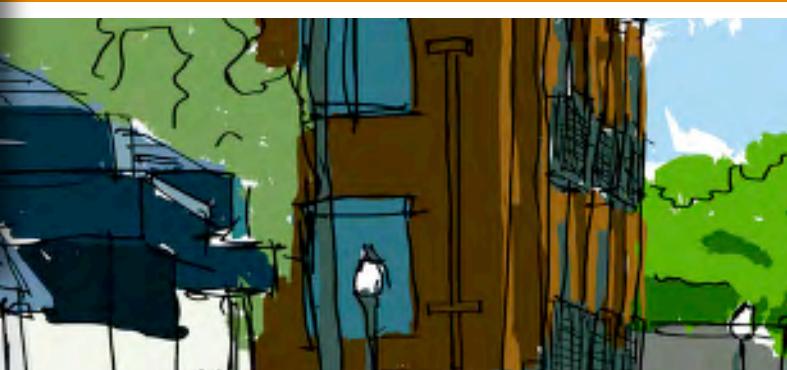


DRAFT REPORT

City of Hopkins

Pedestrian and Bicycle Plan - Background



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



**FINAL DRAFT
03/11/13**

Delivering sustainable,
people-centered solutions,
to mobility and place
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1

Background

This section provides an overview of existing conditions in Hopkins, and summarizes reasons to address and improve the city's walking and bicycling infrastructure.



In this section

- 1.1 - Vision and purpose
- 1.2 - Local and regional context
- 1.3 - Summary of previous and ongoing studies
- 1.4 - Urban form and development patterns
- 1.5 - Demographics and population characteristics
- 1.6 - Policy basis
- 1.7 - Importance of walking and cycling
- 1.8 - Trip origins and destinations
- 1.9 - Existing roadway network

1.1 Vision and purpose

Improving conditions for walking and biking in Hopkins has long been an important priority for the City's residents and community leaders. This Pedestrian and Bicycle Plan presents recommendations for gradual, implementable improvements that achieve a vision of a more walking- and bicycling-friendly city.

Approach

This Plan is based on an Active Living approach that seeks to create conditions that invite more Hopkins residents to more often choose to walk or bike to their destinations, to use transit, and to easily include physical activity as part of their daily routines.

Vision

“The City of Hopkins will be a community where walking and biking are safe, comfortable, inviting and convenient everyday activities and where people choose to walk or bike to nearby destinations and to access the new SW LRT line.”

Purpose of this Plan

The purpose of the Plan is to serve as a tool to guide the efforts of Hopkins residents, elected officials and City staff as they work together to improve walking and bicycling conditions. It recommends pedestrian and bicycle routes and connections, offers specific treatments and approaches to improve connectivity and circulation, and prioritizes short-, medium- and long-term recommendations for improving the City's walking and bicycling mobility network.



A vision for Hopkins: walkable, connected, active, prosperous and inviting.

What is Active Living?

Active living is a way of life that encourages and includes moderate physical activity - such as walking or biking - as part of a person's daily routine.

Active living is important because it improves physical and mental health, reduces household expenses, improves air quality, builds strong and safe communities, and can help reduce the burden of common chronic conditions like diabetes, asthma, and heart disease.

Policy and design choices can result in built environments that encourage active living. The likelihood of walking to the grocery store, riding a bike to school, or meeting friends in the park depends on the environment in which they are attempted.

1.2 Local and regional context

The City of Hopkins first developed as an independent city and is now considered a fully-developed second ring suburb. It is located west of Minneapolis in Hennepin County, with a land area of approximately four square miles and a population of 17,591 people.

The City is located within close proximity to Minneapolis, and is adjacent to the cities of Minnetonka (west), St. Louis Park (to the north and east) and Edina (south).

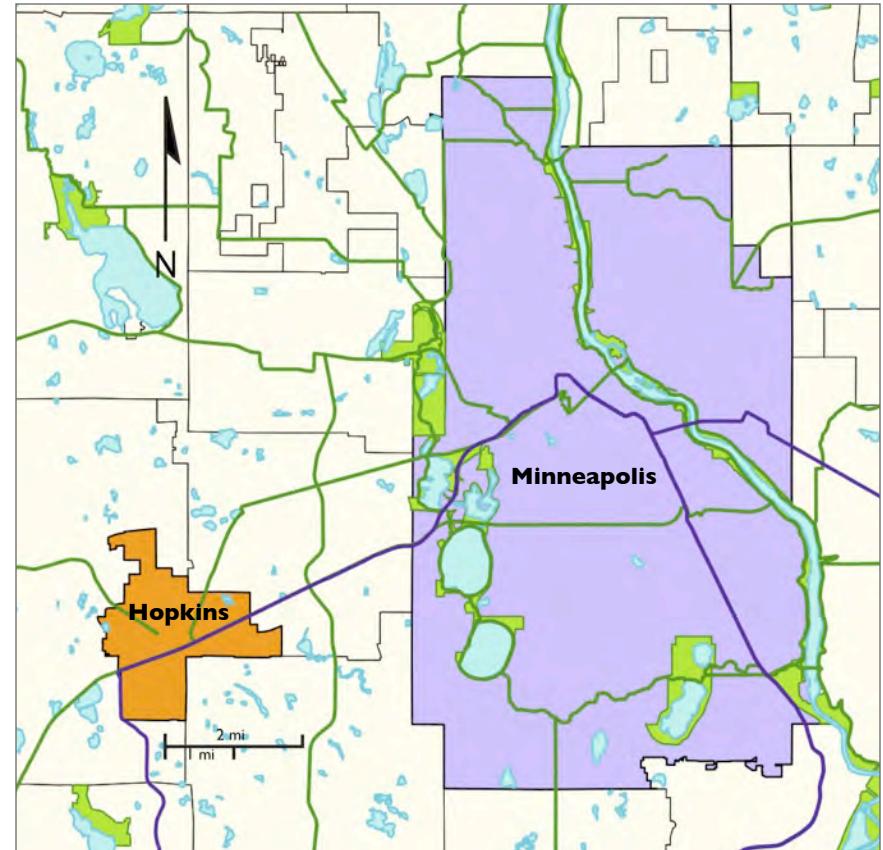
The historic downtown area remains a vital part of the City's daily life, with a mix of commercial uses, governmental services and recreational opportunities. Hopkins hosts a large number of jobs for a community of its size, with employment opportunities across all sectors.

Hopkins is well connected to the regional automobile transportation network: both U.S. Highway 169 (running north-south) and Minnesota State Highway 7 (running east-west) run through the City of Hopkins. Additionally, Excelsior Boulevard is a major corridor running directly through the City.

Notably, Hopkins is the site of trailheads for four major pedestrian and bicycle trails: the North Cedar Lake Regional Trail, the Cedar Lake LRT Regional Trail, the Minnesota River Bluffs LRT Regional Trail and the Lake Minnetonka LRT Regional Trail.

Planning has begun for the proposed Southwest Light Rail Transit (SW LRT) Green Line Extension. The SW LRT extends our region's growing LRT system, and will connect the western suburbs of Eden Prairie, Minnetonka, St. Louis Park and Hopkins to downtown Minneapolis, the University of Minnesota and downtown St. Paul.

Hopkins is the proposed site for three transit stations: Blake Road, Downtown Hopkins and Shady Oak Road.



Hopkins (shown in orange) in its regional context. Minneapolis is shown in purple. Current and future LRT alignments are shown in purple and regional trails are shown in green.

1.3 Summary of previous and ongoing studies

Comprehensive Plan (updated 2009)

The Comprehensive Plan states the City's vision and current policy positions on land use, housing, transportation, parks, utilities and related issues. It describes how Hopkins is likely to change and helps guide recommendations made by Hopkins boards and commissions to the City Council. Additionally, it is used by property owners and developers when considering the future use of property.

Blake Road Corridor Small Area Plan (2009)

Hennepin County, in partnership with the City of Hopkins and community stakeholders, initiated a planning study in May 2008 to create a Small Area Plan for the segment of County Road 20 (Blake Road) extending from the SW LRT Corridor to the Hopkins City Boundary just south of Highway 7. This study creates a vision for the future of the area and recommends land use, urban design characteristics, and streetscape improvements in support of this vision.

Southwest Transitway Station Area Strategic Planning (2010)

The Hennepin County Regional Railroad Authority, in partnership with the City of Minneapolis, undertook this strategic planning process in order to examine the opportunities and issues introduced by LRT service on the Kenilworth Corridor in Minneapolis. The project's sponsors very specifically envisioned the process as strategic planning, emphasizing the need to capitalize on transit investment to create neighborhood value, enhancement and economic

development. The strategic recommendations that came out of this process have been passed on to Metro Transit, to inform LRT Preliminary Engineering; City of Minneapolis, to inform land use changes; and Hennepin County, to inform Southwest LRT Community Works efforts.

Southwest LRT Preliminary Engineering (ongoing)

SW LRT Preliminary Engineering will fully investigate and resolve outstanding engineering and alignment-related issues, establish final alignments and station locations, and provide a set of engineering plans that are completed to a 30% level so that municipal consent can be obtained in late 2013 and final design and construction activities can proceed efficiently.

Southwest LRT Transitional Station Area Action Plans (ongoing)

Hennepin County, with the five partner cities, launched the Transitional Station Area Action Planning (TSAAP) process for the 17 proposed stations along the Southwest LRT line. The TSAAPs are intended to bridge the gap between current conditions and future needs by recommending key infrastructure investments that maximize access and support the LRT line's success from its first day of operation in 2018. The TSAAPs will maximize LRT system investments by identifying and prioritizing infrastructure improvements that enhance existing businesses, support a full range of housing opportunities, and encourage development. The TSAAPs will facilitate the evolution of station areas into Transit-Oriented Developments (TOD) with a unique sense of place that relates positively to the corridor as a whole.

1.4 Urban form and development patterns

The village of West Minneapolis - later to be known as Hopkins - was first incorporated in 1893 by the Hennepin County Board of Commissioners. It wasn't until 1947 that it formally became the City of Hopkins.

Present Land Uses

Residential Land Uses: 37.9% of the total land area in Hopkins is comprised of residential land uses:

- **Low density residential**, 672.8 acres (25.7% of total land area). Single-family homes make up the largest percentage of residential land use.
- **Medium Density Residential**, 175.0 acres (6.7% of total land area).
- **High Density Residential**, 142.5 acres (5.5% land area).

Commercial Uses: About 3.4% of Hopkins' land area is dedicated to retail and other commercial uses. Important commercial areas in the City include Mainstreet, Excelsior Boulevard, Blake Road and Shady Oak Road.

Industrial Uses: About 6% of Hopkins land is used for industrial purposes. Most of this industrial space is located south of Excelsior Boulevard near the rail corridors. Industrial uses in Hopkins include manufacturing, warehousing and distribution centers.

Mixed Use: Mixed use accounts for approximately 97 acres or 4% of Hopkins' land area.

Business Park: Approximately 4% of Hopkins land is designated business park. This category accommodates stand-alone office and office service uses.

Public / Institutional Uses: About 4% of Hopkins' land is dedicated to public institutions, including schools, libraries, hospitals, the art center and government institutions.



Residential neighborhood in Hopkins.



The Lake Minnetonka LRT Regional Trail in Hopkins

Parks and Recreation: Almost 32% of Hopkins' land is dedicated to parks and recreational uses, including golf courses, trails and wetlands.

Other Uses: Other uses in Hopkins include open space (45.6 acres, 2% of land), railroad (23.5 acres, 1% of land) and right-of-way (477.9 acres, 18% of land).

Connectivity

Both U.S. Highway 169 (running north-south) and Minnesota State Highway 7 (running east-west) traverse the City of Hopkins. Although the freeways provide convenient automobile access in and out of Hopkins - connecting to Minneapolis and the surrounding western suburbs - they create discontinuities within the Hopkins community. Excelsior Boulevard (running east-west) is an important artery for automobile traffic through the City; however, it is also a significant physical barrier for pedestrians needing to cross the road. Similarly, Highway 7 creates a significant physical separation in the northern part of the City.

Future Land Use

The City of Hopkins 2008 Comprehensive Plan includes a mixed land-use category. The Mixed Land Use category is included to address the need for redevelopment initiatives that will accompany future development with the proposed LRT stations. This future land use will have a minimum of 30 units per acre - 60% of this being residential and the remaining 40% occupied by commercial uses. Major areas of potential change include areas surrounding the future LRT stations: Hopkins Downtown Station Area, Blake Station Area, and the Shady Oak Station Area. It is foreseen that the phasing of development, and the density and uses of the three locations, will vary.



Excelsior Boulevard through Hopkins, near the intersection of 8th Avenue.



A cyclist on Shady Oak Road at the west end of Mainstreet.

1.5 Demographics and population characteristics

Located west of Minneapolis in Hennepin County, the City of Hopkins has a total area of 4.1 square miles.

The 2010 US Census counted 17,591 people residing in Hopkins, in a total of 7,989 households. Of those, 3,998 are family households.

Population Density

Hopkins' 2010 population density is 4,311 people per square mile. There are 8,987 units of housing, yielding an average density of 15 dwelling units per acre. The population land density for Hennepin County is 2,082 people per square mile.

Households

Of the 7,989 households living in Hopkins in 2010:

- 21% included children under the age of 18
- About 50% (3,991 households) are non-family households (including individuals living alone)
- About 40% of all households are made up of individuals living alone

By comparison, of the 475,737 households in Hennepin County in 2010:

- 28% included children under the age of 18
- 42% are non-family households (including individuals living alone)
- About 33% of all households are made up of individuals living alone

Hopkins' 2010 average persons per household is 2.16 and the average family size is 3.02 persons. This compares to Hennepin County's average persons per household of 2.36 and average family size of 3.04.



Walking on a street without sidewalks in Hopkins.



Many streets in Hopkins' residential area have sidewalks; however, gaps in the network limit the number of convenient routes.

Age Distribution

Approximately one fifth of Hopkins' population (21.9%, or 3,711 persons) are children under the age of 18. Of those, 2,533 children are between the ages of 5 and 18. Another eighth of Hopkins' population (12.6% or 2,216 persons) are senior adults 65 years of age or older. The median age for the City is 34 years.

In Hennepin County, 22.6% (260,448 people) of the population are children under the age of 18. Of those, 184,388 are children between the ages of 5 and 18. About an eighth of the population of Hennepin County are senior adults 65 years of age and older (11.5% or 132,529 people). The median age for the County is 36 years.

Commute to Work

The 2010 census does not specifically report a category for bicycle commuting in Hopkins (including it under "other means" of travel to work). The national average of bicycle commuting is 0.5% (American Community Survey, 2010), while the Minneapolis figure for workers who ride their bike to work is 3.5%.

How do Hopkins residents get to work?

This is how Hopkins' workers arrive to work according to the 2010 US census:

Means of Travel	Percent of Total
Drive Alone	73.5%
Carpool	13.0%
Transit	5.5%
Walk	3.5%
Other (estimated)	0.7%
Work at Home	3.3%

Top ten workplaces of people who live in Hopkins

Workplace	Workers
Minneapolis	1,736
Minnetonka	783
St. Louis Park	671
Hopkins	614
Edina	528
Eden Prairie	478
Bloomington	452
St. Paul	421
Plymouth	298
Golden Valley	283
Other	2,036

Top ten residences of people who work in Hopkins

Residence	Workers
Minneapolis	907
Minnetonka	732
Hopkins	614
St. Louis Park	392
Eden Prairie	325
Plymouth	314
Wright County	306
Brooklyn Park	303
St. Paul	277
Bloomington	267
Other	5,742

Income Levels

Median household income in the city is \$48,533 (2007-2011). Per capita income for Hopkins residents is \$29,498. About 11.9 % of persons living in Hopkins have incomes below the poverty line. By contrast, the countywide median household income is \$62,966, with a per capita income of \$36,858 and a countywide poverty rate of 12.3%.

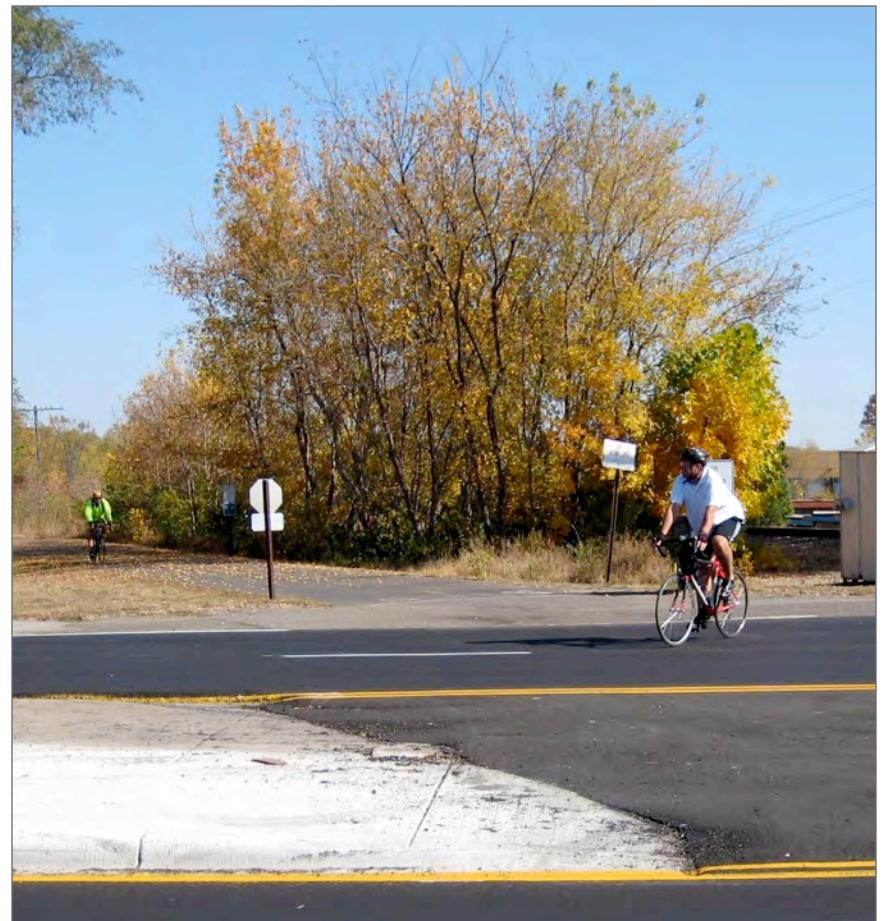
Population and Employment Trends

The population of Hopkins has grown slightly over the last ten years, going from 17,145 persons in 1980 to an estimated 17,591 persons in 2010 (an increase of 2.6%). The Metropolitan Council estimates a 2020 population of 18,600 persons living in 8,800 households.

The Metropolitan Council estimates a total of 13,600 jobs in Hopkins in 2010, 14,800 in 2020 and forecasts an additional 1,500 jobs in the city by 2030.

Current Bicycle Use and Walking Data

Bicycle counts and other data about the number of people using bicycles for transportation in Hopkins is generally not available (as is the case in most other Minnesota communities outside of Minneapolis and St. Paul). Walking counts have not been performed in Hopkins (the only data available is estimated from the 2010 Census, referenced on the previous page).



A cyclist crossing Blake Road along the North Cedar Lake Regional Trail.

1.6 Policy basis

Current local, state and federal policies offer strong support for making improvements that benefit pedestrian and bicycle mobility throughout the Twin Cities metropolitan region.

Improving Hopkins' pedestrian and bicycle facilities and network is consistent with these policies and positions, including:

Regional policies

Hennepin County

Hopkins is located within Hennepin County, which was the first county in Minnesota to adopt a [Complete Streets Policy](#). Adopted in July 2009, the purpose of the policy is to ensure that streets under the county's jurisdiction are designed and operated to assure safety and accessibility for all roadway users - including pedestrians, bicyclists, transit riders and motorists.

Metropolitan Council

The Metropolitan Council explicitly supports improvement and provision of bicycle facilities as part of transportation investments in cities within its jurisdiction. The Council understands that walking and bicycling are part of the total transportation picture and work well for shorter, non-recreational trips. The Council provides planning guidance on land use issues related to bikeways and walkways, and with its Transportation Advisory Board, allocates federal funds to bicycle and pedestrian projects. The Metropolitan Council intends to continue to support and coordinate efforts to strengthen access to non-motorized modes.

The 2030 Transportation Policy Plan (TPP) was adopted by the Metropolitan Council on November 10, 2010; Chapter 9 specifically pertains to pedestrians and bicyclists and can be found by following [this link >](#).



Complete Streets provide safe, comfortable, and convenient access for all users, regardless of mode, age or ability. Hennepin County was the first county in Minnesota to adopt a Complete Streets policy.

Did you know?

Hennepin County has established a new cost participation policy to support the development of Complete Streets along its road network:

- **For sidewalks:** \$200,000 annual budget, providing up to 25% of the cost of a sidewalk along a county road.
- **For bikeways:** \$300,000 annual budget, providing up to 50% of the cost of trail or on-street bikeway identified on the bike plan or bike gap system map.
- **For bikeway gaps:** \$300,000 annual budget, providing up to 50% of the cost of trail or on-street bikeway identified on the bike gap system map.

Several important streets in Hopkins are part of the Hennepin County road network, including portions of Shady Oak Road, Blake Road, Hopkins Crossroad and Excelsior Boulevard (see map on Page 19).

Minnesota laws and policies

Minnesota Complete Streets Law

On May 15, 2010, Governor Tim Pawlenty signed the Minnesota transportation policy bill, which made Complete Streets part of Minnesota law. As defined under Minnesota Statute 175.74, Complete Streets is the “planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities.” Complete streets laws and policies direct state transportation agencies to design and operate Minnesota roads to enable safe access for all users, including pedestrians, bicyclists and motorists.

Minnesota Department of Transportation (MnDOT) policies

The Minnesota Department of Transportation (MnDOT) is a national leader in Context-Sensitive Solutions (CSS) and is recognized for policies that strongly advocate for the provision of adequate facilities for pedestrians and bicyclists.

MnDOT’s official vision for the role of bicycle transportation in the state’s overall transportation network states:

“Minnesota is a place where bicycling is a safe and attractive option in every community. Bicycling is accommodated both for daily transportation and for experiencing the natural resources of the state.”

MnDOT’s role in making this vision reality is included in its mission statement regarding bicycle transportation:

“MnDOT will safely and effectively accommodate and encourage bicycling on its projects in Minnesota communities, plus in other areas where conditions warrant.

Lowering speed limits in Minnesota cities

Minnesota statutes currently allow cities and other jurisdictions to **lower speed limits to 25 miles per hour without need of any additional engineering or traffic study if a bicycle lane is provided.**

According to Minnesota Statute 160.263, Bicycle lanes and ways, Subdivision 4, Speed on street with bicycle lane:

“Notwithstanding section 169.14, subdivision 5, the governing body of any political subdivision, by resolution or ordinance and without an engineering or traffic investigation, may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour. The ordinance or resolution designating a safe speed is effective when appropriate signs designating the speed are erected along the street or highway, as provided by the governing body.”

MnDOT will exercise leadership with its partners to achieve similar results on their projects.”

Since 2008, MnDOT has required that all new construction projects over which they have jurisdiction include “safe and effective” bicycle accommodations. Only highway construction projects are excepted from this requirement.

MnDOT is committed to ensuring that transportation options are accessible to all users, including pedestrians. MnDOT's Americans with Disabilities Act Transition Plan was adopted in April, 2010 and revised in July, 2011. It serves as a guide to further MnDOT's vision, mission and core values by outlining key actions for making the state transportation system more accessible. The plan states:

"The success of making our transportation system fully accessible depends on the coordinated efforts of all levels of government, the public, and the policies and strategies outlined in this plan. MnDOT will continue to look for opportunities to involve citizens, stakeholders and partners in the implementation of this plan, future updates to the plan, and in policy decisions affecting accessibility. Together, we can realize a shared vision of an accessible, safe, efficient, and sustainable transportation system."

Federal policies

AASHTO guidance

The American Association of State Highway and Transportation Officials (AASHTO) is a standards-setting body that publishes specifications and policies guiding highway design and construction practices throughout the United States. Its policies strongly support accommodation of bicyclists and recommend the provision of adequate bicycle facilities:

All highways, except those where bicyclists are legally prohibited, should be designed and constructed under the assumption they will be used by cyclists. Therefore, bicycles should be considered in all phases of transportation planning, new roadway design, roadway construction and capacity improvement projects, and transit projects.

In 2012, AASHTO released a new bicycle planning guide (Guide for the Development of Bicycle Facilities, 4th Edition). Developed with guidance obtained through the NCHRP (National Cooperative Highway Research Program), it supplements other guides such as:

- 2009 Manual on Uniform Traffic Control Devices
- 2011 Green Book (AASHTO)
- PROWAG (a formal set of proposed guidelines for accessible rights-of-way)
- 2010 Highway Capacity Manual

The new AASHTO guide covers paths and on-road bikeways and features bikeway level of service (LOS) considerations for roadway design. The guide:

- Authorizes the narrowing of motor-vehicle lanes - down to and including 10 ft and 11 ft widths - in order to better accommodate pedestrian and bicycle needs
- Provides nuanced guidance on bike lane design
- Is consistent with all applicable Federal / FHWA guidance, so that all projects designed in accordance with the 2012 AASHTO Bicycle Guide should be acceptable for and eligible for receiving federal funding
- Provides greater flexibility in the design process in order to better accommodate bicycling in urban contexts

Federal agencies

The [Bicycle & Pedestrian Program](#) of the Federal Highway Administration's (FHWA) Office of Human Environment promotes bicycle and pedestrian transportation use, safety, and accessibility.

FHWA also sponsors resources such as the [Pedestrian and Bicycle Information Center](#) to provide information on a wide variety of engineering, encouragement, education, and enforcement topics. The Center was established with funding from the US DOT and is operated by the University of North Carolina Highway Safety Research Center.

The [FHWA Bicycle & Pedestrian Program](#) issues guidance and is responsible for overseeing that requirements in legislation are understood and met by the States and other implementing agencies. The FHWA also grants Interim Approval of new traffic control devices, a revision to the application or manner of use of an existing

traffic control device, or a provision not specifically described in the MUTCD. Of recent significance is the FHWA's Interim Approval of the optional use of green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas (see [Interim Approval document IA-14](#)).

Federal law

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. Although the law reduces direct Federal funding for biking and walking projects, it presents a mechanism for funding these projects through state and local governments to fully utilize available funds to make biking and walking safer and more convenient.



Quality pedestrian environments are good for small cities and local businesses, and are supported by Federal and State policies and guidance.

Image: Durham, New Hampshire (pop. 10,300), via Federal Highway Administration and Pedestrian and Bicycle Information Center (PBIC).

1.7 Importance of Walking and Cycling

Walking and cycling are important modes of transportation with many benefits including sustainability, health, and economic gains. They are also often the only available mode of transportation for certain populations, including young people and children, the elderly, and low income populations. Walking and cycling can also lead to a stronger sense of community connection as a result of increased interpersonal contact between residents, and to improved feelings of safety through the addition of more “eyes on the street.”

Walking as the foundation of a city

Most persons are, at least for a portion of their travel, pedestrians. This includes people walking, wheelchair users, joggers, and skaters. The beginning and end of most trips is made as a pedestrian, and thus the pedestrian realm holds a special and universal significance. Some people make entire trips as pedestrians, something which is made easier by a dense and pedestrian-friendly environment. There is broad consensus that an efficient, walkable city is one where most people live within 1/4 mile of public transportation and household needs (like a grocery store, for example). Unfortunately, this is often not the case and thus many people rely on automobiles to make their day-to-day trips and errands. When these conditions do exist, the result is a livelier neighborhood which enjoys the benefits of having more eyes on the street, more local patrons, a more resilient economy, and a greater number of social interactions which build community ownership and social capital. In this way, the pedestrian realm is one of the foundations of human culture worldwide.

Walking and cycling for health and efficient transportation

Walking is a healthy option and an important component of living an active life. Those who walk every day have been shown to have a reduced rate of heart disease, adult-onset diabetes, and obesity among other conditions.



Safe and comfortable bicycle and pedestrian accommodations—such as the Cedar Lake Trail, pictured above—attract people of all ages and abilities.



***Minneapolis recently converted a car travel lane into a comfortable buffered bike lane.
Image: Park Avenue, Minneapolis.***

Recommendations

Cycling is an extremely efficient mode of travel, in fact it is the most efficient form of travel known. The simple chain and gear mechanism combined with the relative lightness of the bicycle give it an energy efficiency that is equivalent of up to 1,500 mpg (statistics vary depending on the source, but provide consistently high numbers).

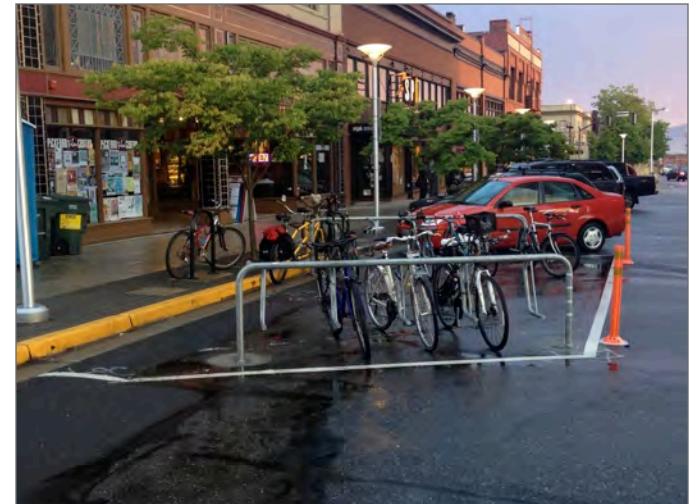
In urban areas, cycling often presents advantages over driving because the density of streets and destinations allows users to move around quickly without worrying about congestion or about finding parking or gasoline. Ridership in urban areas has been shown to correlate with the quality of facilities provided. When appropriate facilities exist, people on bikes are often able to traverse urban areas with greater ease and speed than motorists. Cycling as recreation or for touring are also popular and can provide a boost to local economies through increases in bicycle tourism and related activities. In Minnesota, the [Pedal MN](#) campaign aims to encourage this type of cycling. Cycling, like walking, provides important health benefits. This means that a community with good cycling facilities will likely experience an improvement in public health.

For improved safety and decreased automobile dependence

Legally, bicycles are considered vehicles and must be treated as such by other road users. However, cyclists vary in size and ability, and are sometimes less predictable than motorists. Additionally, cyclists, like pedestrians, are exposed and are more vulnerable in crashes, and therefore require infrastructure that supports their safe travel.

About 1/3 of the U.S. population does not drive and relies on transit, carpools and non-motorized transportation. By 2050, the percentage of people 65 and older will increase by 12 to 20% - and about 90% of them will want to remain in their communities. Currently, about half of the people in this age group who don't drive do not currently leave home because of lack of transportation options.

An increase in walking and biking cycling means a decrease in automobile dependence, and reduced congestion, pollution and noise. It also increases the potential for more intergenerational social interaction, increased economic vitality, and a strengthened sense of community.



City leaders are creating more end-of-trip facilities to encourage residents to bike to their destinations.

Image: Bellingham, WA.



Separated bicycle infrastructure attracts more people to choose riding a bike for transportation.

Image: South Lyndale Avenue, Minneapolis.

1.8 Trip origins and destinations

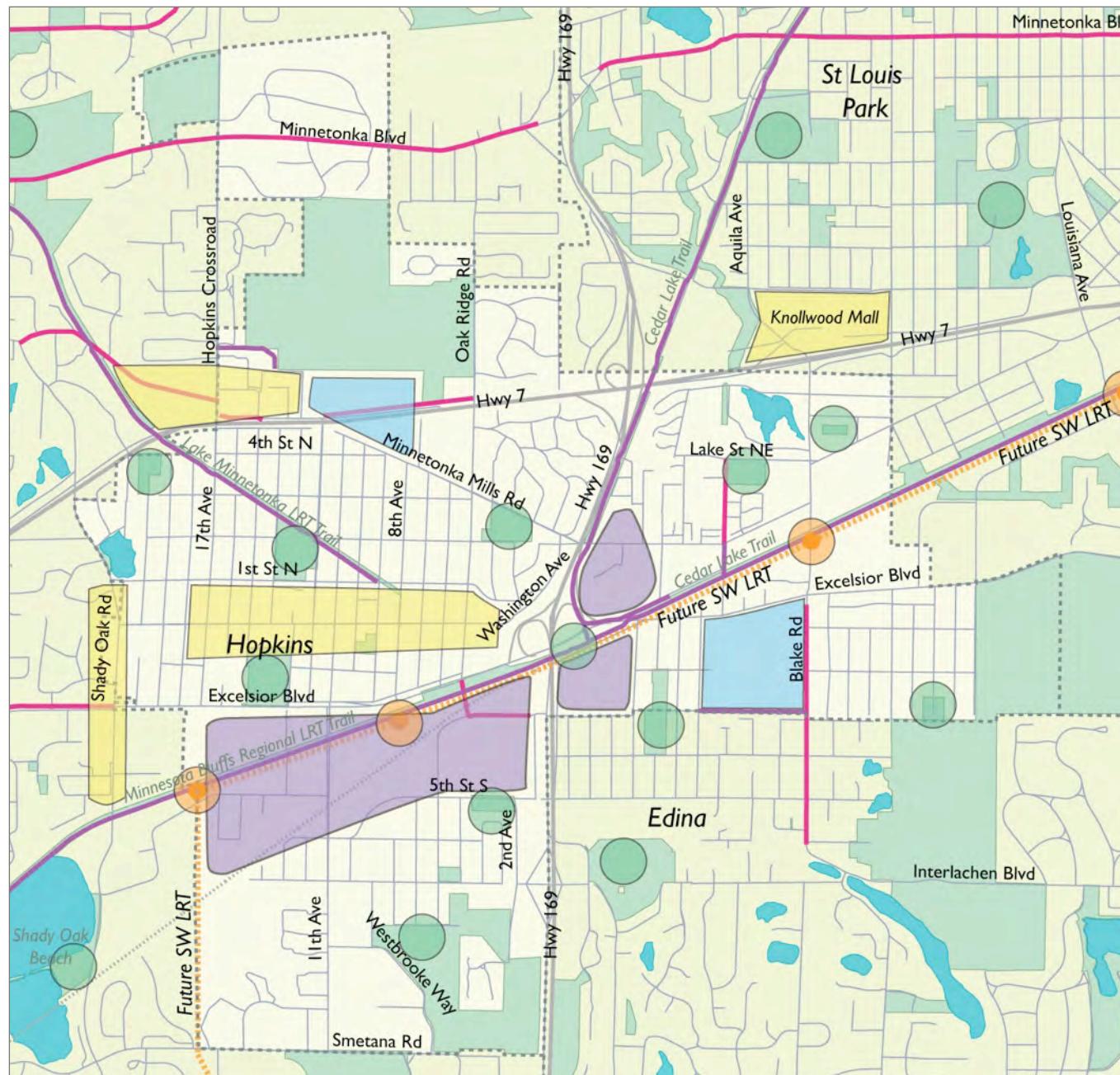
The following are identified as important locations in Hopkins for trip origins and destination:

- SW LRT transit stops: 8th Avenue / Downtown Hopkins, Blake Road, and Shady Oak
- Park and trail facilities, including Hilltop Park, Maetzold Field, Central Park and Burnes Park, as well as the Cedar Lake Trail, Minnesota River Bluffs Trail and Lake Minnetonka LRT Regional Trail
- Schools, including Eisenhower Elementary, The Blake School, Alice Smith Elementary and Ubah Medical Academy
- Mainstreet, including shops, restaurants and civic institutions, including Hopkins Art Center
- Employment centers, including businesses along Excelsior Boulevard, Shady Oak Road and Blake Road
- Other nearby commercial districts, including Knollwood Mall (located in Saint Louis Park)

Identifying safe and comfortable routes to each of these primary areas by walking or biking is a primary objective of this Plan.

A summary of origins and destinations identified as being priorities within Hopkins is provided on the following page.

Trip Origins and Destinations Map



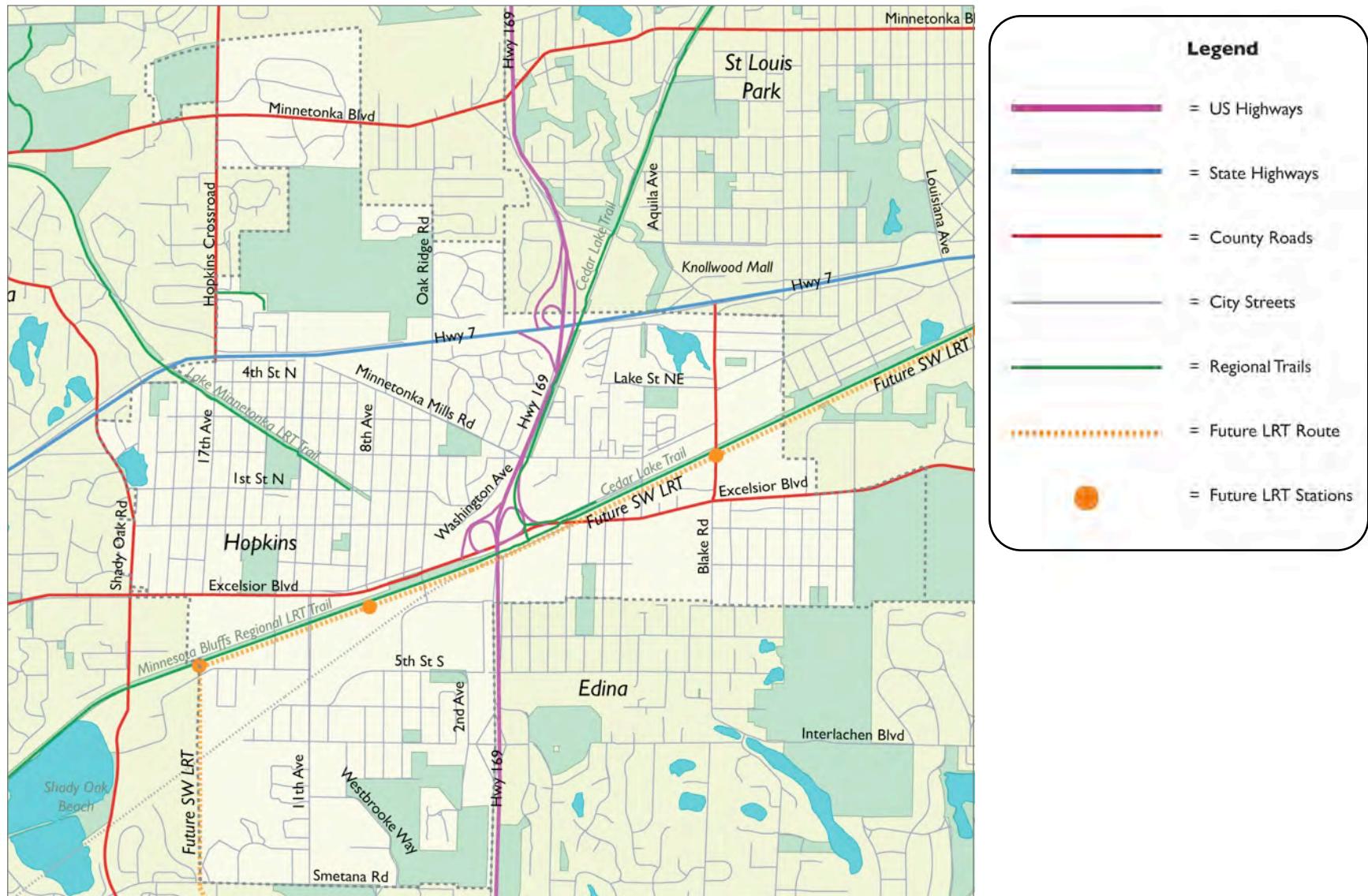
Legend

- = Commercial
- = Employment
- = Schools
- = Parks/Trail Facilities
- = Future LRT Stations

1.9 Existing roadway network

Roadway jurisdiction

Several entities have jurisdiction or control over the roads and streets in Hopkins. Addressing walking and biking improvements along and across these roads will require the participation and support of these entities.



Traffic volumes

Traffic volume refers to the average number of motor-vehicles that travel on a given road each day, and is typically expressed as ADT or AADT (Annual Average Daily Traffic). Traffic volume is a direct measure of how busy a road may be, and has implications for walking and biking connections across and along a road. For example, higher volume roads may be more difficult to cross because fewer gaps exist in the traffic stream, and may require traffic control signals to improve safety and comfort for those movements, especially for children and seniors. High volumes of traffic also affect movement along a road, and typically necessitate greater separation between traffic and people on foot or bike in order to provide comfortable and safe travel for them.

