

Andover Crosstown Boulevard Trail Project

CITY OF ANDOVER

Project Name: Andover Crosstown Boulevard Trail Project (CP23-12A)

Applicant: City of Andover, MN

Primary Contact:

David Berkowitz, PE
Director of Public Works / City Engineer
City of Andover
1685 Crosstown Boulevard NW
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Location & Route:

Along Crosstown Blvd, from Xeon St NW to Prairie Rd NW



Application Category:

Local Bike Facilities



Funding Information:

Requested Award Amount: \$803,400
Local Match: \$0 (not required for AT projects)
Project Total: \$803,400



Trail Extension Fast Facts:

- In CIP for 10+ years
- ~\$150K local investment committed
- Will be City's 3rd safe railroad crossing
- Connects to Andover Community Center and Elementary School
- Designed to be ADA accessible
- Closes a 0.4-mile gap in the trail system



Project Description

The Crosstown Boulevard Trail from Xeon Street NW to Prairie Road NW in Andover will close a critical gap in the city's pedestrian and bicycle network by constructing a new shared-use trail along a busy east-west corridor. The project will connect existing trail segments on either end, creating a continuous route that links residential neighborhoods to parks, schools, and local destinations. A key feature includes a new at-grade crossing of the BNSF Railway, designed with appropriate safety treatments to protect trail users and improve corridor connectivity.

Currently, this segment lacks dedicated facilities, forcing pedestrians and bicyclists onto roadway shoulders along a high-speed corridor with increasing traffic volumes. The project will provide a safe, off-street trail that separates users from traffic, improves crossing conditions at the railroad and Prairie Road intersection, and supports users of all ages and abilities. By completing this missing link, the project advances local and regional goals for a connected, multimodal transportation system while improving safety, mobility, and access to community destinations.

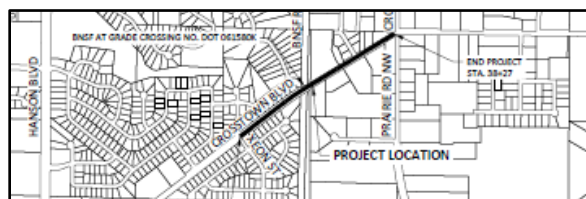
Project Benefits/Regional Significance

The Crosstown Boulevard Trail extension strengthens regional connectivity by linking local neighborhoods, parks, and destinations into the broader Anoka County trail system. By creating a continuous east-west corridor, the project expands access to reliable multimodal travel options and supports longer distance connections for both transportation and recreation. These improvements advance regional goals for a more connected, accessible transportation network while enhancing overall mobility and quality of life for area residents.



Project Development and Status

The Crosstown Boulevard Trail (Xeon St NW to Prairie Rd NW) is identified in the City of Andover's Capital Improvement Program and is advancing through early project development. The City is initiating preliminary design and coordination efforts, including engagement with BNSF Railway to define requirements for the proposed at grade crossing. Design and construction activities are anticipated to be phased to allow progress on non-rail elements while coordination with the railroad continues. The City has experience delivering similar trail and crossing projects and is well positioned to advance this project efficiently into final design and construction.



Anoka Regional Bikeway Connections

City of Anoka

Category: Active Transportation



Primary Contact

Ben Nelson
Assistant City Engineer
BNelson@anokamn

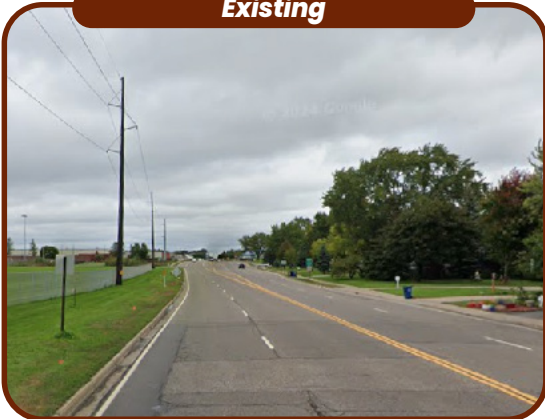
Funding Information

Total Project Cost and Award Request:
\$2,115,815

Project Description

The Anoka Regional Bikeway Connections project will construct a separated, 10-foot bituminous multiuse trail along the west side of 7th Avenue/CSAH 7 from Garfield St to Castle Field Blvd. The project also includes a contiguous shared-use path connection on Garfield St, 5th Ave, and 4th Ave that connects directly to the Rum River Regional Trail, creating a connected network of trails in the area. The approximately 1.45-mile project will replace today's high-stress shoulder condition along a four-lane, 45-mph county arterial with a safer, more comfortable route for people walking, rolling, and biking. By connecting neighborhoods to Anoka High School, Wilson Elementary School, the Rum River Library, downtown Anoka, and the regional trail network, the project will fill a major north-south active transportation gap and improve year-round access to schools, civic destinations, housing, parks, and local businesses.

Existing



Project Benefits



Improves safety by separating people walking and biking from high-speed traffic.

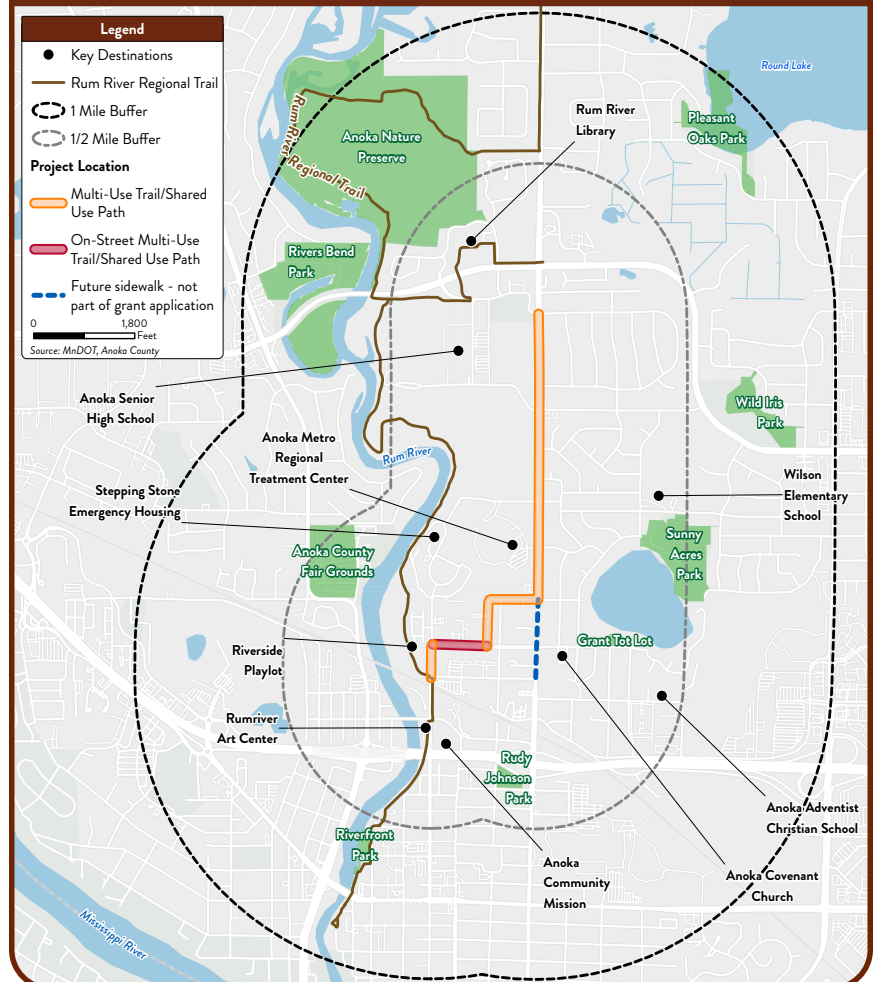


Fills a key north-south gap in Anoka's active transportation network.



Expands access to schools, downtown Anoka, transit stops, local trails, and the Rum River Regional Trail.

Proposed



Bridge Street Underpass Project Project Summary

Applicant:	Anoka County
Project Location:	Bridge Street Rum River Regional Trail Crossing
Total Project Cost:	\$1,273,175
Requested Grant Dollars:	\$1,273,175



Project Description:

The Bridge Street Underpass project includes construction of a new underpass beneath Bridge Street and a trail connection to close a gap along the south side of the corridor in the City of St. Francis. The new underpass will create a continuous connection along the Rum River Regional Trail, addressing the current barrier the at-grade crossing presents. By creating this connection, the project will enable more direct, continuous pedestrian and bicyclist access to amenities in the City of St. Francis, and the surrounding communities which will improve safety and connectivity.

Proposed project elements include:

- New underpass for the Rum River Regional Trail crossing at Bridge Street.
- Retaining wall to stabilize the slope and allow the 10-foot wide paved trail to meet ADA requirements.
- Trail extension to the east along the south side of Bridge Street to connect to existing trail.

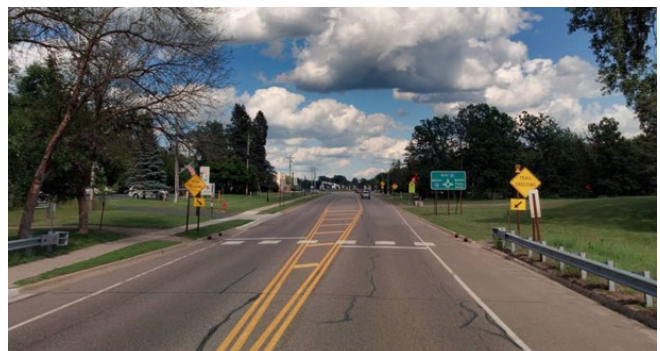
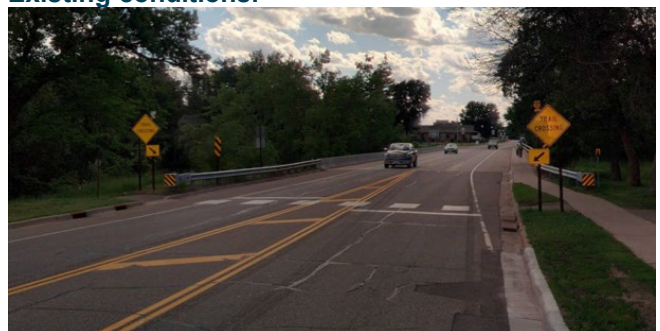
Project benefits include:

- Provides grade-separated crossing under Bridge Street, reducing conflict points for pedestrians and bicyclists and providing a safe and continuous route.
- Strengthening St. Francis' active transportation network, support active living, and enhance Safe Routes to School facilities
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers
- Increase pedestrian and bicyclist access to schools, essential services, employment opportunities, and retail in the region.

Project Location:



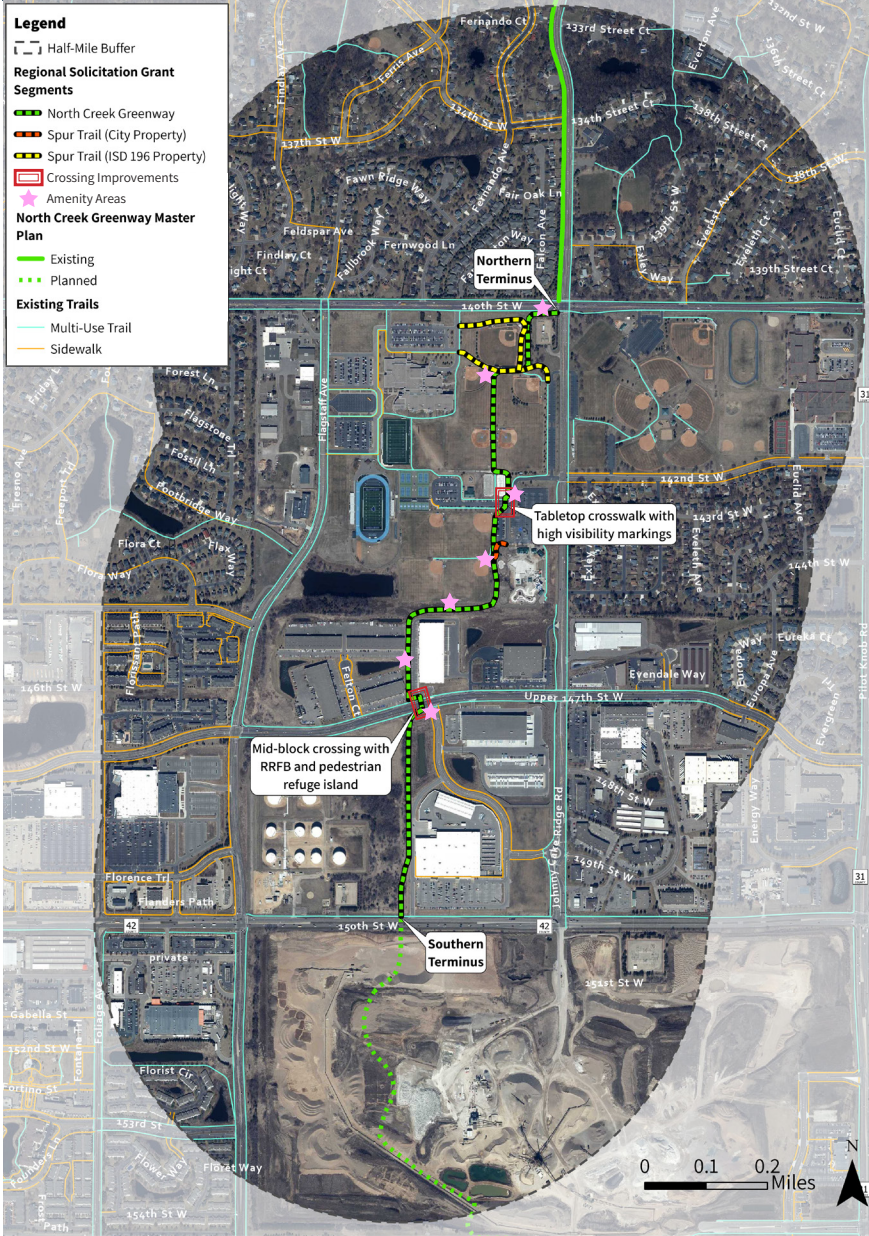
Existing conditions:



North Creek Greenway - Johnny Cake Park West Segment

Apple Valley, Dakota County | Active Transportation - Local Bicycle Facilities

Project Area Map



Project Information

The North Creek Greenway – Johnny Cake Park West project proposes the construction of 1.6 miles of multiuse trail from the intersection of 140th Street W and Johnny Cake Ridge Road to CSAH 42, with a midblock crossing through 147th Street W. The trail will link to Eastview High School and the athletic fields owned by Independent School District 196 to Johnny Cake Park West, and will include spur trails improving connectivity within the school campus and construction of amenity areas featuring wayfinding signage, benches, and landscaping. This project will provide a safe off-street multimodal route to local schools, access to a range of recreational and commercial destinations, and improve local and regional connectivity through the extension of the North Creek Greenway, a Dakota County Regional Greenway.

Project Benefits

- » Provide a safe route to schools and recreation opportunities for students and nearby residents
- » Increase connections to important community destinations, including parks, trails, schools, and other amenities
- » Improved trail amenities to support safe, responsible, and comfortable bicycle and pedestrian use of the greenway
- » Close gaps in the local trail network
- » Move pedestrians and bicyclists off of roadways to improve roadway safety for users of all transportation modes
- » Supports safe, convenient, and equitable transportation choices for all users

Requested Project Amount

\$3,279,637



View of project area looking south

Old Shakopee Road Trail Project Summary



Applicant:	City of Bloomington
Project Location:	Old Shakopee Road between Nesbitt Avenue and Bloomington Ferry Road
Total Project Cost:	\$1,955,840
Requested Grant Dollars:	\$1,955,840

Project Description:

The Old Shakopee Road Trail project includes the construction of a 10-foot-wide trail along the north side of Old Shakopee Road (CSAH 1) between Nesbitt Avenue South and Bloomington Ferry Road. The project will replace an existing substandard bituminous walk with a 10-foot bituminous bicycle and pedestrian trail to provide safer conditions for active transportation along the corridor. By adding to the local trail network, the project will increase opportunities for direct, continuous bicycling and walking access to destinations within the City of Bloomington and neighboring communities, improving safety for all modes of travel.

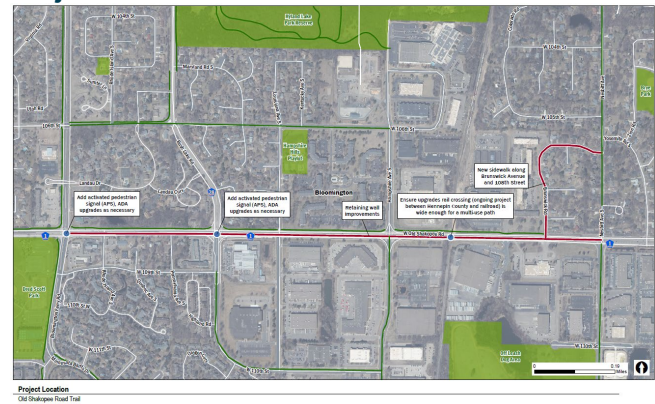
Proposed project elements include:

- A 10-foot-wide paved trail on the north side of Old Shakopee Road
- Activated pedestrian signals at Bush Lake Road and Bloomington Ferry Road
- Intersection improvements at Bush Lake Road, Louisiana Avenue, and Hampshire Avenue to accommodate the trail
- Addition of a sidewalk along Brunswick Road and 106th Street connecting the Old Shakopee Road trail to existing facilities along Nesbitt Avenue.

Project benefits include:

- Replace an existing bituminous walk in poor condition with a wider 10-foot trail
- Strengthen Bloomington's Alternative Transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers
- Implement safer pedestrian crossings at intersections with the addition of APS at select intersections, ADA-compliant curb ramp upgrades as needed, and reduced crossing distance at Hampshire Avenue
- Provide a continuous east-west link to employment centers along Old Shakopee Road
- Link to regional trails and parks, closing gaps between existing recreation amenities and improving the pedestrian network

Project Location:



Existing conditions:





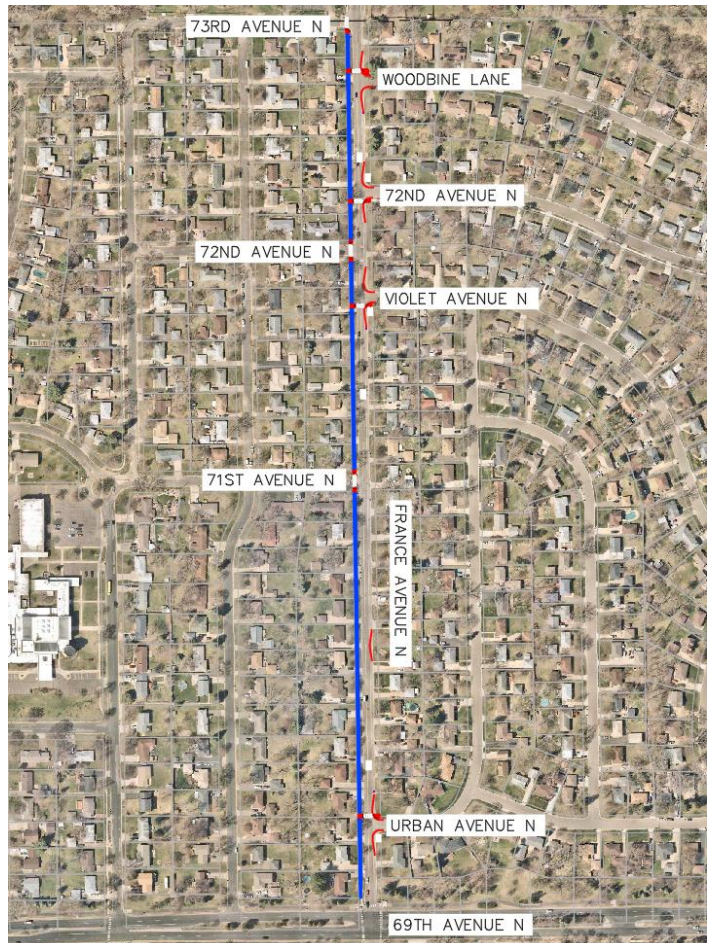
France Avenue Multiuse Trail

Applicant and Location: City of Brooklyn Center
Route: France Ave from 69th Ave to 73rd Ave

Grant Request: \$836,949.00
Total Project Cost: \$917,157.00

Project Description: The France Avenue Multiuse Trail in the City of Brooklyn Center (BC) will replace the existing narrow concrete walk along France Avenue with a wider bituminous trail and provide improved nonmotorized access between 69th Avenue North and 73rd Avenue North. This project originated from resident concerns raised during public engagement conducted over the past decade. The proposed bituminous trail will be 8.5' wide to accommodate 2-way multimodal travel. There are nine proposed curb extensions in this project, eight of which are located at east-west intersections to shorten crossing distances and reduce vehicle speeds. These improvements will serve a region of BC with large populations of minorities, low-income residents, and younger families who will especially benefit from the improved multimodal access to surrounding parks, trails, schools, and neighborhood resources.

Project Benefits: multimodal safety (slower vehicle speeds, reduced crossing distance, improved markings and signage, dedicated and separated path for bicycle travel, RRFB for crossing to school), regional connectivity (improved E-W access through safer crossings, new N-S bicycle route)



Noble Avenue N. Trail Project

Applicant: City of Brooklyn Park
City Where Project Is Located: City of Brooklyn Park
County Where Project Is Located: Hennepin County
Requested Amount: \$3,500,000
Total Project Cost: \$3,899,110

Project Description

The Noble Avenue Trail Project will coincide with the reconstruction of approximately 1.5 miles of Noble Avenue N. roughly between 74th Ave and 85th Ave (CSAH 109). The trail portion will also continue along Noble Parkway (CSAH 12) from CSAH 109 to the Shingle Creek Regional Trail roughly 1200' to the north. The resulting project will connect the city's trail along Shingle Creek to the TRPD Shingle Creek Regional Trail in the City of Brooklyn Park, Minnesota. The Trail Project itself includes the construction of a new sidewalk facility on the road's east side, a new shared-use off-street trail on the road's west side, a reduction in the width of the existing roadway, and other crossing improvements such as new ped ramps, curb extensions, and RRFB crossings.

The section of the corridor included in this application includes the Birch Grove Elementary School for the Arts, Park Center High School, and Brooklyn Middle School. As such, it is heavily used by students walking, biking, and taking transit to and from school.

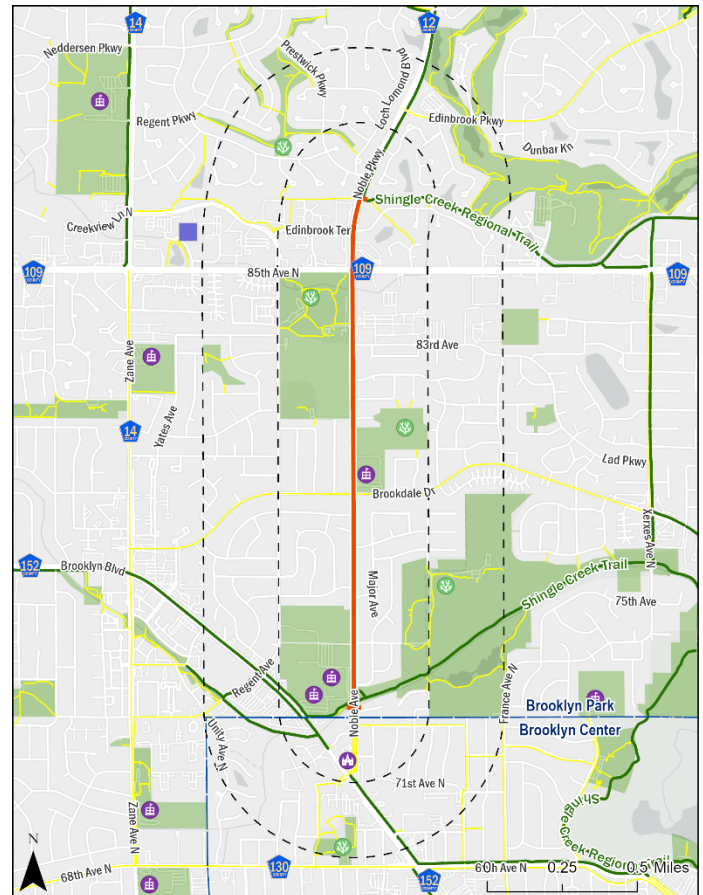
Noble Avenue is a key north-south collector carrying an average annual daily traffic (AADT) 8,900 vehicles (2024). About 2,000 vehicles per day use the corridor as an alternative to heavily congested TH 252, contributing to speeding issues and considerable risks for pedestrians and bicyclists. According to a recent speed study, the 85th% speed was 42 mph with 21% over 40 mph & 61% over 35 mph, when the corridor's posted limit is 30 mph. One incident involved a child struck while crossing the road to the elementary school.

The Project will reimagine this segment of the corridor as a multimodal facility designed more appropriately for the needs of the community, providing dedicated off-street facilities for students and adults to safely reach their destination while minimizing the need for interaction with vehicle traffic. The proposed active transportation facilities will complement the narrowing, resurfacing, and crossing improvements incorporated in the greater reconstruction project and presents the perfect opportunity to revitalize and align the corridor with the city's long-term transportation goals for the area.

Project Benefits

- Improved safety for all modes of travel
- Safer routes to school
- Reduced ped/bike crashes
- Increased health benefit
- Improved livability and convenience
- Reduced VMT and GHG emission

Project Location



CSAH 10 Regional Trail Project Summary



CARVER
COUNTY

Applicant:	Carver County
Project Location:	Sterling Road and Waconia Parkway N (HWY 10) To Dakota Rail Regional Trail and Trailhead
Total Project Cost:	\$1,377,450
Requested Grant Dollars:	\$1,377,450

Project Description:

This proposed project, CSAH 10 Regional Trail on behalf of Carver County adds a regional trail connection on the east side of Highway 10 (Waconia Parkway N) in Waconia Township, Minnesota. The proposed trail segment will be 2.2 miles and begin at the intersection of Sterling Road and Highway 10 from an existing trail and travels north to connect into the existing Dakota Rail Regional Trail. The trail segment will connect into existing and newly installed infrastructure such as the roundabout at Waconia Parkway N. The roundabout includes .1 mile of existing trail and a pedestrian crossing. Additional improvements include connecting to a new existing trailhead near the Dakota Rail Trail and adding a proposed rest stop at the midpoint of the segment which will include essential amenities typical of a resting node.

This project will benefit the local community by creating a connection to and from nearby schools and key destinations such as Waconia Middle School, Waconia High School, and Safari Island Community Center, located just 1 mile south of the proposed project site along existing trail. Additional key connections that are located within ½ mile of the project to benefit the community are Hilks Lake Park, Wahibo Marsh, and Dakota Rail Trail and Trailhead. The proposed rest stop as part of this project will be located near Wahibo Marsh for resting and viewing. On social media, residents and visitors of the area have noted that the Wahibo Marsh was part of a restoration effort that local landowners and the community helped make happen as part of a 10-year water plan. It has been recognized as a prime location for bird watching, but there is currently no nearby trail connection to this feature.

Existing conditions are shown in Figure 1.

Existing conditions:



(Figure 1: Looking North along Highway 10 (Waconia Parkway))

Proposed project elements include:

- New 2.2 mile regional trail along the E side of Highway 10 (Waconia Parkway N)
- The new regional trail will connect into existing trail on the south at Sterling Road and connect into the exiting Dakota Rail Regional Trail to the north
- A new rest stop area with amenities such as concrete pad and seating.
- (4) improved intersection crossings at three locations along W Shoreline Road and one location at N Shore Road including pedestrian ramps and pedestrian signage
- Wetland mitigation, drainage improvements at crossings, and restoration as required.

Project benefits include:

- Installation of separated regional trail infrastructure that is currently lacking in pedestrian and bicyclist safety
- Connection to local destinations such as the Dakota Rail Regional Trail and Trailhead, Hilks Lake Park, Wahibo Marsh
- Connections to key destinations from the existing trail network (Waconia Middle School, Waconia High School, Safari Island Community Center)

Summary Page-

The City of Centerville's 2027 Trail Project is an improvement project to replace the end-of-useful life trail surface that is rated "poor and very poor" with reclaim, shape and pave type reconstruction, and to maintain and improve the current "satisfactory/good" trail surfaces with seal coating and crack-sealing procedures. This project with engineering soft costs approximating \$20,000 and hard costs with ped ramp additions and improvements equal the \$583,000 mark.

The City of Centerville has an extensive trail system that also connects to the Anoka County Regional Trail system. It not only serves the 4,000 current residents in the city, but many residents from Lino Lakes, Hugo, and Circle Pines as the city is landlocked within the city of Lino Lakes and therefore serves many residents. The proposed project is simply a way to improve and add to the longevity of the trail system and provide for safe and updated surfaces, many of which are over 30 years old. The project includes over 4.1 miles of improved and maintained trail surface. The city is encompassed by Centerville Lake to the West and Peltier Lake to the North. The Anoka County Park system connects to Centerville's trail system and therefore is an integral part of the community's recreation.

The benefits received from this project include improving and maintaining approximately 95% of the city's overall trail surface. These improvements will ensure that a safe surface is provided to the trail patrons, and improved infrastructure is then again maintained for at least 20 years before reconstruction needs to be considered. Centerville is a community that has limited revenues and does its best to be conservative in its spending efforts, hence many of these trails are somewhat overdue in their proposed improvements. The requested award amount for the grant would be \$603,927. However, staff recognizes that there are many other entities vying for the same funding. With that in mind, the community would be grateful for any assistance directed towards this project and awarded as such.





Engler Boulevard Trail Underpass Project

Project Name: Engler Boulevard
Trail Underpass Project

Applicant: City of Chaska

Primary Contact:

Matt Clark

City Engineer

1 City Hall Plaza

Chaska, MN 55155

mclark@chaskamn.gov

952-227-7522



Location & Route:

Engler Blvd (CSAH 10) from 300'
West of Ravoux Road to Old
Audubon Drive.



Application Category:

Active Transportation – Local
Bicycle Facilities



Funding Information:

- **Requested Grant Amount:**
\$2,700,000
- **Total Project Cost:**
\$2,700,000



Corridor Fast Facts:

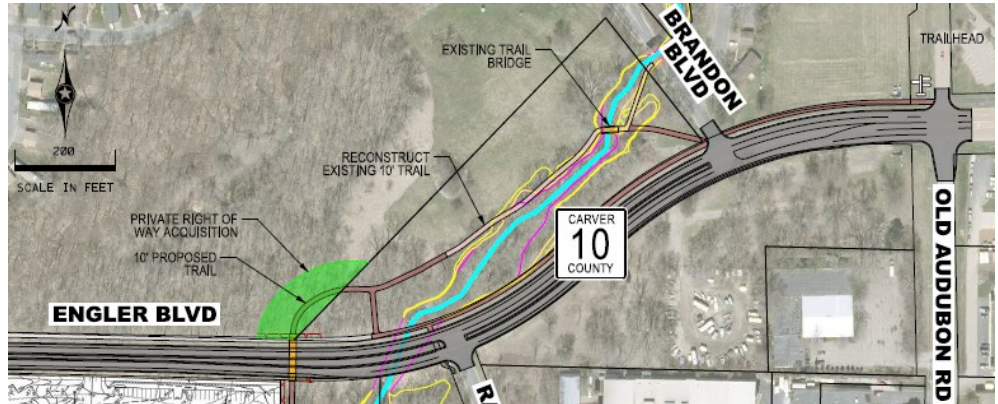
- Top-priority urban segment in the County's Roadway Safety Action Plan
- ½ Mile East of Chaska Middle School and Community Center
- Connects The Chaska Ravine Trail to the MN River Bluffs Regional Trail
- Provides bicycle access to downtown via new trails on Engler Blvd (CSAH 10) and Chaska Blvd (CSAH 61)

Project Background and Need – [See a Detailed Project Map](#)

Engler Boulevard (CSAH 10) is an essential corridor in central Chaska, serving as both a transportation artery and a community connector for residents, students, and visitors. The stretch from Ridge Lane to Audubon Road features a well-documented trail gap, despite its proximity to neighborhoods, schools, parks, and other important local amenities. High traffic speeds and volumes (50 MPH and 7,000 AADT) along Engler Boulevard create a significant obstacle to non-motorized travel. The project was defined in the Highway 10 Corridor Study and is recognized as a top-priority segment in Carver County's Regional Safety Action Plan. This initiative continues to contribute to the vision of an interconnected, accessible, and safe active transportation system defined in the City's 2040 Pedestrian and Bicycle Master Plan.

Project Description

The Engler Boulevard Trail Underpass Project will construct a new grade-separated underpass of Engler Blvd and fill gaps, providing a safe and direct multimodal route that eliminates pedestrian and bicyclist interactions with high-speed County Highway 10 traffic. Renovation of existing degraded trail segments extends the trail eastward to connect directly to the trailhead at Old Audubon Road and Engler Blvd.



Project Benefits & Regional Significance

The Engler Boulevard Trail Underpass Project enhances pedestrian and bicyclist safety by eliminating the need to cross a dangerous highway at street level. The underpass and extended trail provide direct benefits to students accessing Chaska Schools and to residents of Brandondale Estate, a mobile home park with over 500 homes. The underpass will also provide access to Historic Downtown Chaska, along a recently completed trail along Chaska Blvd (CSAH 61). This connection to downtown will enhance the bicycle connection to employment opportunities and affordable housing (138 nearby units). Lastly, the project enhances access to abundant recreation, including parks and the Minnesota River Bluff LRT Regional Trail.

Project Development and Status

The need and scope for this project were identified in the Highway 10 (Engler Blvd) Corridor Study, the Engler Boulevard/Highway 41 Project, and the City of Chaska's Pedestrian and Bicycle Master Plan. Since 2022, the City has been pursuing funding and refining the design scope, informed by public and agency engagement, including planning for a new high-density residential site directly adjacent to and connected to the proposed trail project.



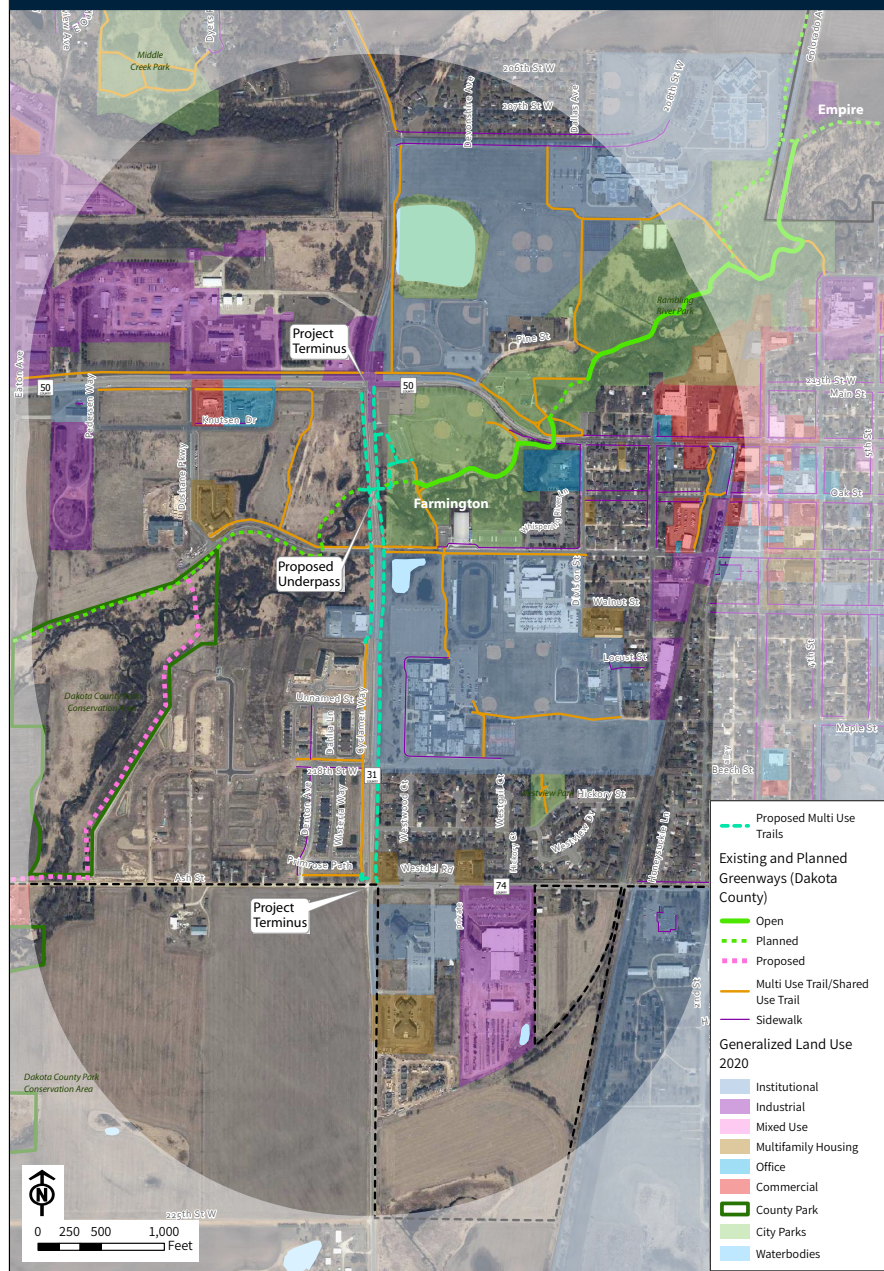
Multi-Use Trails Along CSAH 31 (Denmark Avenue) from CSAH 50 to CSAH 74 | Dakota County

Regional Solicitation - Local Bicycle Facilities

Project Information

Dakota County is requesting funding to construct 1.5 miles of new off-road multi-use trail facilities along CSAH 31 (Denmark Avenue) from CSAH 50 to CSAH 74 and a trail underpass beneath the CSAH 31 bridge crossing at the Vermillion River. The project will close identified gaps in the local trail network, improve safety and accessibility for people walking, biking, and rolling; and provide direct connections to Robert Boeckman Middle School, Rambling River Park, the Schmitz-Maki Arena, actively developing residential areas, and a fire station. The trail construction will be coordinated with a planned 2028 roadway reconstruction project to maximize public investment and deliver a complete, connected transportation corridor.

Project Area Map



Project Benefits

- Provide students with a safe route to school and additional recreation opportunities
- Increase connections to important destinations including a public park, clinic, place of worship, fire station, public arena, schools, and childcare centers
- Close gaps in the local trail network and provide an opportunity for future connections to the North Creek Greenway regional trail via the underpass bridge crossing
- Increase bike and pedestrian options for those in a nearby multifamily affordable housing community
- Move pedestrians and bicyclists off of roadways to improve roadway safety for users of all transportation modes
- Support complete streets goals along a major collector county roadway

Project Cost/Request

Requested Award Amount:
\$1,877,000

Total Project Cost: \$1,877,000

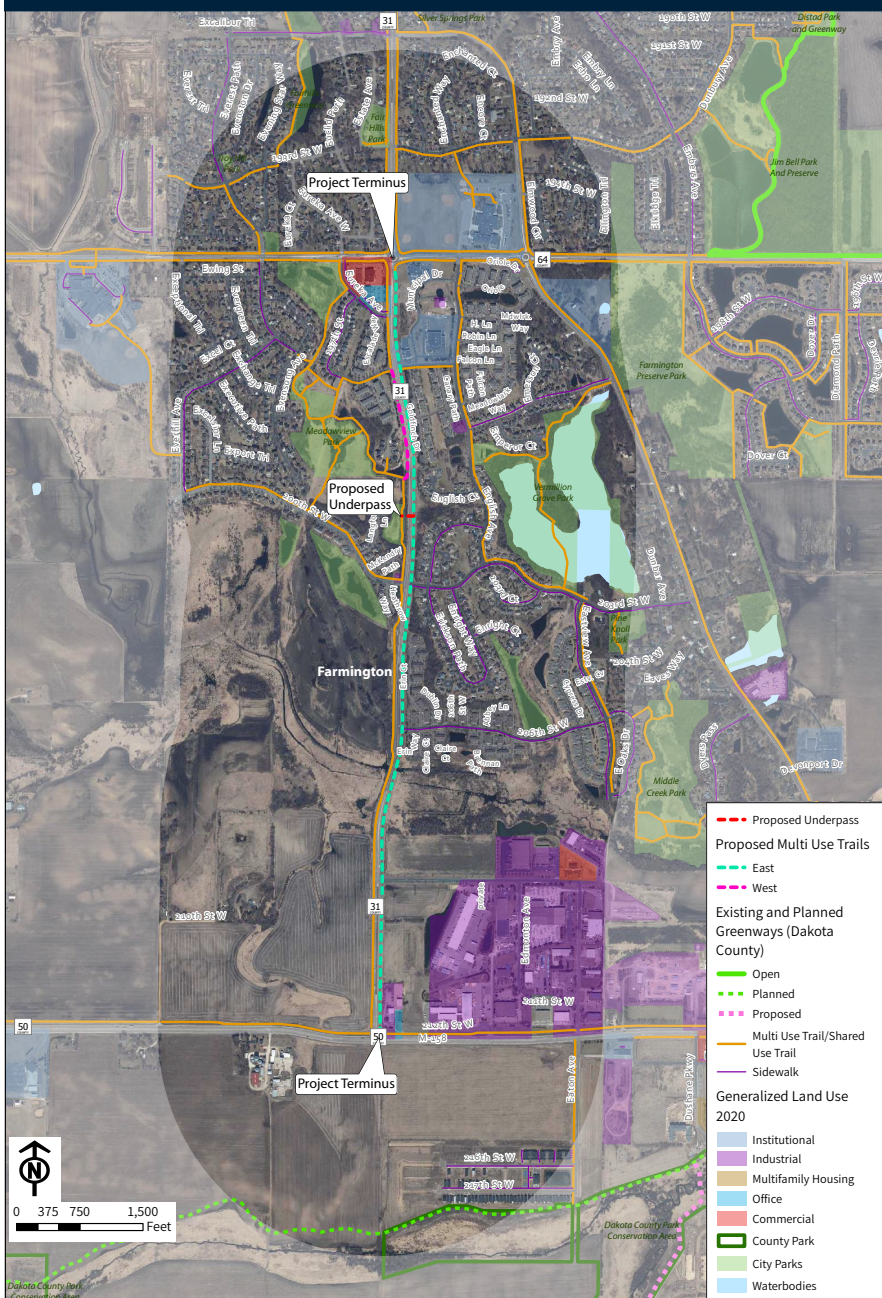
CSAH 31 Trail Gap Pilot Knob Road | Farmington

Regional Solicitation - Local Bicycle Facilities

Project Information

The City of Farmington is requesting funding to construct 2.0 miles of new off-road multi-use trail facilities along CSAH 31 (Pilot Knob Road) from CSAH 50 to CSAH 64 and a trail underpass to provide a safe crossing opportunity. The project will close identified gaps in the local trail network, improve safety and accessibility for people walking, biking, and rolling, and provide connections to multiple public parks, a pharmacy, an elementary school, a childcare center, an orthodontist, and essential services including the Farmington Police Department and the Farmington Fire Station.

Project Area Map



Project Benefits

- Provide students with a safe route to school and additional recreation opportunities
- Increase connections to important community destinations, including parks, trails, schools, and other amenities
- Close gaps in the local trail network
- Provide a safe and convenient crossing on a busy and high-speed roadway
- Move pedestrians and bicyclists off of roadways to improve roadway safety for users of all transportation modes
- Supports safe, convenient, and equitable transportation choices for all users

Project Cost/Request

Requested Award Amount:
\$3,500,000

Total Project Cost: \$3,500,000



North Creek Greenway Regional Trail

RECONSTRUCT & EXPAND OFF-STREET MULTI-USE TRAIL

Applicant: City of Farmington
Location: Farmington (Dakota County)

PROJECT DESCRIPTION

The proposed project will reconstruct approximately 1 mile of the multi-use North Creek Greenway and extend the trail 0.1 miles to a new terminus on Spruce Street. The current trail conditions are extremely poor, limiting its usability and rendering it impassable for many users, including anyone with mobility devices or on bicycles. The proposed trail reconstruction will bring this trail segment into compliance with Dakota County's regional greenway design and ADA standards while relocating vulnerable sections out of the Vermillion River floodway to improve long-term resilience and reduce river corridor impacts.

The trail serves as a key regional connector, tying into the planned Vermillion Greenway, planned Lake Marion Greenway, and local trail network providing access to regional destinations such as the Minnesota Zoo and Lebanon Hills Regional Park. This segment of the trail not only serves recreational purposes, but also provides connections to two middle schools and two elementary schools, serving as a route for students to walk, bike, and roll to school as well as connecting users to downtown Farmington. The reconstructed trail will also tie into future planned multiuse trails along CSAH 31 (Denmark Ave) and a grade separated crossing of CSAH 31, where the Spruce St trail extension will serve new residential development west of CSAH 31.

PROJECT LOCATION MAP



PROJECT BENEFITS

- Provide the students, caregivers, and school employees at four different Farmington schools a safe, off-street route to school.
- Provide a high-quality trail for recreational use connecting users to the broader regional network and local recreation amenities in Rambling River Park.
- Create new connections and trail access for residential growth areas that are already home to a senior living complex and planned multi-family housing.
- Improve long-term resilience of the trail and reduce ecosystem impacts by removing portions of the trail from the Vermillion River Floodway.

Grant Request: \$1,866,500
Project Total: \$1,866,500

EXISTING TRAIL CONDITIONS





Gardena Avenue Trail Project

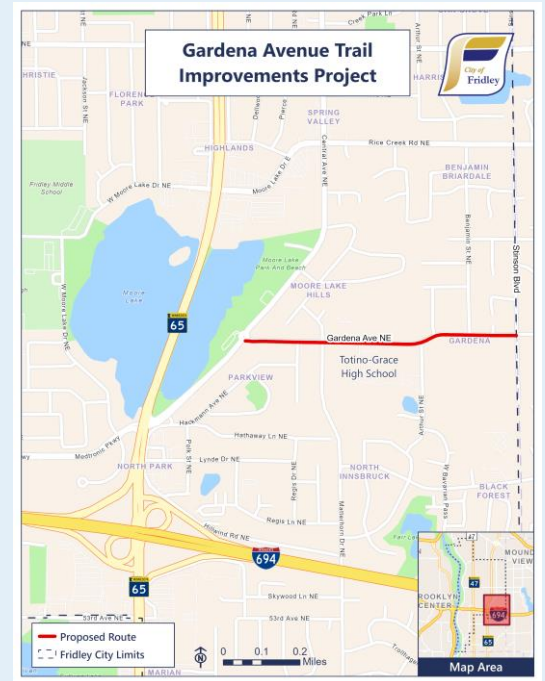
2026 Active Transportation Grant Application

Project Overview:

The City of Fridley proposes to improve bicycle and pedestrian safety and increase the overall connectivity of the city's Active Transportation network through the construction of a grade-separated 0.6 mile trail. This infrastructure will be installed along Gardena Avenue, spanning from Central Avenue NE (a Tier 1 alignment) eastward to the city-limit at Stinson Boulevard NE as part of a road diet that reduces pavement width by nine feet. The project also includes the installation of a mini-roundabout at the intersection of Gardena Avenue and Matterhorn Drive to reduce speeding and shorten pedestrian crossing distances.

Project Need:

This corridor serves as a critical everyday route for the surrounding neighborhood as well as the two schools and one community clinic located directly along Gardena Avenue within the project area. Additionally, four public parks sit within a quarter-mile of the alignment. There are currently no bicycle or pedestrian facilities along Gardena Avenue creating a high potential for traffic conflicts and an uncomfortable bicycling and walking experience.



Primary Contact

Brandon Brodhag
Assistant City Engineer
7071 University Avenue NE
Fridley, MN 55432
763-238-8066
Brandon.Brodhag@FridleyMN.gov

Project Costs

Total Project Amount: \$1,555,000

Total Grant Amount: \$1,555,000

View our project page at FridleyMn.gov/GardenaAvenue.



East River Road Trail Gap Project

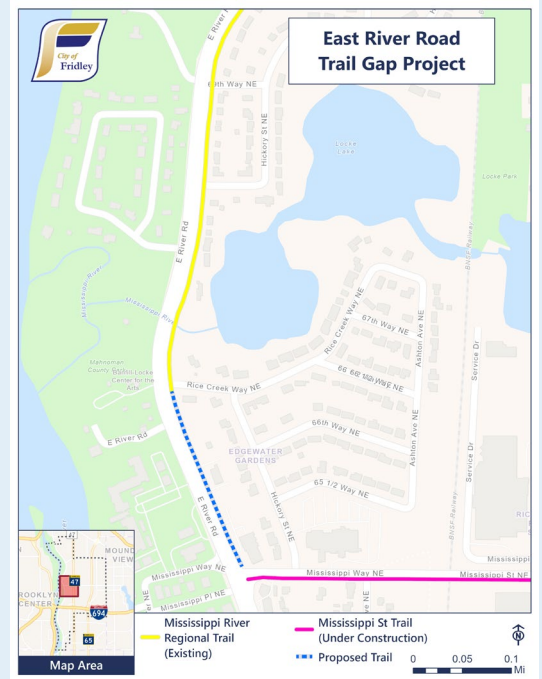
2026 Active Transportation Grant Application

Project Overview:

The City of Fridley proposes to improve bicycle and pedestrian safety and increase the overall connectivity of the City's Active Transportation network through the construction of a grade-separated 0.2 mile trail. This infrastructure will be constructed along East River Road/CSAH 1 (a RBTN Tier 1 Alignment), spanning northward from Mississippi Street/CSAH 6 (a RBTN Tier 1 alignment) to Rice Creek Way where the East River Road section of the Mississippi River Regional Trail begins.

Project Need:

East River Road is a four lane, A Minor Expander roadway that currently possesses no existing sidewalks or trails, forcing non-motorized users to share space with motorized vehicles. East River Road was mapped as part of the City's High Risk Network and listed amongst the highest priority roadway segments in a recently completed roadway safety analysis. The proposed trail is listed as a focus route in the City's Active Transportation Plan.



Primary Contact

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Assistant City Engineer
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763-238-8066
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Project Costs

Total Project Amount: \$377,000

Total Grant Amount: \$377,000



View our project page at FridleyMN.gov/EastRiverRoad.