

Action Transmittal

Transportation Advisory Board



Committee meeting date: November 19, 2025

Date: November 12, 2025

Action Transmittal: 2025-37

Regional Bicycle Barrier and Regional Bicycle Transportation Network (RBTN) Updates for 2026 Regional Solicitation

To: Transportation Advisory Board
From: Technical Advisory Committee
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Requested action

Recommend release of the updated Regional Bicycle Barriers and Regional Bicycle Transportation Network (RBTN) maps for public comment as part of the 2026 Regional Solicitation and to inform a future 2050 Transportation Policy Plan administrative modification.

Recommended motion

That the Transportation Advisory Board release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

Background and purpose

The Regional Bicycle Transportation Network (RBTN) was established in the 2040 Transportation Policy Plan (TPP) in 2015 as the prioritized network for regional bicycle planning and investment. It was last updated in 2023. The goal of the RBTN is to develop an integrated, seamless network of on- and off-street bikeways to effectively improve conditions for daily bicycle transportation.

Regional bicycle barriers (RBBs) were added to the TPP in 2018 and were last updated in 2021. They are defined as the major physical barriers to bicycle transportation and include the region's freeways, expressways, rail corridors, and streams.

The Metropolitan Council provided an opportunity last spring for local implementing agencies to propose changes to RBBs, RBB crossing improvement areas, and changes or additions to the RBTN. The open period for local agencies to submit proposals was from May 7 through June 30, 2025. As a result of that process, the Met Council received three proposals for new RBBs, 1 proposed shift to RBB crossing improvement area, and 78 proposed new or revised RBTN routes.

The proposed RBTN and RBB changes were presented by Council staff and reviewed by the Bicycle-Pedestrian Planning Technical Working Group at its August 27, 2025, meeting. In addition to 48 RBTN proposals recommended by staff for acceptance, the merits of 6 proposed route additions that scored below the original scoring threshold were reviewed with the work

group. At the conclusion of that discussion, the work group agreed to recommend acceptance of the 6 proposals. The group also agreed with the staff recommendation to advance the four Regional Bicycle Barrier proposals for TAC/TAB consideration.

Action purpose

The purpose of this action is to provide a public comment opportunity to:

1. Review the updated Regional Bicycle Barriers (RBBs) and Regional Bicycle Transportation Network (RBTN) maps (Figures 1 and 2) to be included in the 2026 Regional Solicitation for use as an evaluation criterion during scoring, and
2. Review the updated RBBs and RBTN maps for incorporation in the 2050 TPP as a future administrative modification.

Relationship to regional policy

The RBTN and RBBs are established investment priority tools for regional bicycle system planning in the 2050 Transportation Policy Plan (TPP), adopted in 2025. The 2050 Transportation Policy Plan outlines processes for updating both in order to inform investment processes like the Regional Solicitation. Both the RBTN and RBBs are used as selection criteria in the Regional Solicitation. These updates will be incorporated into the 2026 Regional Solicitation release and the 2050 Transportation Policy Plan, pending public comments.

Staff analysis

Regional Bicycle Barrier reviews

Through the open process for agencies to propose new Regional Bicycle Barriers or new or revised RBB crossing improvement areas, Met Council received 3 new bike barrier proposals and one request to shift an existing RBB crossing area to better align with a planned trail crossing of adjacent railroad and expressway barriers. Staff reviews determined that the 3 proposed RBBs and 1 minor shift to a RBB crossing improvement area are consistent with TPP definitions and Regional Bicycle Barrier Study guidelines and are thus recommended for approval. These four proposals are described in Table A.

RBTN reviews

Met Council received 78 proposed RBTN route additions or changes from 11 local agencies across the region. Four of the proposed routes were divided into two discrete segments to allow for more accurate and balanced assessments creating a total of 82 routes to be reviewed. Council staff applied measures developed through the RBTN Guidelines and Measures Study and established in the TPP to evaluate the proposed changes. The measures addressed four primary evaluation criteria including connectivity, corridor spacing, social/economic equity, and proximity to jobs and population. Staff reviews resulted in the following conclusions and recommendations:

3. 8 RBTN proposals were deemed as minor adjustments/corrections eligible for administrative acceptance with no scoring review or committee action required. These proposals will be accepted administratively and are described in Table B.
4. 16 RBTN proposed routes connecting to rural centers or other rural/out-of-region trails are being deferred to Met Council's forthcoming rural connections analysis set to begin in 2026. These proposals are listed in Table C.
5. 48 RBTN proposals are recommended for approval based on analyses that yielded scores of at least 40% of total points available. These proposals are described in Table D.
6. 6 proposals that scored below the original scoring threshold (40% of available points) were reviewed with the Bike-Ped Planning Technical Working Group and are recommended for approval with exceptions to preferred spacing guidelines. These proposals are described in Table E.

7. 4 proposals are not recommended for approval and are listed in Table F.

Committee comments and action

At its October 9, 2025, meeting the TAC Planning Committee recommended that the Technical Advisory Committee (TAC) recommend to the Transportation Advisory Board to release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

At its November 5, 2025, meeting the Technical Advisory Committee recommended that the Transportation Advisory Board release the updated Regional Bicycle Barriers and RBTN maps for public comment as part of the 2026 Regional Solicitation.

Routing

To	Action Requested	Date Completed or Scheduled
TAC Planning Committee	Review and recommend	October 6, 2025
Technical Advisory Committee	Review and recommend	<i>November 5, 2025</i>
Transportation Advisory Board	Review and release for public comment	November 19, 2025
Transportation Advisory Board	Review and adopt	<i>TBD</i>
Metropolitan Council Transportation Committee	Review and recommend	<i>TBD</i>
Metropolitan Council	Concurrence	<i>TBD</i>



Supporting attachments

Figure 1. Updated RBTN map with recommended changes highlighted

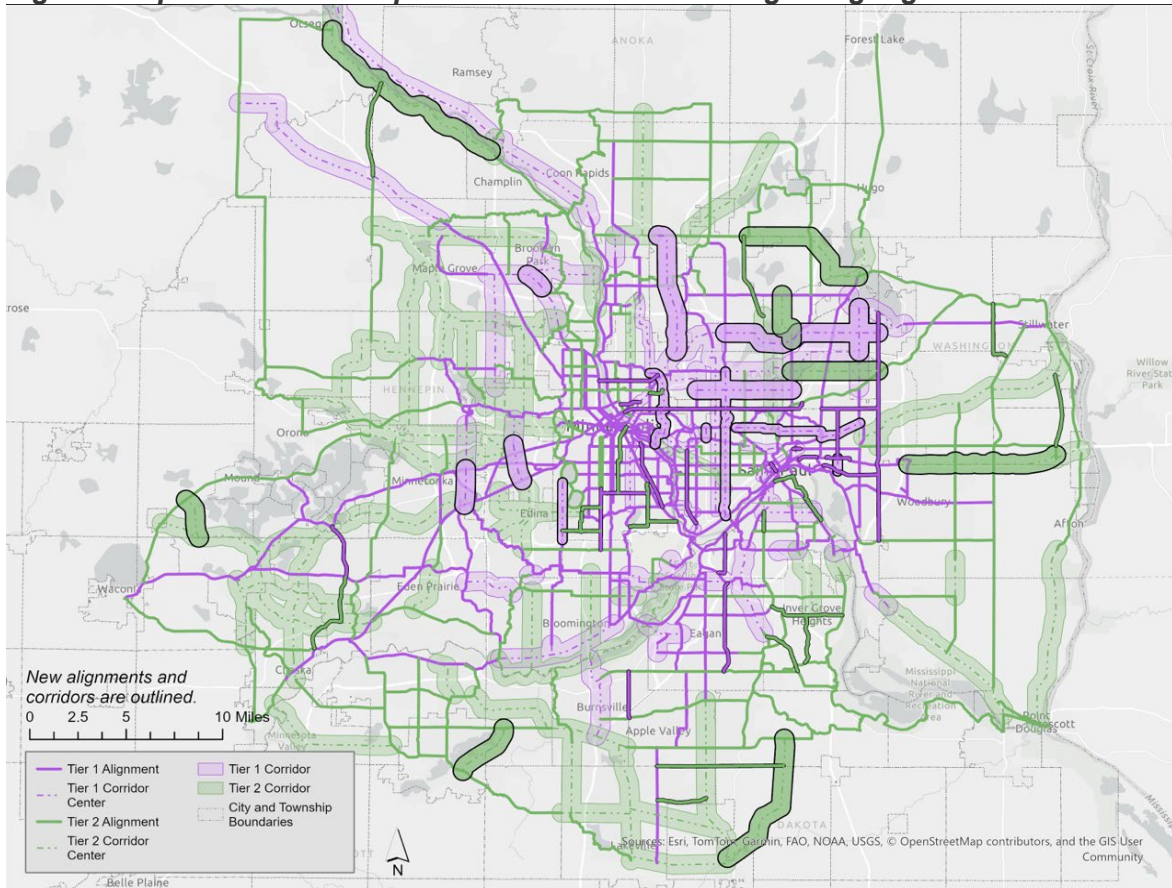


Figure 2. Updated Regional Bicycle Barriers map with recommended changes highlighted

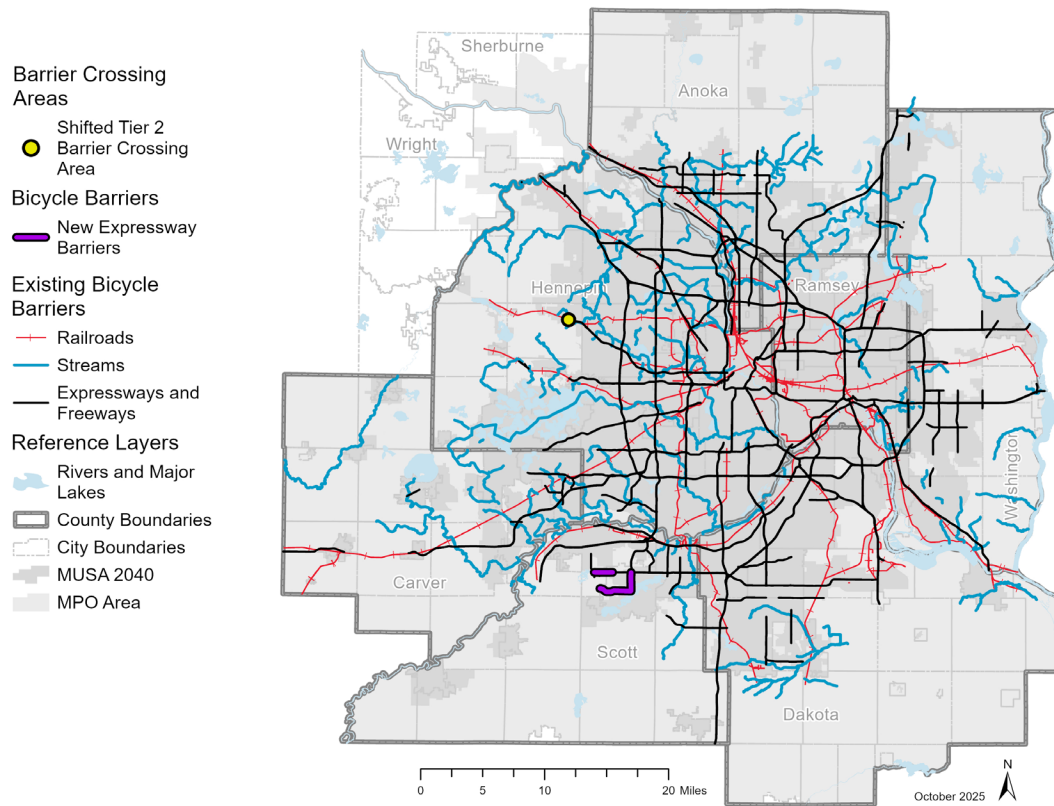


Table A: Regional Bicycle Barrier proposals recommended for approval

ID	Agency	Change name	Location	Change type	Rationale
1A	Scott County	CSAH 42	CSAH 17 to CSAH 83 in Shakopee/Prior Lake	Expressway Barrier extension	Expressway conversion
1B	Scott County	CSAH 82	CSAH 17 to CSAH 21 in Prior Lake	New expressway barrier	Expressway conversion
1C	Scott County	CSAH 21	CSAH 42 to CSAH 82 in Prior Lake	Expressway Barrier extension	Expressway conversion
2	City of Medina	Diamond Lake Reg. Trail Crossings	TH 55 at Tamarack Drive in Medina	Expressway & Rail Barrier crossing areas shift	Minor shift of expressway and railroad barrier crossing areas (~ 0.10 mi) to accommodate planned regional trail crossings.

Table B: RBTN proposals to be administratively accepted

ID	Agency	Change name	Location	Change type	Rationale
1	Three Rivers PD	Louisiana Ave Corridor Shift	W. Franklin Ave to Green Line Extension	Minor corridor shift	Pivot of existing corridor centerline to accommodate request while still maintaining RBTN connections.
4	City of St Paul	Euclid St/Wilson Ave Alignment Shift	Between Maria Ave & Ruth Street	Minor alignment shift	Corridor shift within 1/4-mile buffer of existing alignment; include connection via Ruth St to retained alignment segment on Hudson Rd.
10	City of St Paul	Margaret Street alignment adjustment	East 7th Street to Bruce Vento Trail	Minor alignment extension	Minor extension of Tier 1 alignment within existing Tier 1 corridor.
24	City of St Paul	Capital City Bikeway Shift	Saint Peter Street to Wabasha Street	Minor alignment shift	Minor alignment shift of within 1/4-mile buffer.
27	Hennepin County	Shift to CSAH 42	Nicollet Ave to 30th Ave South	Minor alignment shift	Alignment shift w/in 1/4-mile buffer of existing alignment.
34	City of St Paul	Robert Piram Trail	Harriett Island Park to S. St Paul	Alignment designation	Alignment designation within an existing corridor.
46	Hennepin County	CSAH 152 Connection	71st Ave to CSAH 14 in Brooklyn Park	Minor alignment extension	Simple extension of existing corridor centerline within already established Tier 1 corridors.
70	City of Minneapolis	Xerxes Avenue Adjustment	W 38th Street to TH 62 bridge	Revert to corridor status	Reverse action of alignment designation.

Table C: RBTN proposals deferred to rural evaluation

ID	Agency	Proposed route	Rationale
11	Carver County	City of Carver to Belle Plaine via CSAH 40 and TH 25	Consider in rural connectors analysis (2026 Council Work Plan)
12	Scott County	City of Carver to Jordan via Carver CR 11/TH 282	Consider in rural connectors analysis (2026 Council Work Plan)
14	Scott County	Elmo New Market to Dakota CSAH 9 via CSAH 2	Consider in rural connectors analysis (2026 Council Work Plan)
15	Scott County	Jordan to New Prague via TH 21	Consider in rural connectors analysis (2026 Council Work Plan)
16	Scott County	Belle Plaine to Jordan via CR 66	Consider in rural connectors analysis (2026 Council Work Plan)
17	Scott County	Jordan to Prior Lake via TH 282	Consider in rural connectors analysis (2026 Council Work Plan)
18	Scott County	New Prague to Elko New Market via CSAH 2	Consider in rural connectors analysis (2026 Council Work Plan)
19	Scott County	Prior Lake to CSAH 2 via TH 13	Consider in rural connectors analysis (2026 Council Work Plan)
20	Scott County	TH 13 to Lakeville via CSAH 8 and Dakota CSAH 70	Consider in rural connectors analysis (2026 Council Work Plan)
21A	Scott County	Prior Lake to CSAH 17/TH 282 via TH 13	Consider in rural connectors analysis (2026 Council Work Plan)
25	Carver County	Waconia to E/W Trail NE of L. Waconia via CR 10	Non-RBTN route connection, consider in 2026 analysis
26	Carver County	Waconia to Norwood Young America via TH 5	Consider in rural connectors analysis (2026 Council Work Plan)
43	Dakota County	Hastings to Goodhue Co. line via CSAH 54	Non-RBTN route connection, consider in 2026 analysis
49	Dakota County	Lakeville to Scott CSAH 2 via CSAH 9 (Dodd Blvd)	Consider in rural connectors analysis (2026 Council Work Plan)
50	Dakota County	Lakeville to Carver CSAH 8 via CSAH 70	Consider in rural connectors analysis (2026 Council Work Plan)
53	Dakota County	Milltowns State Trail Addition	Non-RBTN route connection, consider in 2026 analysis

Table D: RBTN proposals recommended for approval

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
6	Minneapolis Park Board	Add Grand Rounds Missing Link bet. Stinson/St. Anthony Pkwy to Franklin at 27th Ave SE	NA	2	1.5	2	2	7.5	94%	1	Long urban corridor connecting multiple Tier 1 routes across 2 cities.
23	City of St Paul	Add Maryland/Jessamine corridor bet. Como Ave E and Johnson Parkway	NA	2	1.5	2	2	7.5	94%	1	East-west, cross-city connector bet. Tier 1 routes.
38	Dakota County	Add CSAH 11 bet. Cliff Rd and McAndrews in Burnsville	NA	2	0.75	2	2	6.75	84%	1	Urban corridor provides access across two regional expressway barriers.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
51	Washington County	Add TH 120/CSAH 25 Addition (Century Ave) bet. S. Shore Blvd Trail and CSAH 18 (Bailey Rd)	NA	2	1.75	2	1	6.75	84%	1	Long intercity route connecting numerous Tier 1 and Tier 2 routes.
75	Ramsey County	Add Long Lake Rd corridor bet. CR J (Mounds View) and CR D in New Brighton	NA	2	1.75	2	1	6.75	84%	1	Long intercity corridor connecting multiple Tier 1/Tier 2 routes.
5	City of St Paul	Snelling Ave addition bet. Como Ave and Pierce Butler Route	NA	2	1.5	2	1	6.5	81%	1	Connects bet. multiple Tier 1 alignments.
7	Minneapolis Park Board	Add Ridgeway Parkway between Stinson Ave to St. Anthony Blvd	NA	2	1.5	2	1	6.5	81%	2	Provides short, minor connection between two Tier 1 corridors.
28	Hennepin County	CSAH 48 (Minnehaha Ave) addition between Riverside Ave to Minnehaha Pkwy	NA	2	0.5	2	2	6.5	81%	1	Extends from & connects bet. multiple Tier 1 routes; high score.
37	Dakota County	Add Lexington Ave bet. TH 13 to TH 55 in Mendota Heights & bet. TH 55 to Cliff Rd in Eagan	NA	2	1.5	1	2	6.5	81%	1	Extends from & connects bet. multiple Tier 1 routes; high score.
54	Washington County	CSAH 15 Addition (Manning Ave) bet. Brown's Crk Trail and Stillwater Blvd	NA	2	1.5	1	2	6.5	81%	2	Suburban/rural connector bet. two Tier 2 routes.
2	City of St Paul	Add Lexington Ave bet. Larpenteur and Montreal Avenues	NA	2	1	2	1	6	75%	1	Access to regional transit; high eval. score and cross-city corridor.
47	Hennepin County	Add CSAH 153 (Lowry Ave/Kenzie Terrace) bet. 2nd St N to St Anthony Blvd in Mpls	NA	2	1	2	1	6	75%	1	Intersects with multiple Tier 1 routes and provides river barrier crossing.
65	Ramsey County	Extend County Rd E between 2nd Street N to St Anthony Blvd in Mpls	NA	2	2	0	2	6	75%	1	Extension of Tier 1 corridor connecting mult. Tier 1/Tier 2 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
3	City of St Paul	Flandrau Street addition bet. Larpenteur Ave and Upper Afton Rd	NA	2	0.75	2	1	5.75	72%	1	Provides access to future reg. transit with multiple connections to Tier 1 alignments
36	Hennepin County	CSAH 52 (Nicollet Ave) bet 62nd & 66th in Richfield	NA	2	0.75	2	1	5.75	72%	1	Continuation of new Tier 1 alignment in Minneapolis.
63	Ramsey County	County Rd B Addition bet. Cleveland Ave and Edgerton Street in Roseville	NA	2	1.75	1	1	5.75	72%	1	Suburban commercial corridor connecting mult. Tier 1/Tier 2 routes.
73.1	Ramsey County	Larpentuer Ave Corridor Addition (east) bet. Bruce Vento Trail and TH 120 (Century Ave)	NA	2	0.75	2	1	5.75	72%	1	Suburban connector bet. mult. Tier 1 routes.
48	City of St Paul	UP Railroad corridor addition bet. McKnight Rd & Johnson Pkwy	NA	2	0.5	2	1	5.5	69%	1	Urban intercity connector intersects multiple Tier 1 alignments.
66	City of Minneapolis	Spring/Summer Street addition between 5th/Washington St NE & I-35W bike bridge	NA	1	0.5	2	2	5.5	69%	1	Connects several routes & crosses reg. freeway barrier.
77	Ramsey County	Add Shoreview to White Bear Lake corridor bet. Ash/Ware St. to downtown White Bear Lake	NA	2	2	0	1	5	63%	2	Inter-suburban corridor connects bet. several Tier 2 routes.
29	Three Rivers PD	Minnetrista N/S corridor addition from Luce Line Trail to TH 7 /Victoria Drive	NA	2	0.75	1	1	4.75	59%	2	Suburban connector between Tier 2 corridors.
40	Dakota County	Add CSAH 46 (160th ST) bet. Akron Ave and Cedar Ave (CSAH 23) in Apple Valley	NA	2	1.75	0	1	4.75	59%	2	Suburban connector between Tier 2 corridors.
58	City of Minneapolis	Add Nicollet Ave bet. 40th Street & 62nd Street	NA	2	0.75	1	1	4.75	59%	1	Extends from & connects bet. Tier 1 routes.
76	Ramsey County	Extend McKnight Rd corridor from South Shore Blvd to CR D in White Bear Lake	NA	2	0.75	1	1	4.75	59%	1	Extended Tier 1 corridor connecting mult. Tier 1 routes; crosses reg. barrier.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
9	Three Rivers Park Dist.	Add West Miss. River Trail (same as #44) bet. Champlin and Otsego	NA	2	1.5	0	1	4.5	56%	2	Connects bet. Tier 2 corridors thru suburban/rural developing areas.
44	Hennepin County	Add CSAH 12 (same as #9) bet. Champlin & Otsego	NA	2	1.5	0	1	4.5	56%	2	Connects bet. Tier 2 corridors thru suburban/rural developing areas.
30	Dakota County	Extend CSAH 63 (Delaware) N to TH 149 in W St Paul	NA	2	0.25	1	1	4.25	53%	2	Extension of existing Tier 2 alignment.
35.2	Dakota County	Add CSAH 28 (80th St) bet. Barnes & Concord Ave's	NA	2	0.25	1	1	4.25	53%	2	Suburban connector between Tier 2 routes.
42	Dakota County	Add Vermillion Highlands Greenway bet. CSAH 42 (145th St) & 3rd St in Farmington	NA	2	1.25	0	1	4.25	53%	2	Rural/suburban connector between Tier 2 routes.
72	Ramsey County	Extend CR C corridor bet. Edgerton St & TH 120	NA	2	1.25	0	1	4.25	53%	2	Medium length suburban connector.
45	Hennepin County	CSAH 13 (Brockton Ave) addition bet. CSAH 81 and CSAH 12 in Dayton*	1	2	0.75	0	1	3.75	42%	2	Suburban connector between Tier 1/Tier 2 routes.
13.2	Carver County	Add CSAH 17 & Henn Co. CSAH 82 bet. TH 5 and L. Minnetonka Trail in Excelsior	NA	2	1	0	1	4	50%	1	Inter-county suburban route fills N/S gap & crosses reg. expressway barrier.
35.1	Dakota County	Add CSAH 28 bet. Argenta Trail & 80th St via Amana Trail and TH 3 in Eagan	NA	2	0	1	1	4	50%	2	Suburban connector between Tier 2 routes.
60	City of Minneapolis	E Lake Nokomis/56th St/54th St addition bet. Cedar Ave & MN Valley State Trail	NA	2	1	0	1	4	50%	2	Urban E/W connector bet. Tier 1/Tier 2 alignments.
73	Ramsey County	Add Larpenteur Ave bet. Hennepin Co line and Gateway State Trail in Maplewood	NA	-1	2	2	1	4	50%	1	Long intercity route connecting numerous Tier 1 and Tier 2 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
22	City of Hopkins	Extend Hopkins Crossroad corridor S to MN River Bluffs Reg. Trail	NA	1	0.75	1	1	3.75	47%	1	Tier 1 Corridor extension; connects to regional transit.
52	City of Minneapolis	Add Southside Greenway bet. W River Pkwy and 42nd Street S	NA	-1	0.75	2	2	3.75	47%	2	Creates spacing overlaps with parallel established Tier 1 routes.
59	City of Minneapolis	Add Nokomis Ave bet. E 38th and 56th Streets	NA	2	0.75	0	1	3.75	47%	2	Relatively short urban connector Intersects with several routes.
64	City of Minneapolis	58th Street addition bet. Nicollet Ave & Xerxes Ave	NA	2	0.75	0	1	3.75	47%	2	Short urban connector bet. several routes.
68	Ramsey County	Edgerton-McMenemy extension bet. CSAH 96 and Centerville Rd/Vadnais Hts Blvd	NA	2	0.75	0	1	3.75	47%	2	Suburban connector between two Tier 1 alignments.
71	Ramsey County	Add CSAH 49 (Hodgson Rd) bet. CSAH 96 and Gramsie Rd	NA	2	0.75	0	1	3.75	47%	2	Suburban connector bet. Tier 2 routes.
78	Ramsey County	Upper Afton Rd addition bet. T-1 align. W/of Burns Ave/US 61 to TH 120 (Century Ave) in Maplewood	NA	-1	1.75	2	1	3.75	47%	1	Urban connector bet. mult. Tier 1 routes & crossing two regional bike barriers.
21	Scott County	Add TH 13 bet. CSAH 42 and CSAH 21 in Prior Lake	NA	2	0.5	0	1	3.5	44%	2	Suburban connector between Tier 2 corridors.
57	Washington County	Add Hudson Blvd corridor bet. Helmo Ave in Oakdale to Stage Coach Trail (CSAH 14)	NA	-1	1.5	2	1	3.5	44%	2	Suburban/rural connector between several Tier 2 routes.
61	City of Minneapolis	Add Humboldt/Irving Ave bet. Lynnwood Rec Center and W 58th Street	NA	2	0.5	0	1	3.5	44%	2	Short route extension of Tier 2 alignment.
62	Ramsey County	Extend Transfer Ave align on Cleveland/St Paul Ave bet. University Ave & Edgcumbe Rd in St Paul	NA	1	0.5	0	2	3.5	44%	1	Extension of Tier 1 align on cross-city route connecting mult. T-1 routes.

ID	Agency	Proposed change location	Directness*	Spacing	Connectivity	Equity benefits	Proximity	Composite score	% of total points	Tier	Rationale
67	City of Minneapolis	Add W 48th Street bet. Girard and Nicollet Ave's	NA	2	0.5	0	1	3.5	44%	2	Urban connector extending from Tier 2 corridor.
31	Hennepin County	Add CSAH 52 (Hennepin Ave) bet. Central Ave and Co. line W/of TH 280	NA	-1	1.25	1	2	3.25	41%	1	Long intercity route connects mult. Tier 1 routes and crosses reg. bike barrier.

*Directness measure only used to compare conflicting and/or redundant proposals. Hennepin County proposal #45 conflicts with Three Rivers #8.1; directness analysis shows the Hennepin CSAH 13 route to be 2.45 miles shorter than #8.1 along common origin-destination routes and thus, is recommended for approval.

Table E: RBTN proposals recommended for approval with exceptions to spacing guidelines

ID	Agency	Proposed Change Location	Connectivity	Equity benefits	Proximity	Non-spacing criteria score	Non-spacing criteria % of avail. points	Tier	Rationale
74	Ramsey County	Add Lexington Ave bet. Larpenteur Ave and County Rd C in Roseville	1	2	1	4	67%	1	Continuation of Tier 1 corridor in St Paul; connects to multiple Tier 1 routes in Roseville.
41	Dakota County	Add CSAH 9 (179th St.) bet. Cedar Ave and Eclipse Ave in Apple Valley	0.75	1	1	2.75	46%	2	Suburban connector between Tier 2 corridors.
55	Washington County	Add CSAH 21 (Stagecoach Trail) bet. 10th St N and 40th St N near Bayport	0.75	1	1	2.75	46%	2	Suburban/rural connector between Tier 2 routes.
13.1	Carver County	Add CSAH 17/CSAH 15 (south seg.) bet. TH 5 and CSAH 10 in Chaska	1.5	0	1	2.5	42%	2	Connects bet. and runs parallel to multiple Tier 2 corridors.
32	Dakota County	Extend CSAH 73 (Barnes Ave) bet. CSAH 28 (80th St.) to Veteran's Mem. Trail	0.25	1	1	2.25	38%	2	Suburban/rural connector between Tier 2 routes.
33	Dakota County	Add CSAH 71 (Rich Valley Blvd) bet. TH 149 (Jefferson Trail) and Cliff Rd	0	1	1	2	33%	2	Suburban/rural connector between Tier 2 routes.

Table F: RBTN proposals not recommended for approval

ID	Agency	Proposed Change Location	Connectivity	Equity benefits	Proximity	Non-spacing criteria score	Non-spacing criteria % of avail. points
8.1	Three Rivers Park Dist.	Diamond Lake Trail (north segment) bet. CSAH 81 and W. Dayton Road*	1	0	1	2	33%
69	Ramsey County	Extend Fairview Ave corridor bet. CR C and Lake Johanna Blvd	0.5	0	1	1.5	25%
39	Dakota County	Add CSAH 73 (Akron Ave) bet. Cliff Rd and CSAH 42 (150th St.) in Rosemount	1	1	-1	1	17%
8.2	Three Rivers Park Dist.	Diamond Lake Trail (full length) bet. CR 19 in Medina and W. Dayton Rd in Dayton	2	0	-1	1	17%

*Conflicts with Hennepin Co. #45 (CSAH 13); directness analysis shows this route to be 2.45 miles longer than #45 along common origin-destination routes and thus, is not recommended for approval.