

Minnetonka Boulevard reconstruction

Open house – October 2022

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How did we get here?

The project team used input gathered from the first phase of engagement to create and refine concepts for the corridor.

Sidewalk decal



Pop up event



Survey themes



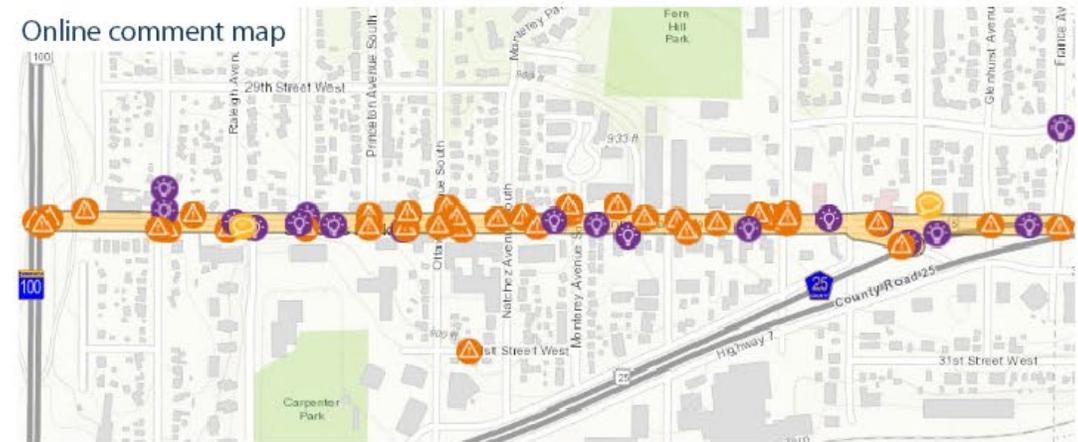
Sidewalk decal at pedestrian crossing



Outdoor sign in front of city hall



Online comment map



What concepts were considered?

Multi-use trail on both sides

Two-way raised bike lane

On-street striped bike lane

On-street striped bike lane with delineators

On-street bike lane separated from traffic with curb

Off-street one-way dedicated bike lanes with sidewalks

Off-street two-ways raised bike lanes on one side outside of sidewalk

On-street/off-street hybrid

Sidewalk with grass boulevards on both sides with no dedicated bike lanes

Concepts considered

Of the concepts listed to the left, only two – the multi use trail on both sides and the two-way raised bike lane – met project goals

Project goals & considerations



Equitable, safe, and health-promoting community for all residents and visitors



Safe and high-quality pedestrian facilities



Safe and connective bicycle infrastructure



Continued and improved high-quality transit service



Robust, sustainable, and inviting public realm



Safe vehicle traffic operations



Sustainable and implementable plan

Evaluation matrix: Concept A and Concept B

OVERALL SCORE
++



Concept A: multi-use trail on both sides

	Provides bike facilities, enhances pedestrian facilities	++
	Provides ADA compliant curb ramps, boulevards between curb and path, accessible pedestrian signals	++
	Provides dedicated bike facilities no separation of bikes from pedestrians	+
	Opportunities to enhance bus stops on both sides, direct access to path	++
	More opportunities for green stormwater infrastructure, buffers pedestrians from traffic	++
	3-lane roadway section with two-way left turn lane and medians creates safer and more intuitive traffic operations	++
	Limited right of way impacts, lowest construction costs, additional maintenance of two paths	++

OVERALL SCORE
+



Concept B: two-way raised bike lanes

	Provides better bike facilities, enhances pedestrian crossings	++
	Provides ADA compliant curb ramps, buffers between sidewalk and roadway, accessible pedestrian signals, minimal sidewalk widths	+
	Provides dedicated bike facilities with separate pedestrian facilities	++
	Opportunities to enhance bus stops on one side, pedestrians must cross two-way bike path to get to sidewalk	+
	Opportunities for green stormwater infrastructure, buffers pedestrians from traffic	+
	3-lane roadway section with two-way left turn lane and medians creates safer and more intuitive traffic operations	++
	Limited right of way impacts, low-medium construction costs, additional maintenance required with separated bikeway	+

Key to scores

OVERALL SCORE
-

Poor outcome relative to other alternatives

OVERALL SCORE
+

Fair outcome relative to other alternatives

OVERALL SCORE
++

Good outcome relative to other alternatives

Preferred alternative



Project priorities

Hennepin County – this project aligns with the goals in their 2040 Comprehensive Plan:

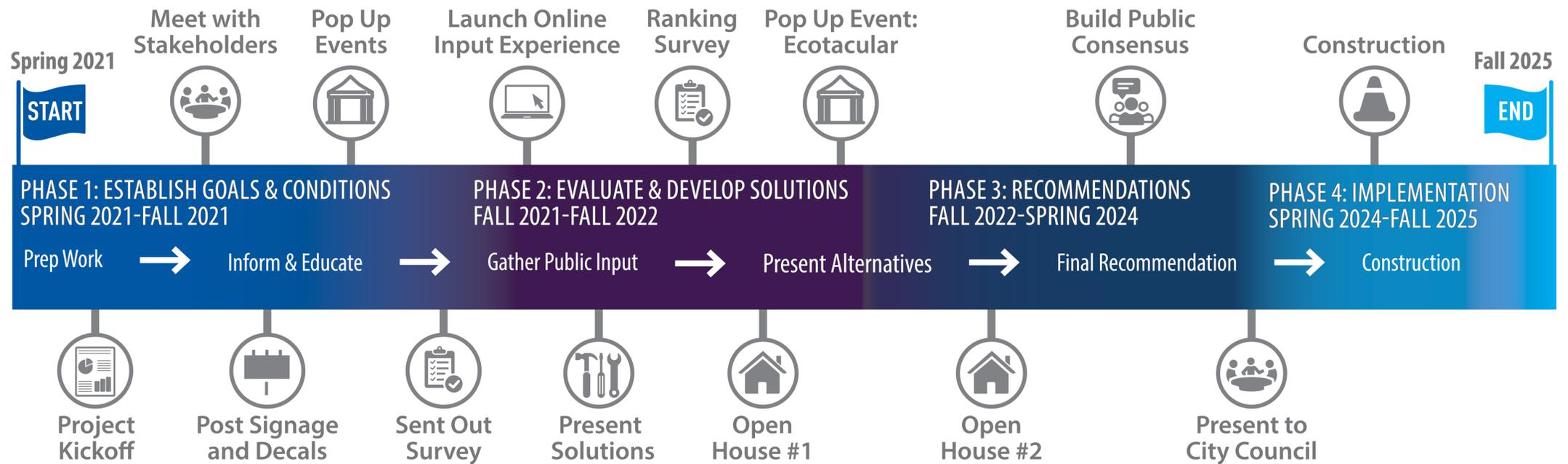
- Create a transportation system that protects and enhances the environment
- Preserve and modernize our transportation system
- Improve safety, reliability and comfort for all transportation users
- Provide affordable transportation choices and convenient access to destinations
- Improve our transportation system to enhance quality of life, health, livability, and competitiveness

St. Louis Park – this project aligns with the city’s Connect the Park initiative

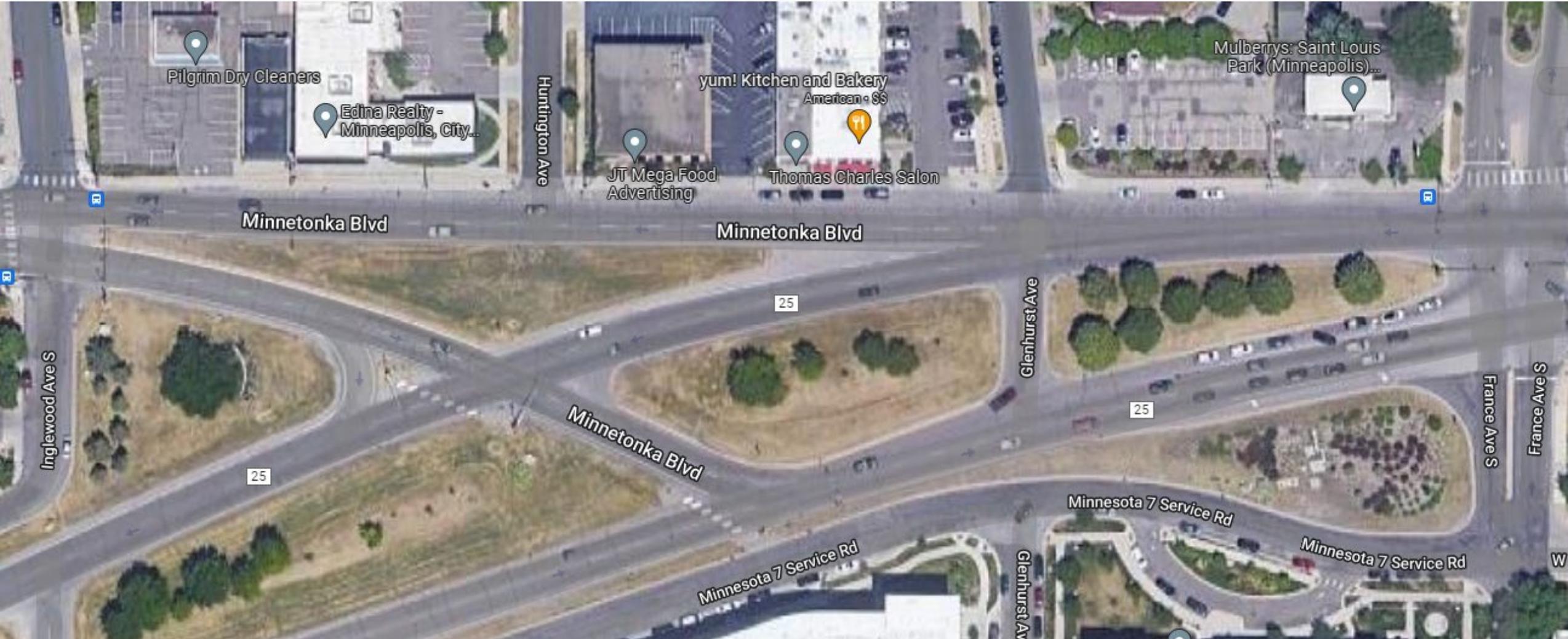
- Connect the Park is the city’s implementation plan to create more bikeways, sidewalks and trails throughout the community



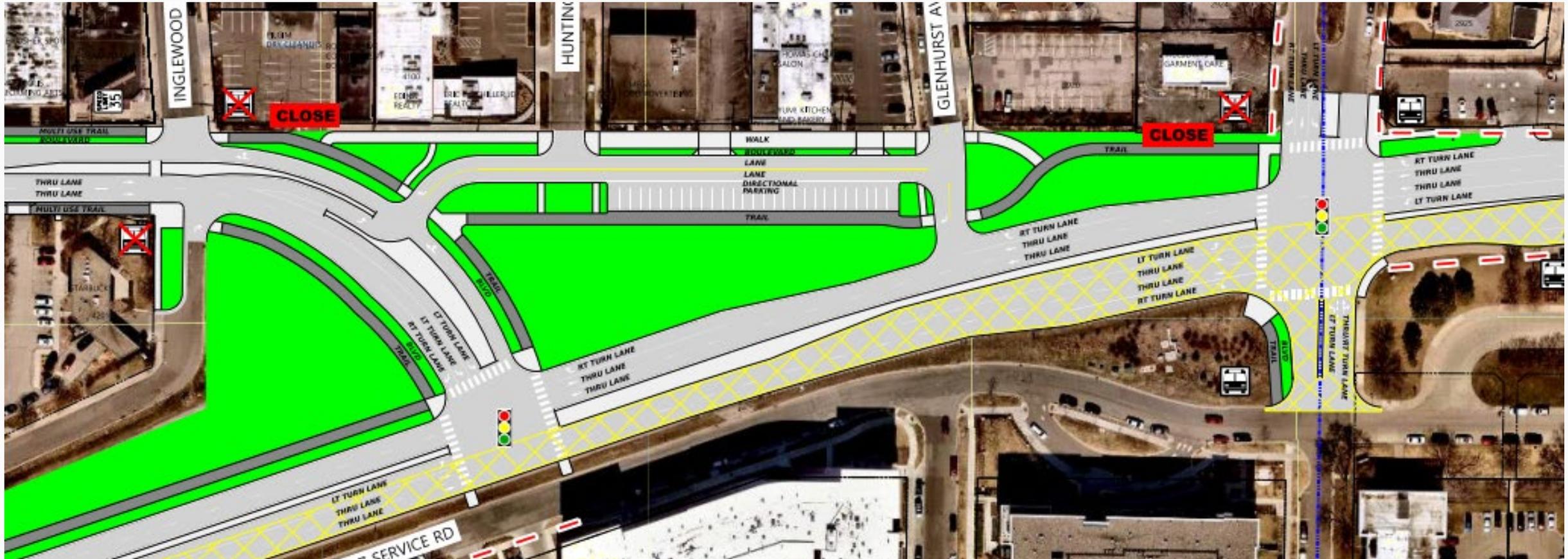
Project timeline



Existing Minnetonka Boulevard and County Road 25



Proposed Minnetonka Boulevard and County Road 25



Minnetonka Boulevard and County Road 25

Existing Condition

- Driver confusion for westbound vehicles at France Avenue
- Minnetonka Boulevard is used as a commuter route and shortcut to Highway 100
- Safety issues and high crash rates at traffic signals and intersections between Minnetonka Boulevard, Highway 25, and local streets
- Lack of parking between Huntington and France

Proposed Improvements

- + Removal of one-way segment between Inglewood and France creates a local street with additional parking
- + Driver confusion is removed for westbound vehicles at France Avenue
- + Reduces potential for Minnetonka Boulevard to be used as a shortcut to Highway 100
- + One consolidated intersection for Minnetonka Boulevard and Highway 25
- + Improved access and safety for all modes