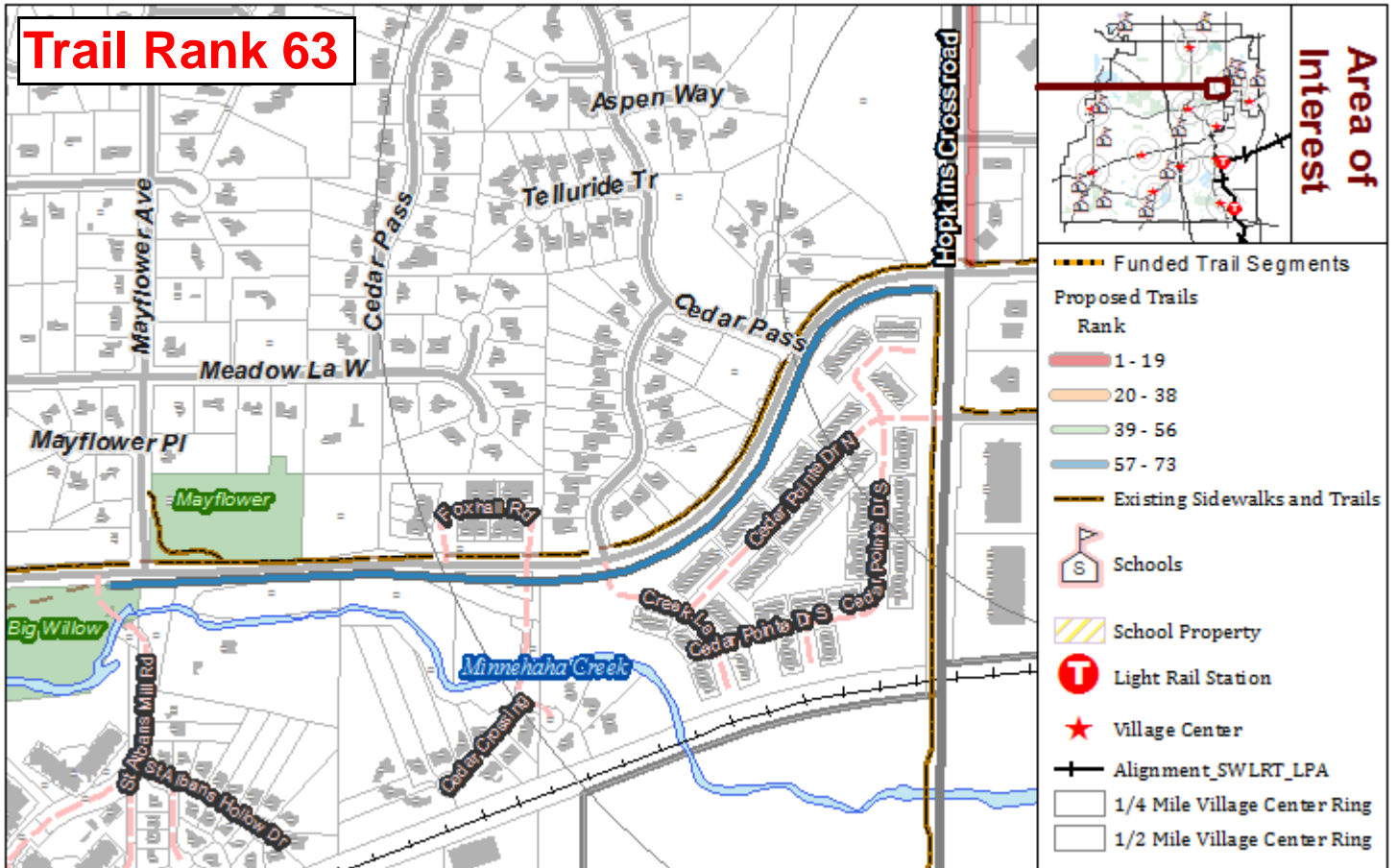


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



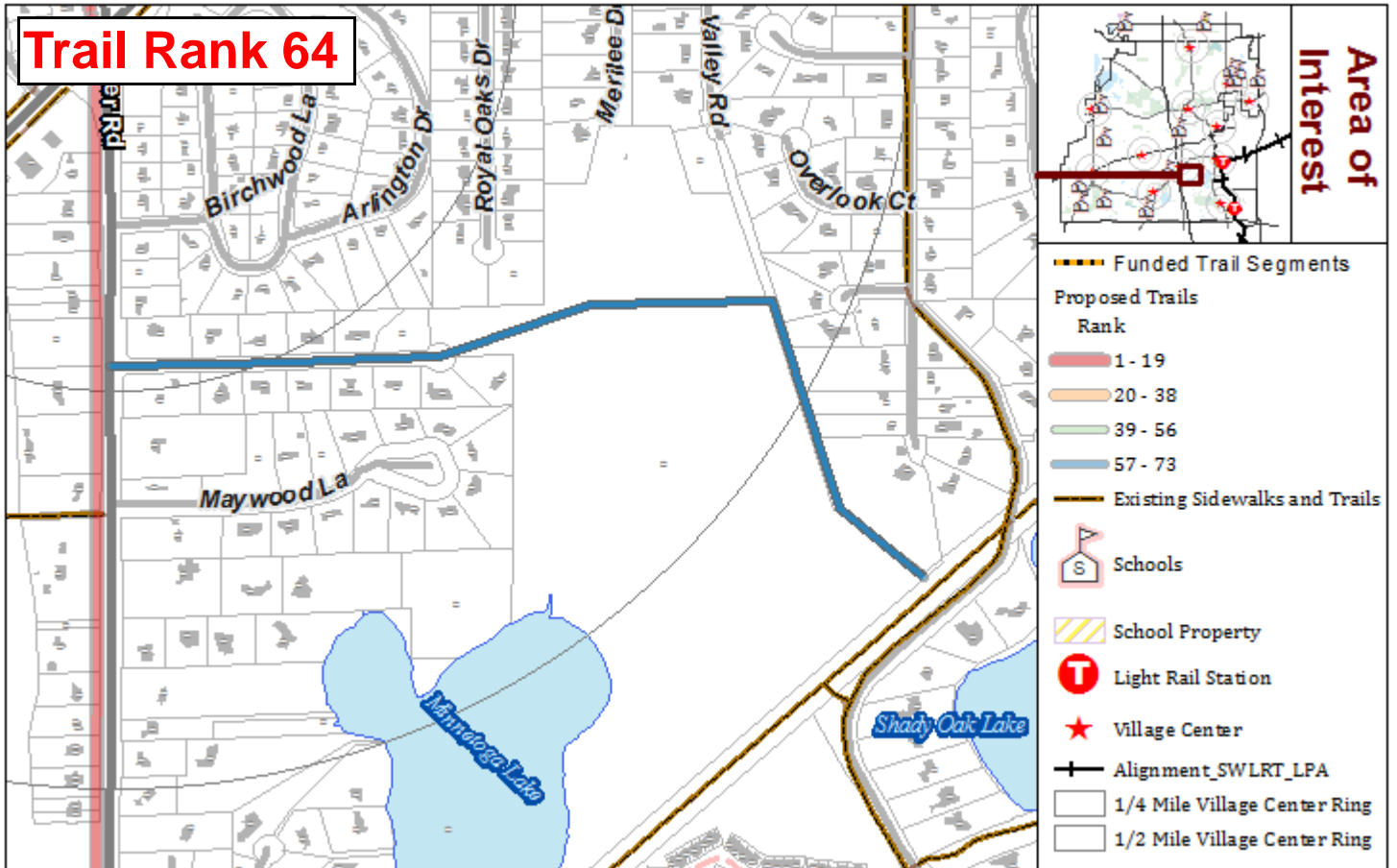
## Considerations

Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access					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	5%	5%	2%	4%	4%	10%	10%	15%	5%	10%	5%	5%	5%	10%	5%	3,162
	Y	N	Y	N	Y	N	N	N	*	N	Y	N	N	N	N	

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)

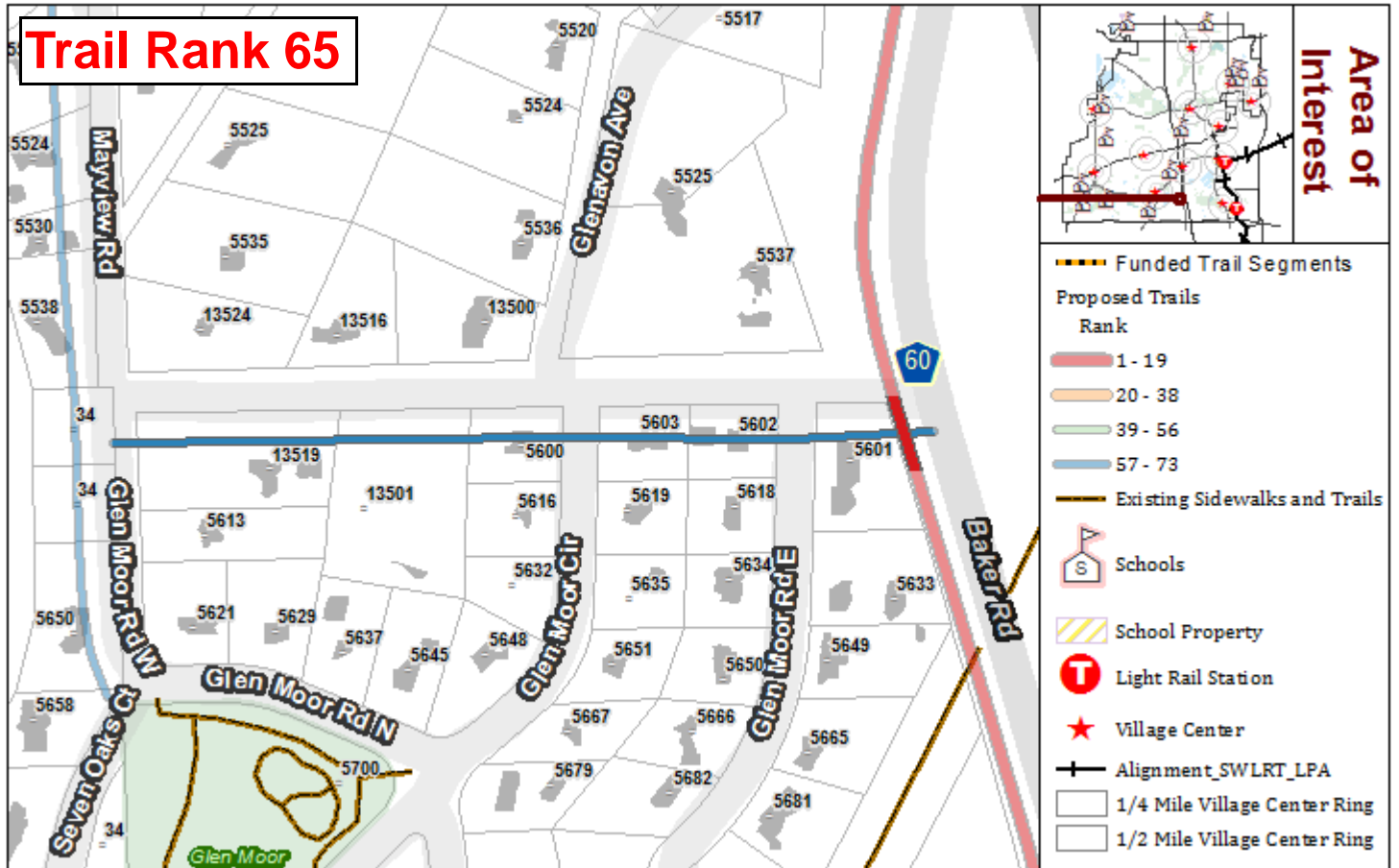


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

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

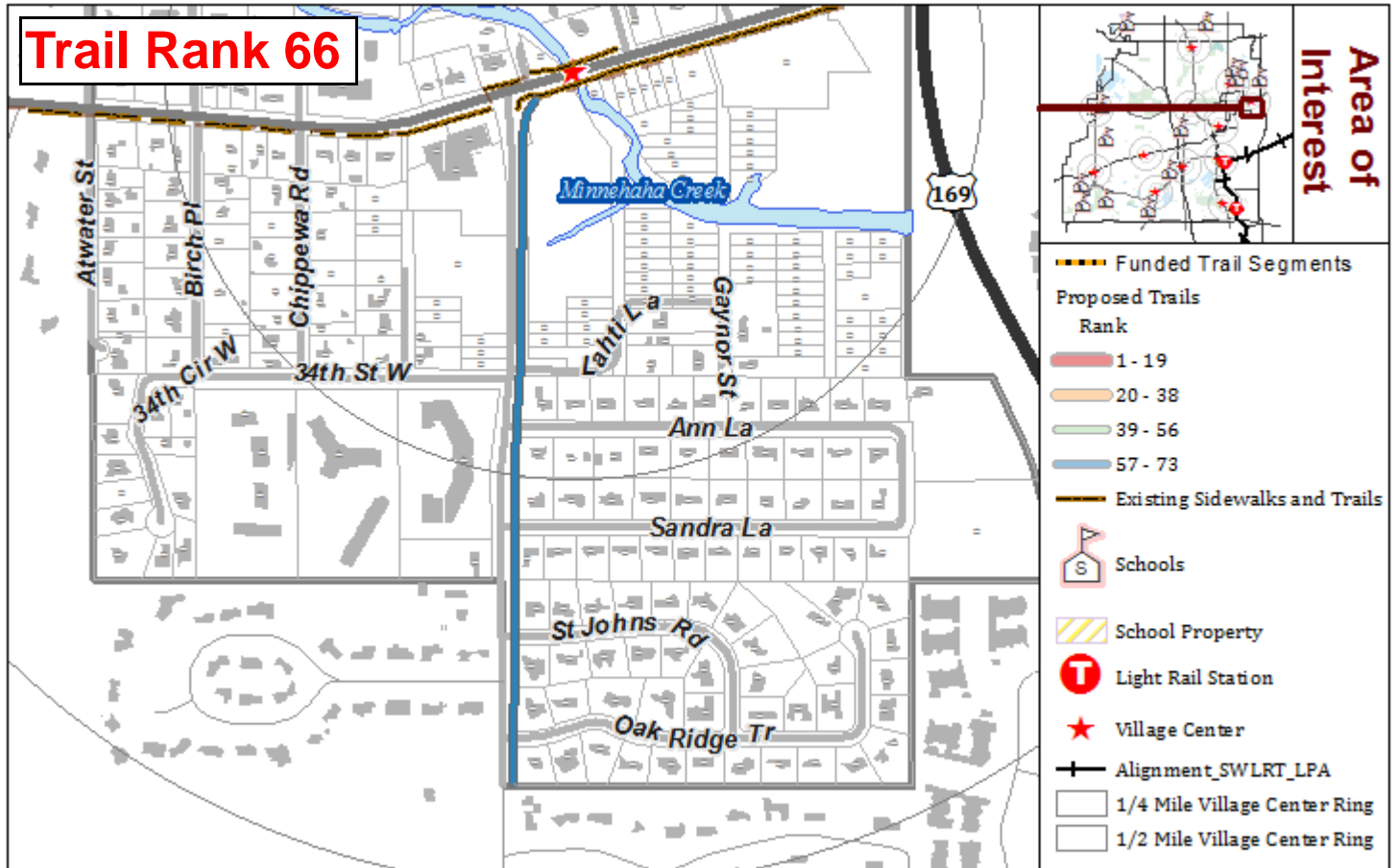


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

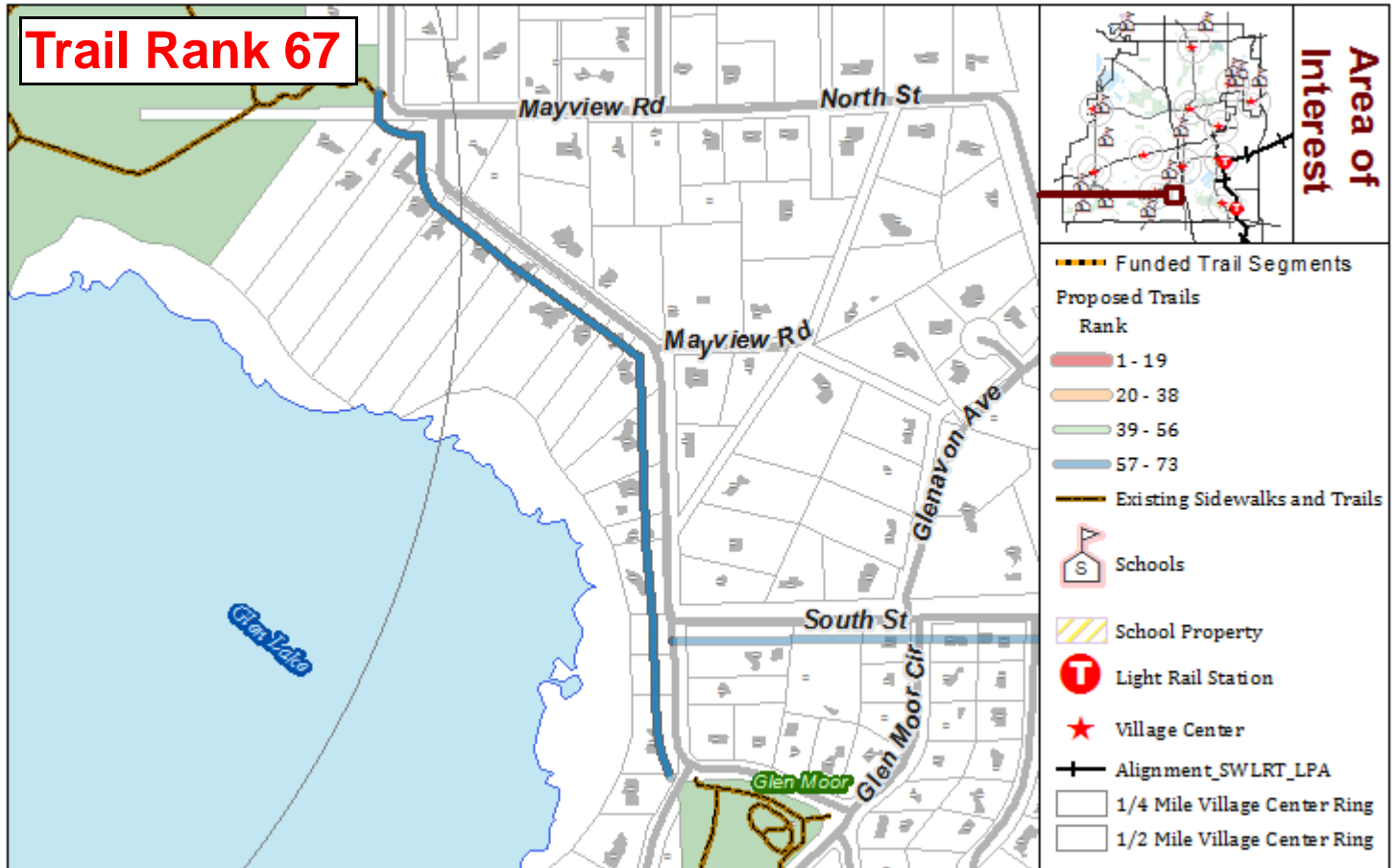


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes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

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



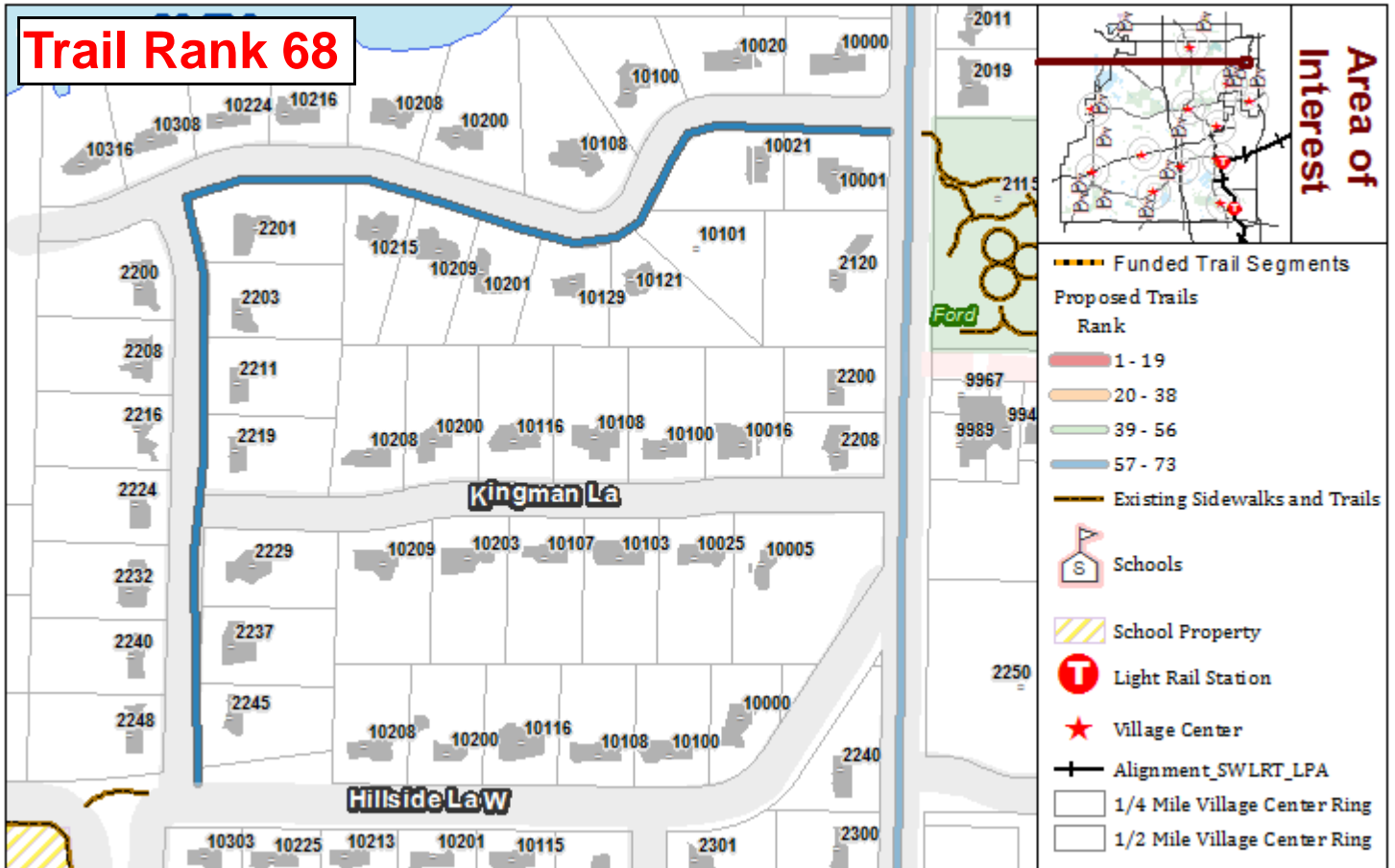
Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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

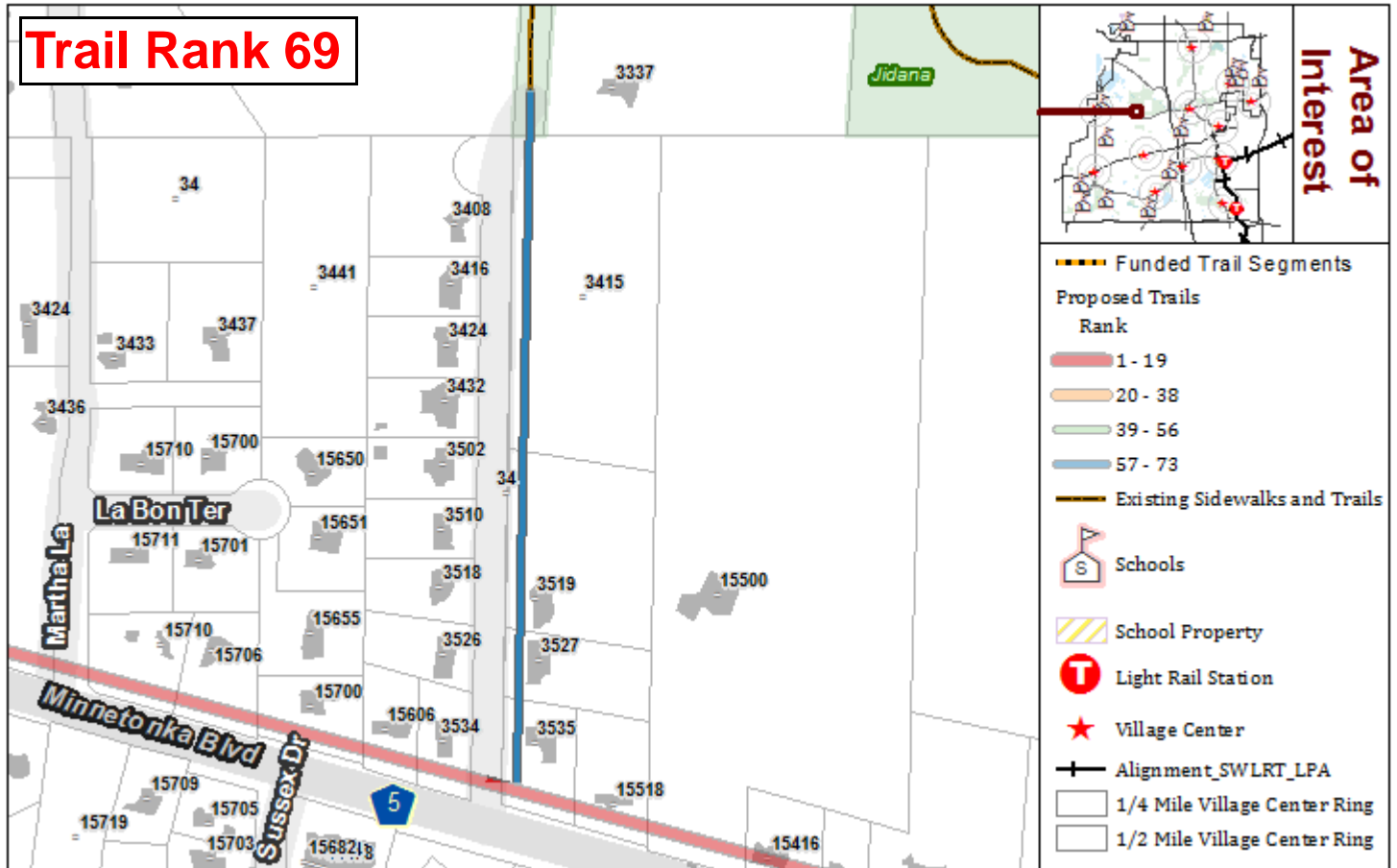


Considerations																
Priority Score (10=High 1=Low)	Difficulty		Effectiveness			Nature of Use				Community Access						
	Environmental Impacts	Minimal Tree Loss	Solutions	ROW/Easements Not Needed	Minimal Utility Relocation	Passive / Recreational Use	Transportation	High Use Segment	Completes 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



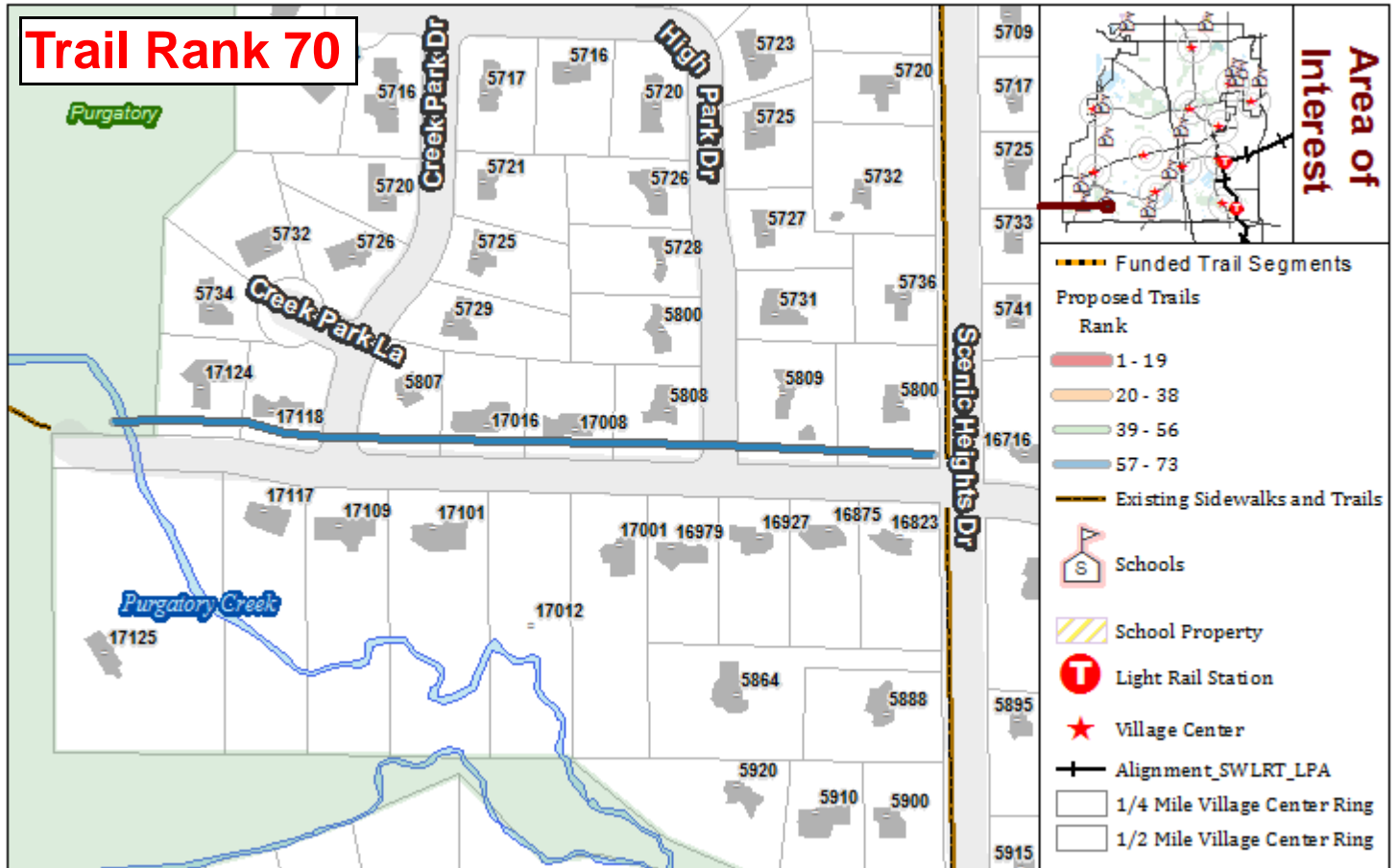
## Considerations

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



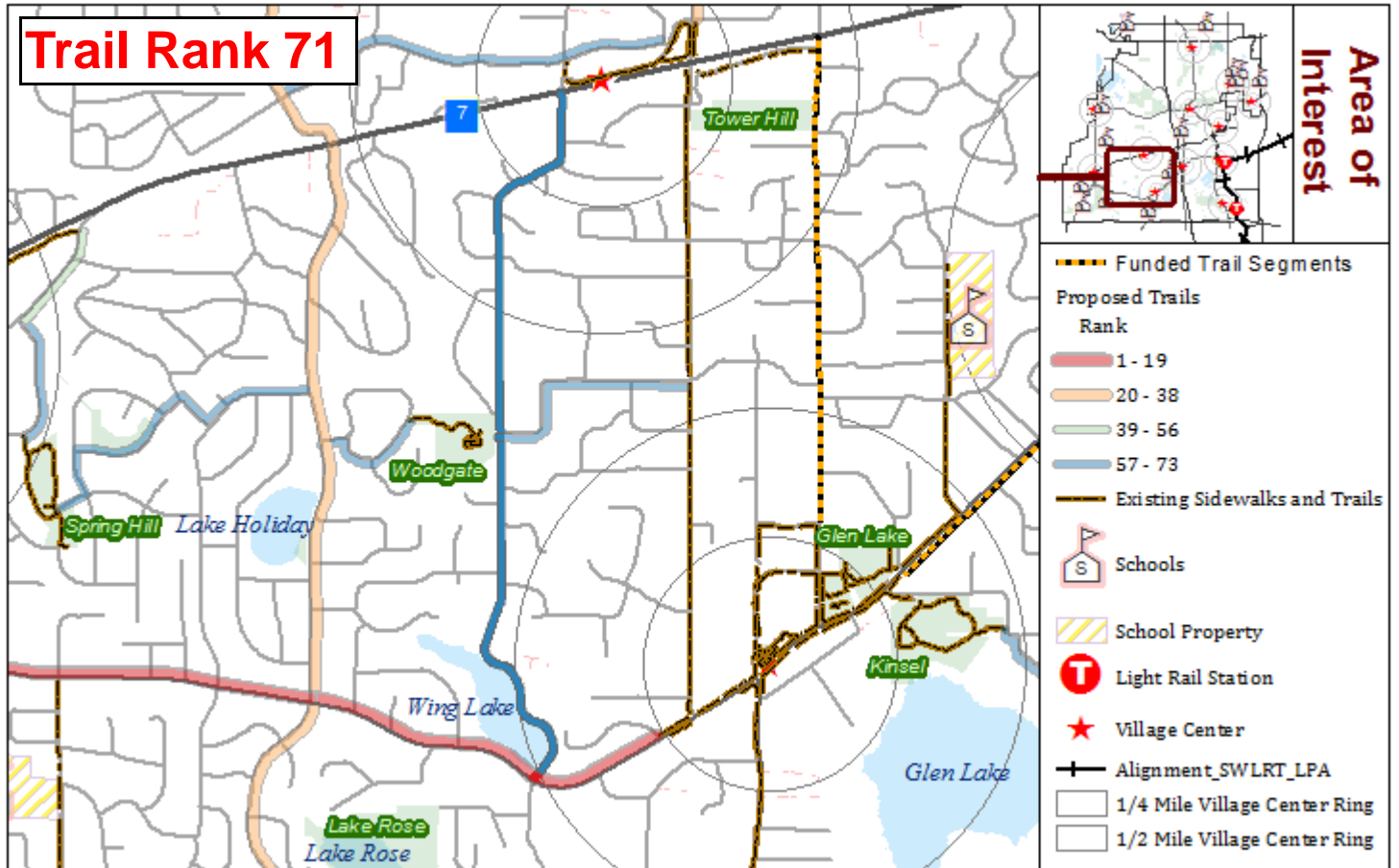
## Considerations

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



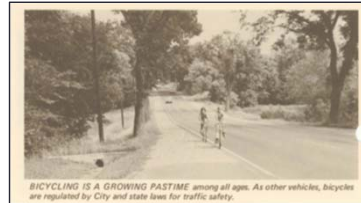
## Trail and Sidewalk System History

- 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



# Trail and Sidewalk System History

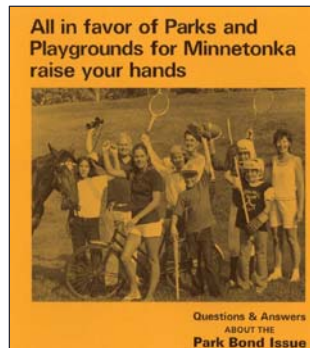
- 1972 - \$2.5 Million Park Referendum
  - Included \$134,000 for trail development
- 1975 – Published Trails Guide Plan
- 1976 – Citywide Ped-Bike System established
  - Shifted lanes to provide a striped shoulder on selected roads
- 1981 – Ped-Bike system revised
  - Provided space on both sides of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

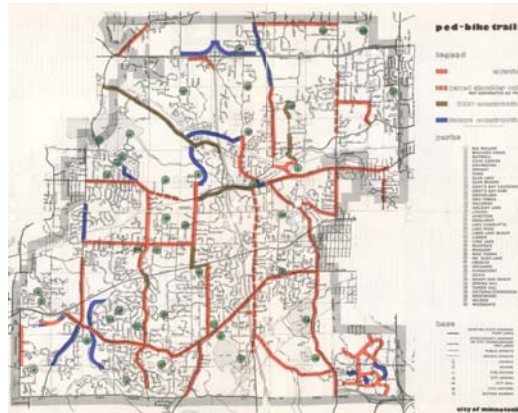


minnetonka



# Trail and Sidewalk System History

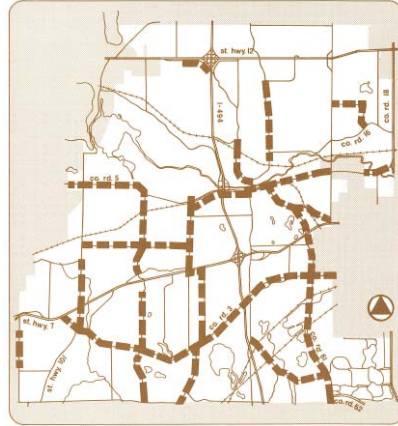
1976 Trail Map



minnetonka

# Trail and Sidewalk System History

1978 Trail Map



minnetonka

# Trail and Sidewalk System History

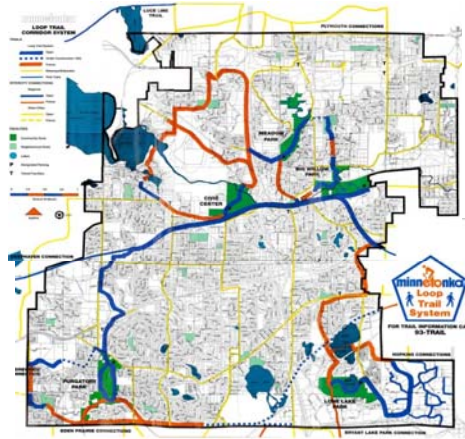
1988 Loop Trail System



minnetonka

# Trail and Sidewalk System History

## 1993 Loop Trail System



minnetonka

# Trail and Sidewalk System History

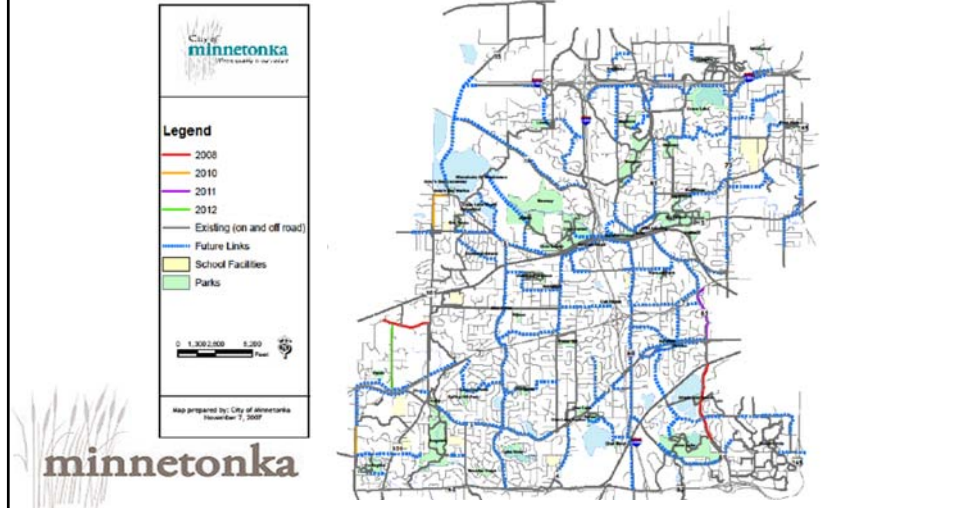
## 1995 Loop Trail System



minnetonka

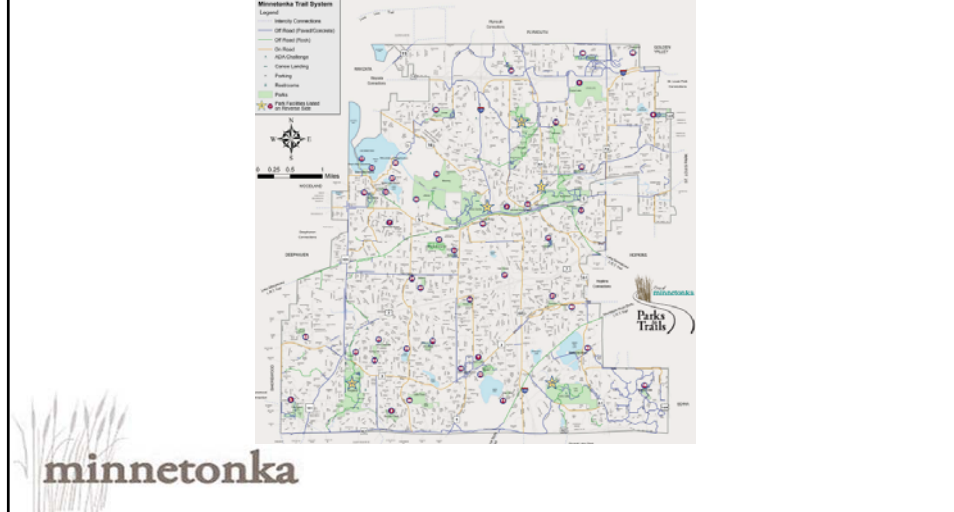
# Trail and Sidewalk System History

## 2007 Missing Trail Links



# Trail and Sidewalk System History

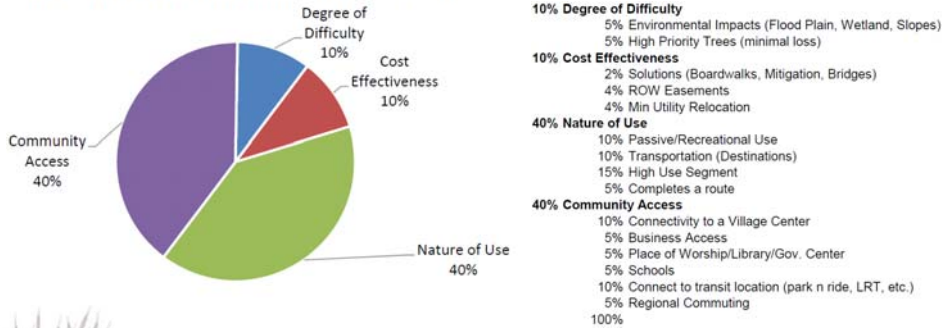
## 2012 Missing Trail Links



# Missing Link Prioritization

Established 2009  
Updated 2012 & 2016

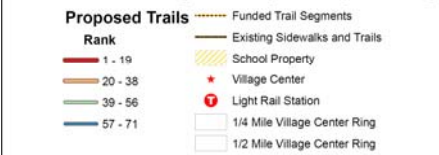
## Guidelines for Trail Link Prioritization



minnetonka

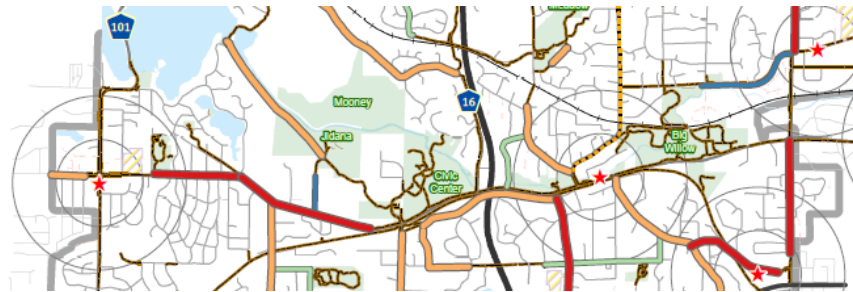
# Current Missing Trail Links

## 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**



**Joint Meeting of the Minnetonka Park Board and City Council  
Item 4  
Meeting of November 4, 2020**

<b>Subject:</b>	Information Items
<b>Park Board related goal:</b>	N/A
<b>Park Board related objective:</b>	N/A
<b>Brief Description:</b>	The following are informational items and developments that have occurred since the last park board meeting.

**Lone Lake Park Multi-Use Mountain Bike Trail**

Construction of the multi-use mountain bike trail is near completion. The contracted trail building is finished and volunteers and staff are completing erosion control and trail finishing hand work, as conditions allow. City staff is also working on installing fencing, gates and signage and assessing the trail conditions daily for an appropriate soft opening date. The trail will be available this winter for fat-tire biking and snowshoeing and a grand opening event will be planned for next spring.

The dedicated local Minnesota Off-Road Cyclist (MORC) volunteers contributed an incredible amount of time and effort leading up to and during trail construction. The volunteers worked throughout the year with the city's Natural Resources staff to remove invasive species along the trail corridor prior to construction. During trail construction, the volunteers worked several days a week assisting with trail finishing and applying erosion control. The following numbers show the impressive number of volunteers and hours logged through Oct. 24, 2020:

- Volunteer events: 40
- Individual volunteers: 141
- Total volunteer hours: 795

Per the MORC agreement, these volunteers will continue to assist with weekly trail maintenance, opening and closing of the trail due to wet conditions and communication regarding the status of the trail.

Staff will compile the Park Board approved metrics each fall with feedback from local stakeholders and volunteers and report back to the Park Board and City Council at this joint meeting annually.

