

# BICYCLE INVESTMENT PLAN CHANGES

2026 Administrative Modification – Regional Bicycle Transportation Network and Regional Bicycle Barriers Updates



# Regional vision

A prosperous, equitable, and resilient region  
with abundant opportunities for all to  
live, work, play, and thrive.

## Regional core values

Equity | Leadership | Accountability | Stewardship

## Regional goals

### **Our region is equitable and inclusive**

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

### **Our communities are healthy and safe**

All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

### **Our region is dynamic and resilient**

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

### **We lead on addressing climate change**

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

### **We protect and restore natural systems**

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.



## Background

In 2025, the Metropolitan Council provided an opportunity for implementing agencies to propose changes or additions to the Regional Bicycle Transportation Network (RBTN) and Regional Bicycle Barriers (RBB). The open period for local agencies to submit proposals was from May 7 through June 30, 2025. RBTN and RBB statuses are used as scoring criteria by the Transportation Advisory Board (TAB) for selecting projects for federal transportation funds through the Regional Solicitation process. The TAB approved the proposed changes for use in the Regional Solicitation. This administrative modification will include the updated these tools in the Transportation Policy Plan (TPP), allowing future policy uses to accurately reflect the current RBTN and RBB datasets.

## Regional Bicycle Transportation Network

### Purpose

The RBTN sets regional planning and investment priorities for bikeways that primarily serve transportation purposes. The RBTN was developed through the 2014 Regional Bicycle System Study and has been included in the TPP since 2014. The RBTN is regularly updated through additional studies, Transportation Policy Plan updates, and approximately biennial opportunities for implementing agencies (e.g., cities, counties, parks departments, and MnDOT) to request changes. More details on the purpose of the RBTN and the inclusion criteria can be found in the [2050 TPP Bicycle Investment Plan](#).

### Updates

This administrative modification will update the alignments and corridors dataset for the Regional Bicycle Transportation Network, which is depicted in Figure 10.3 in the 2050 TPP Bicycle Investment Plan. These changes are grouped by type and requesting agency:

### Additions or Extensions

- Carver County
  - Engler Blvd to Arboretum Blvd (TH 5) alignment via Audubon Rd, Pioneer Trl E, and Powers Blvd
- Dakota County
  - 80th St E alignment between Blaine Ave and Concord Blvd
  - 160th St W alignment between Akron Ave and Cedar Ave (TH 77)
  - 179th St W alignment between Cedar Ave and Eclipse Ave
  - Amana Trl alignment between Argenta Blvd and Robert Trl (TH 3)
  - Barnes Ave alignment between 80th St E and 105th St E/Veterans Memorial Trail
  - Blaine Ave E alignment between Dodd Rd (TH 149) and Cliff Rd
  - CSAH 11 alignment between Cliff Rd and McAndrews Rd
  - Delaware Ave alignment between Wentworth Ave and Dodd Rd (TH 149)
  - Lexington Ave alignment between TH 13 and Cliff Rd
  - Vermillion Highlands Greenway corridor between Colorado Ave and 145th St E
- Hennepin County:
  - 26th Ave S/Minnehaha Ave alignment between Riverside Ave and Minnehaha Pkwy
  - Brockton Ln N alignment between Dayton River Rd and County Rd 81
  - Brooklyn Blvd corridor between 71st Ave N and Zane Ave N
  - Hennepin Ave E alignment between Central Ave (TH 65) and Ramsey County line
  - Lowry Ave/Kenzie Ter alignment between N 2nd St and St Anthony Blvd
  - Nicollet Ave S alignment between S 62nd St and S 66th St in Richfield
  - W River Rd corridor between 90th St NE and US 169 (also submitted by Three Rivers Park District)

- City of Hopkins
  - Hopkins Crossroad/17th Ave N corridor between Minnetonka Blvd and Minnesota River Bluffs Regional Trail
- City of Minneapolis
  - 58th Street alignment between Nicollet Ave and Xerxes Ave
  - E 56th St and Lake Nokomis Pkwy alignment between Cedar Ave S (TH 77) and Nokomis Ave; E 54th St alignment between Nokomis Ave and Hiawatha Ave (TH 55)/Minnehaha Regional Trail
  - Humboldt and Irving Aves S alignment between Minnehaha Parkway Regional Trail and W 58th St
  - Nicollet Ave alignment between S 40th St and S 62nd St
  - Nokomis Ave alignment between E 38th St and E 56th St
  - Southside Greenway (10th/11th Aves S) alignment between W River Pkwy and 42nd St E
  - Spring St and Summer St alignment between 5th St NE/Washington St NE and I-35W
  - W 48th St between Girard Ave S and Nicollet Ave S
- Minneapolis Park & Recreation Board
  - Grand Rounds Missing Link corridor between Stinson Blvd/St Anthony Pkwy and UMN Transitway
  - Ridgway Pkwy corridor between Stinson Blvd NE and St Anthony Blvd
- Ramsey County
  - Ash St corridor between Ware Rd and I-35E, Otter Lake Rd/Hammond Rd corridor between I-35E and TH 61
  - Cleveland Ave/St Paul Ave alignment between University Ave/Transfer Rd and Edgumbe Rd
  - County Rd B corridor between Cleveland Ave and Edgerton St
  - County Rd C East corridor between Edgerton St and Geneva Ave N (TH 120)
  - County Rd E corridor between Snelling Ave (TH 5) and Century Ave/E County Ln Rd
  - Edgerton Rd-McMenemy St corridor between CSAH 96 and Centerville Rd/Vadnais Blvd
  - Hodgson Rd alignment between Ash Street (County Rd J) and Gramsie Rd/Rice St
  - Larpenteur Ave alignment between Hennepin County line and US 61/Gateway State Trail
  - Larpentuer Ave alignment between Bruce Vento Trail and TH 120
  - Lexington Ave corridor between Larpenteur Ave and County Rd C
  - Long Lake Rd corridor between County Rd J and County Rd D
  - McKnight Rd corridor between S Shore Blvd and County Rd D East
  - Upper Afton Rd alignment between west of Burns Ave/US 61 and Century Ave
- City of Saint Paul
  - Flandrau St alignment/corridor between Larpenteur Ave and Upper Afton Rd
  - Lexington Parkway corridor between Larpenteur Ave and Montreal Ave
  - Margaret St alignment between E 7th St and Bruce Vento Trail
  - Maryland Ave and Jessamine Ave corridor between Como Ave E and Johnson Pkwy
  - Snelling Ave (TH 51) corridor between Como Ave and Pierce Butler Rte
  - Union Pacific Railroad corridor between McKnight Rd and Johnson Pkwy
- Scott County
  - TH 13 corridor between 140th St NE/Egan Dr and Eagle Creek Ave SE
- Three Rivers Park District
  - Kings Point Rd corridor between Dakota Rail Regional Trail and TH 7/Victoria Dr
  - W River Rd corridor between 90th St NE and US 169 (also submitted by Hennepin County)

- Washington County
  - Century Ave/TH 120 alignment/corridor between S Shore Blvd and Bailey Rd
  - Hudson Blvd corridor between Helmo Ave and Stage Coach Trl
  - Manning Ave alignment between Brown's Creek State Trail/McKusick Rd N and Stillwater Blvd
  - Stagecoach Trl N alignment between 10th St N and 40th St N

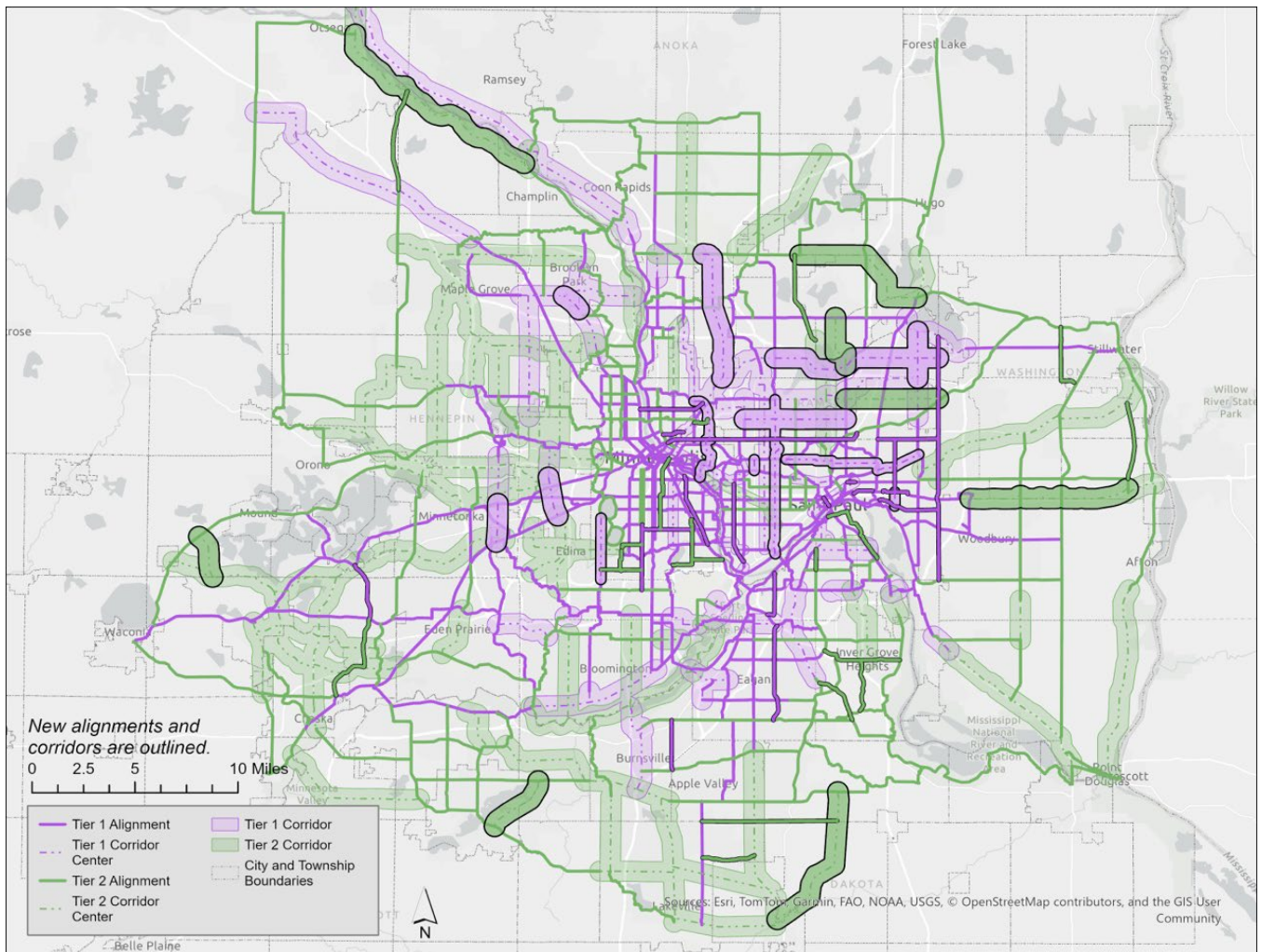
### Shifts

- Three Rivers Park District
  - Louisiana Ave corridor beginning W Franklin Ave shift southern endpoint to TH 7/Canadian Pacific Railway
- City of Saint Paul
  - Euclid St/Wilson Ave alignment shift between Maria Ave and Ruth St
  - Wabasha St alignment shift between W 10th St and Kellogg Blvd
- Hennepin County
  - 42nd St E alignment shift between Nicollet Ave S and 30th Ave S

### Designation Changes

- City of Saint Paul
  - Robert Pira Trail alignment designation between Harriet Island Park and South St Paul
- City of Minneapolis
  - Xerxes Ave alignment reverted to corridor between W 38th St and Crosstown Hwy (TH 62)

Updates to Figure 10.3: Regional Bicycle Transportation Network in the 2050 TPP Bicycle Investment Plan



## Regional Bicycle Barriers

### Purpose

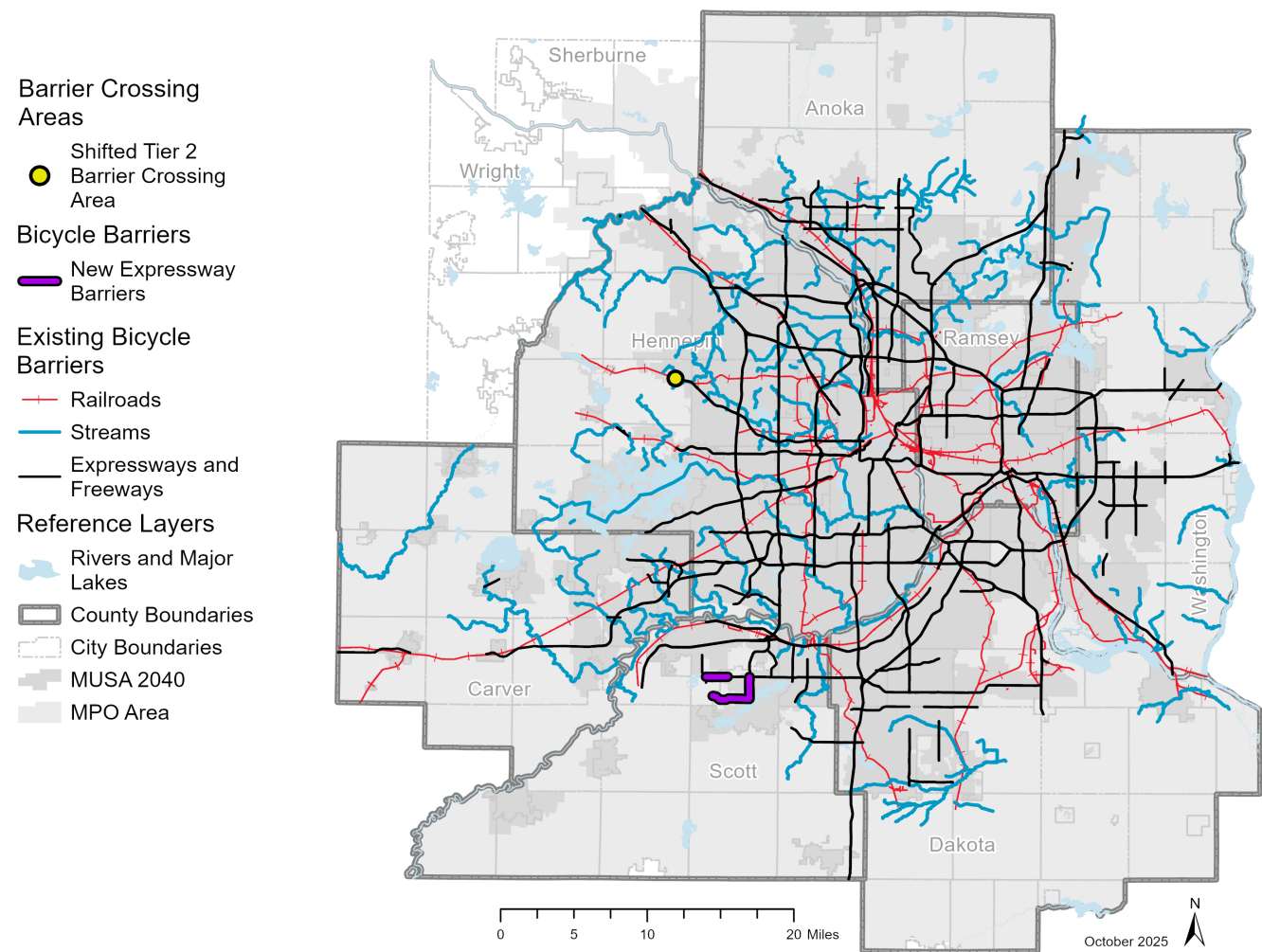
The Regional Bicycle Barriers (RBB) is a planning tool that identifies freeways, expressways, rail corridors, and secondary rivers and streams that are major physical barriers to bicycling. The RBB sets regional planning and investment priorities for bicycling projects that cross these barriers. These barriers were identified through the 2017 Regional Bicycle Barriers Study and have been included in the TPP since 2020. The RBB dataset is regularly updated alongside the RBTN. More details on the purpose of the RBB map and criteria for inclusion can be found in the [2050 TPP Bicycle Investment Plan](#).

### Updates

This administrative modification will update the datasets for Regional Bicycle Barriers and freeways and expressways crossing opportunities areas, which are respectively figures 10.6 and 10.7 in the 2050 TPP Bicycle Investment Plan. These changes are:

- City of Medina
  - Shift expressway and rail crossing area for the Diamond Lake Regional Trail at TH 55 and Tamarack Dr
- Scott County
  - Extend expressway barrier: CSAH 42 between CSAHs 17 & 83
  - New expressway barrier: CSAH 82 between CSAHs 17 & 21
  - Extend expressway barrier: CSAH 21 between CSAHs 42 & 82

Updates to Figure 10.6: Regional Bicycle Barriers and Figure 10.7: Regional Bicycle Barrier crossing opportunity areas: freeways and expressways in the 2050 TPP Bicycle Investment Plan



## Policy Plan Contacts

View current transportation planning contacts at:

<https://metro council.org/Transportation/Contact.aspx>



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