

CR 9 Trail Improvements

CITY OF JORDAN



Project Name: CR 9 Trail Improvements

Applicant: City of Jordan

Route: CR 9, from 190th St / Valley View Dr to 185th St

Location: City of Jordan, Scott County, MN

Application Category: Active Transportation – Local Bicycle Facilities

Funding Information

Requested Award Amount: \$2,295,488

Local Match: \$0

Project Total: \$2,295,488

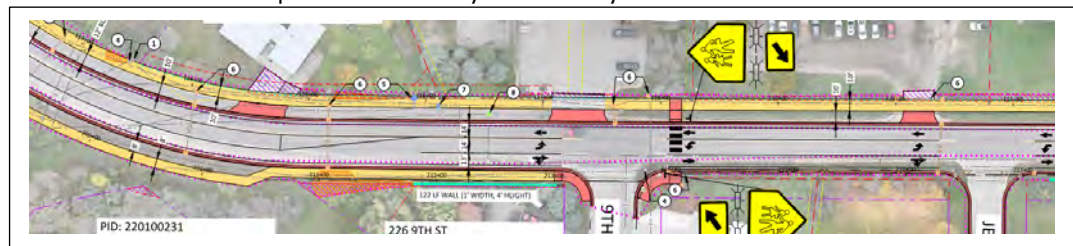
Primary Contact

Tom Nikunen, Jordan City Administrator
210 First St E, Jordan MN 55352
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Project Benefits

The project will significantly improve safety and accessibility by introducing separated trail facilities along both sides of CR 9. The road diet will calm traffic, reduce crash potential, and improve safety of turning movements while creating space for high-quality bicycle and pedestrian accommodations.

Enhanced crossings will be constructed to improve crossing safety while the project will also improve access to Pineview Park, Brentwood Park, and Holzer Park, and connectivity to the Jordan school campus. Overall, the project supports safer daily travel, promotes active transportation, and improves community connectivity.



Project Description

The CR 9 Trail Improvements project consists of constructing a regional multiuse trail along County Road 9 (Quaker Avenue) in the City of Jordan, providing continuous off-road facilities for pedestrians and bicyclists on both sides of the corridor. The project will construct a new trail along the west side of CR 9 and replace the existing narrow footpath/sidewalk along the east side with a full-width multiuse trail. These improvements create a safe, separated route for users of all ages and abilities, eliminating the need to travel directly adjacent to traffic and significantly improving comfort, accessibility, and usability of the corridor.

To make space for these desired multimodal facilities, the project corridor will receive “road diet” converting portions of the existing four-lane undivided roadway to a three-lane section with a center turn lane. The result is a more balanced corridor that safely serves both motorized and non-motorized users.

Today, CR 9 functions as a barrier to safe non-motorized travel, with limited separation from traffic and no continuous facilities. The proposed improvements will transform the corridor into a safe and connected spine within the community, linking residential neighborhoods to nearby parks, schools, and the broader regional trail system. The project also connects to the TH 169 interchange improvements, including a grade-separated crossing of this new regional trail over US 169, further enhancing safety and continuity across Scott County.



Regional Significance/Context

This project is a key segment of the south metro regional trail system and fills a critical gap in a planned corridor connecting communities across Scott and Carver Counties. The trail will ultimately connect to the Minnesota River State Trail and extend through Jordan to destinations including New Prague and Prior Lake.

Project Cost Summary

Total Project Cost	\$2,295,488
Grant Request	\$2,295,488
Match Percentage	0.0%

Project Development and Status

The CR 9 Regional Trail has advanced through detailed preliminary design with development of a preferred corridor layout supported by the City of Jordan and Scott County.



Website: www.jordanmnengineering.com



Project Name: Multiuse Trail Along Main Street (CSAH 14)/Central Anoka County Regional Trail

Applicant: City of Lino Lakes

Project Location: Main Street/CSAH 14 from the east end near I-35W to Lino Lakes Elementary School

Total Project Cost: \$1,620,000

Requested Amount: \$1,620,000

Project Description:

The City of Lino Lakes is proposing a multiuse trail along Main Street (CSAH 14) from the east end near I-35W to Lino Lakes Elementary School. This project would complete a gap in the Central Anoka County Regional Trail system. This portion of Main Street is designated as a Regional Bicycle Transportation Network (RBTN) Tier 2 corridor.

Currently, those using non-motorized means to travel along Main Street use roadway shoulder. Construction of this approximately 1.7 miles long trail would close a gap in the Central Anoka County Regional Trail system. In addition to enhancing the regional trail network, the trail would provide pedestrians and bicyclists a safer environment to walk and bike along this high-speed road. This critical connection would facilitate continuous trips to local and regional destinations for non-motorized users. Project benefits and key connections that would be provided by the trail include:

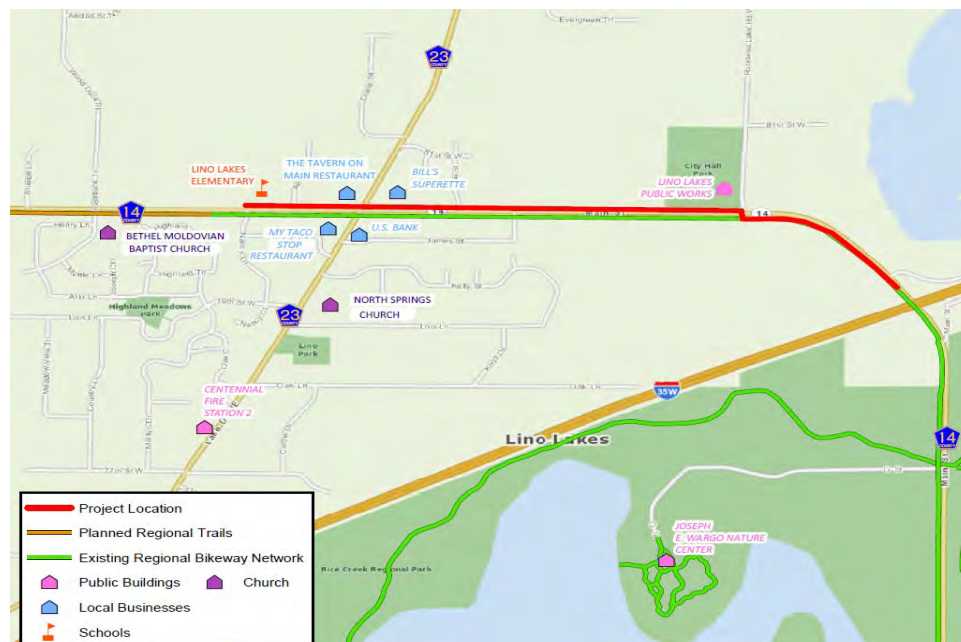
Project Benefits:

- Complete a gap in current regional bikeway network
- Reduce risk of crashes and conflicts between bicyclists/pedestrians and vehicles
- Promote walking and bicycling by providing a pedestrian and bicyclist friendly environment

Key Connections:

- Central Anoka County Regional Trail System
- Rice Creek Regional Park
- Joseph E. Wargo Center
- Lino Lakes Elementary School
- Lino Lakes Senior Center
- Lino Lakes Public Works
- RBTN Tier 2 Alignment

Project Area:



Labore Road Improvement Project

City of Little Canada

Category: Local Bike Facilities



Project Description

The City of Little Canada is requesting Regional Solicitation funds to reconstruct Labore Road from Edgerton Street to County Road D and implement critical safety and multimodal improvements along the corridor. The project will reconfigure the roadway by narrowing travel lanes, adding traffic calming measures, and constructing an off-street, multiuse trail to provide dedicated pedestrian and bicycle facilities. These enhancements address long-standing safety concerns and eliminate gaps in the pedestrian and bicycle network. Proposed improvements will create a safer, more accessible corridor for all users while strengthening connections to nearby neighborhoods, schools, parks, and regional trails.

Project Location



Primary Contact

Bill Dircks
Public Works Director
515 Little Canada Road East
Little Canada, MN, 55117
651-776-4049
bill.dircks@littlecanadamn.org

Funding Information

Requested Amount: \$1,595,639
Local Match: \$2,105,361
Total Cost: \$3,701,000

Project Timeline

Preliminary Design - Fall 2027
Final Design - Winter 2028
Bids - Fall 2028
Construction - 2029

Existing Condition



Benefits

Provides a continuous, ADA-compliant, off-street multiuse trail as a dedicated pedestrian and bicyclists facility.

Separates pedestrians and bicyclists from vehicle traffic, increasing safety for users of all ages and abilities.

Addresses a documented high-risk corridor by reducing excessive vehicle speeds and eliminate narrow shoulders.

Improves intersection safety through roadway reconfiguration and targeted traffic calming measures that reduce conflict points and crash exposure.

Closes a critical local and regional multimodal connection by linking neighborhoods to key destinations like parks, schools, and existing and planned regional trail facilities.

Proposed Typical Section



City of Maple Grove

Southeast Rice Lake Trail



The City of Maple Grove is applying for active transportation funds to reconstruct and improve safety and accessibility of the trail along southeast Rice Lake. The project extends from 87th Avenue south 0.7 miles to Weaver Lake Road.

The project cost is \$3,101,059 with the City of Maple Grove requesting \$2,511,857 in funding.

Improvements include:

- Removing and replacing aged and non-compliant trail.
- Improving clear zone and safety along trail.
- Stabilizing the hillside along Rice Lake and preventing erosion into a DNR water body.

Replacing this section of trail corridor is critical as it allows bicyclists and pedestrians continuous travel opportunities while minimizing interactions with the road network and reducing potential conflicts with vehicles.



The project area connects residential neighborhoods and commuters from the north access to major employment destinations to the south (including Boston Scientific), access to banks, grocery stores, and a US Post Office, as well as a regional trail planned to be built along Weaver Lake Road. Just outside of half mile radius, but accessed via this trail are the city's community center just east on Weaver Lake Road and the Maple Grove High School, Fernbrook Athletic fields, and Medicine Lake Regional trail to the north.

Greater Uptown Bikeway Gaps

2026 Active Transportation Solicitation

Project description

The proposed project would address gaps in Minneapolis's All Ages and Abilities bikeway network along three streets around the Uptown area of south Minneapolis.

New or upgraded bikeway segments on each of these streets would extend and connect new or planned additions to the city's broader bicycle network. In addition to bikeways, the project would add features to improve overall multimodal safety and accessibility.

Project benefits

- Three new or upgraded segments of All Ages and Abilities protected bikeways
- Important connections to the existing neighborhood and regional bikeway network
- Additional treatments to add traffic calming and ADA accessibility, and improved pedestrian safety



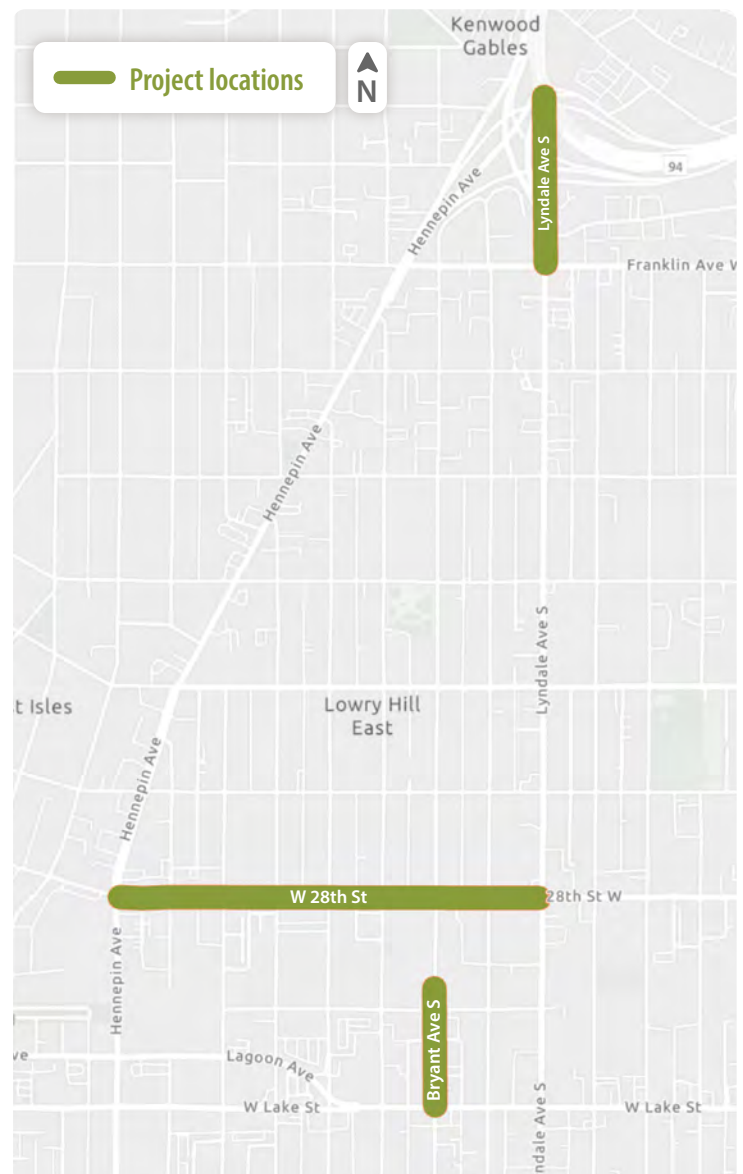
Requested award amount

\$3,500,000

Total project cost

\$3,500,000

Project extents: Lyndale Avenue S, from Franklin Ave to Summit Ave; W 28th St, from Hennepin Ave S to Lyndale Ave S; Bryant Ave S, from the Midtown Greenway to W Lake St



42nd Street Bikeway and Pedestrian Improvements

2026 Active Transportation Solicitation

Project description

The proposed project would improve bikeway and pedestrian safety and access between Nicollet Ave and Bloomington Ave. The route connects key destinations across five neighborhoods in South Minneapolis, including schools, parks, and high-frequency transit stations.

The project addresses a major gap in the east-west AAA Bicycle Network and is located on the Pedestrian Priority network. The project would construct bikeway facilities consistent with the City's AAA Network standards, including treatments such as bicycle boulevards, curb-protected bikeways, and shared-use paths, as appropriate.

Project benefits

- New low-stress bike connection on the AAA Bicycle Network
- Improved ADA accessibility at all crossings
- Improved safety for people outside of vehicles
- Improved active transportation connectivity to key destinations

Requested award amount

\$3,500,000

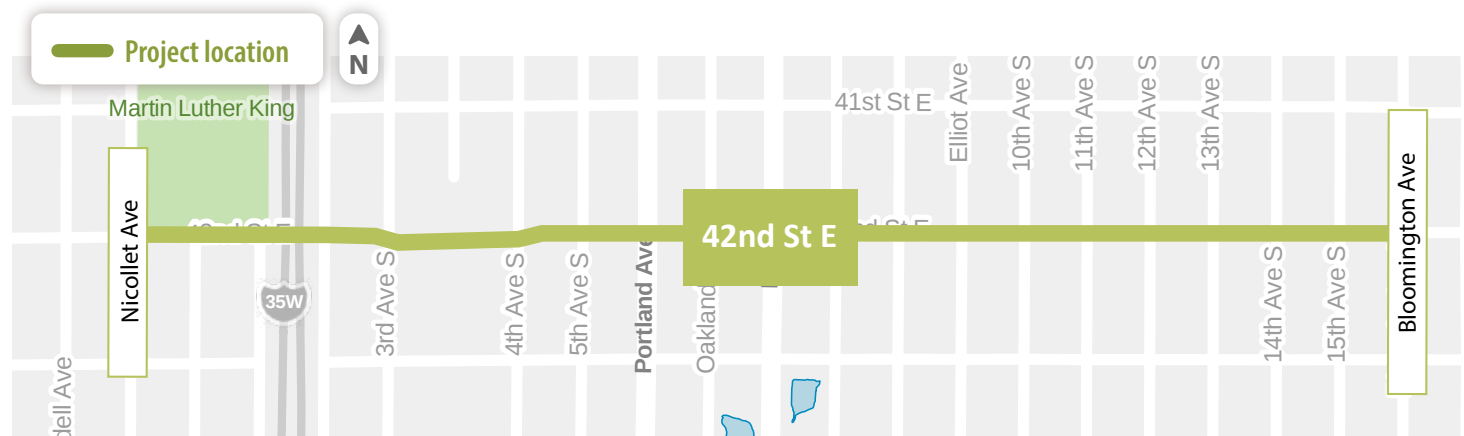
Total project cost

\$3,500,000



Existing conditions - 42nd St between Chicago Ave and Columbus Ave

Project extents: 42nd Street - Nicollet Ave to Bloomington Ave



Hennepin Avenue & Lake Street Bikeway Improvements

2026 Active Transportation Solicitation

Project description

The proposed project would make safety and connectivity improvements for people walking, rolling, and biking on two major street segments in the Uptown area of south Minneapolis.

On both Hennepin Ave and Lake St, new sections of protected bikeway would extend recently constructed bike facilities. Along with additional pedestrian and curbside improvements, these changes would support the streets' functionality as both important commercial corridors and crucial multi-modal transportation connections.

Project benefits

- Two new segments of All Ages and Abilities protected bikeways
- Important connections to the existing bikeway network
- Additional treatments to improve safety of crossings for pedestrians
- Better support for curbside uses like loading and deliveries

Requested award amount

\$3,198,816

Total project cost

\$3,198,816



Project extents: W Lake St, from Humboldt Ave S to Hennepin Ave S; Hennepin Ave S, from W Lake St to W 31st St



Hennepin Avenue & Lake Street Bikeway Improvements

2026 Active Transportation Solicitation

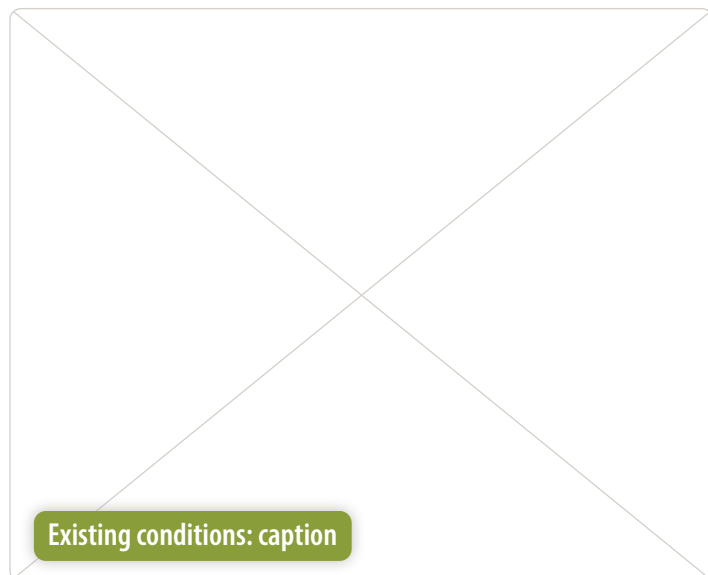
Project description

The proposed project would address gaps in Minneapolis's All Ages and Abilities bikeway network along three streets around the Uptown area of south Minneapolis.

New or upgraded bikeway segments on each of these streets would extend and connect new or planned additions to the city's broader bicycle network. In addition to bikeways, the project would add features to improve overall multimodal safety and accessibility.

Project benefits

- Three new or upgraded segments of All Ages and Abilities protected bikeways
- Important connections to the existing neighborhood and regional bikeway network
- Additional treatments to add traffic calming and ADA accessibility, and improved pedestrian safety.



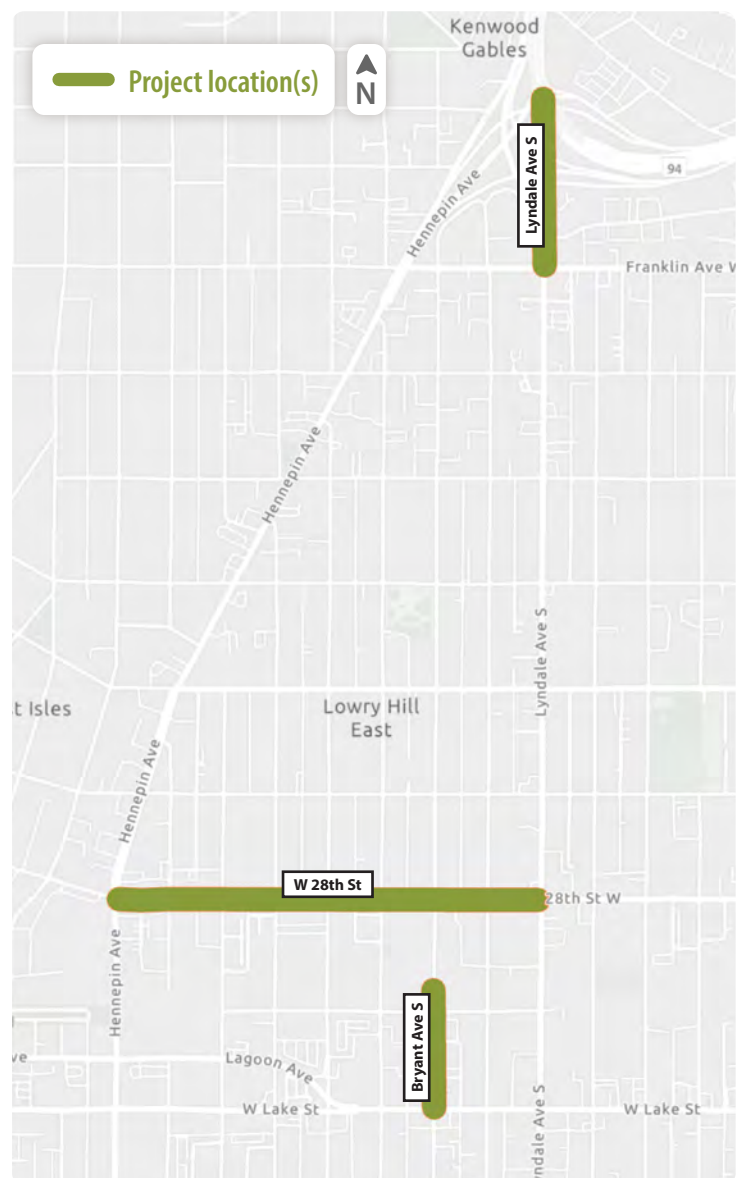
Requested award amount

\$3,500,000

Total project cost

\$3,562,893

Project extents: Lyndale Avenue S, from Franklin Ave to Summit Ave; W 28th St, from Hennepin Ave S to Lyndale Ave S; Bryant Ave S, from the Midtown Greenway to W Lake St



Southeast Como Neighborhood Bikeways

2026 Active Transportation – Local Bicycle Facilities Solicitation

Project description

The proposed project would improve bicycle facilities, add traffic safety treatments to reduce speeding, and make accessibility improvements on the following streets in Minneapolis:

- Como Avenue SE, from 10th Avenue SE to 33rd Avenue SE (Major Collector, 1.4 mile)
- 10th Avenue SE, from 8th Street SE to Como Avenue SE (Minor Reliever, 0.1 mile)
- 18th Avenue SE, from East Hennepin Avenue to Como Avenue SE (Major Collector, 0.2 mile)

Project benefits

A curb-protected bike facility would be added to the streets to replace the existing painted bike lanes. Intersection improvements would include ADA-compliant pedestrian curb ramps, and may include bump outs, medians, signage, traffic control devices, and pavement markings at select locations.

This project would be developed in coordination with the Metro Transit H Line BRT project and would be coordinated with Como Avenue street resurfacing currently planned for 2029.

Project extents:

Como Avenue SE, from 10th Avenue SE to 33rd Avenue SE, 10th Avenue SE, from 8th Street SE to Como Avenue SE, 18th Avenue SE, from East Hennepin Avenue to Como Avenue SE

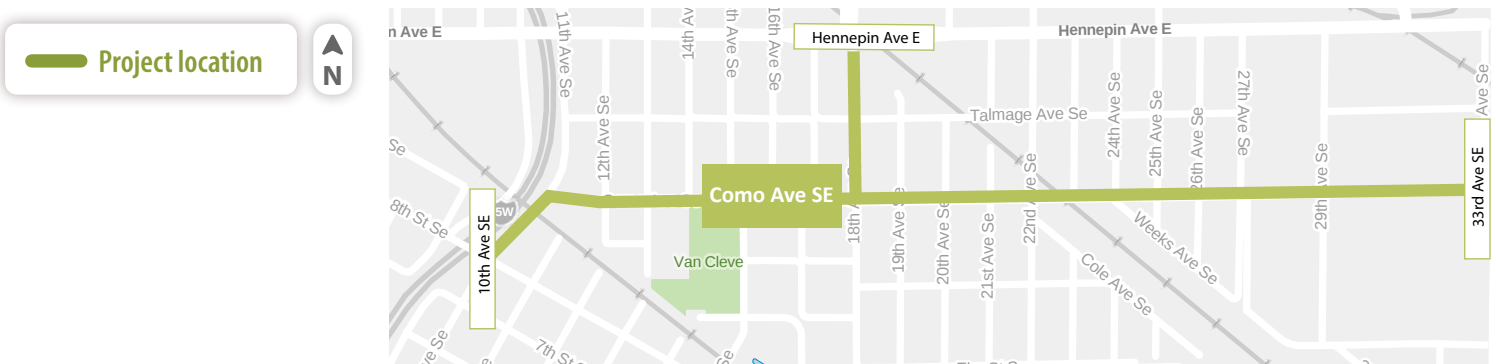
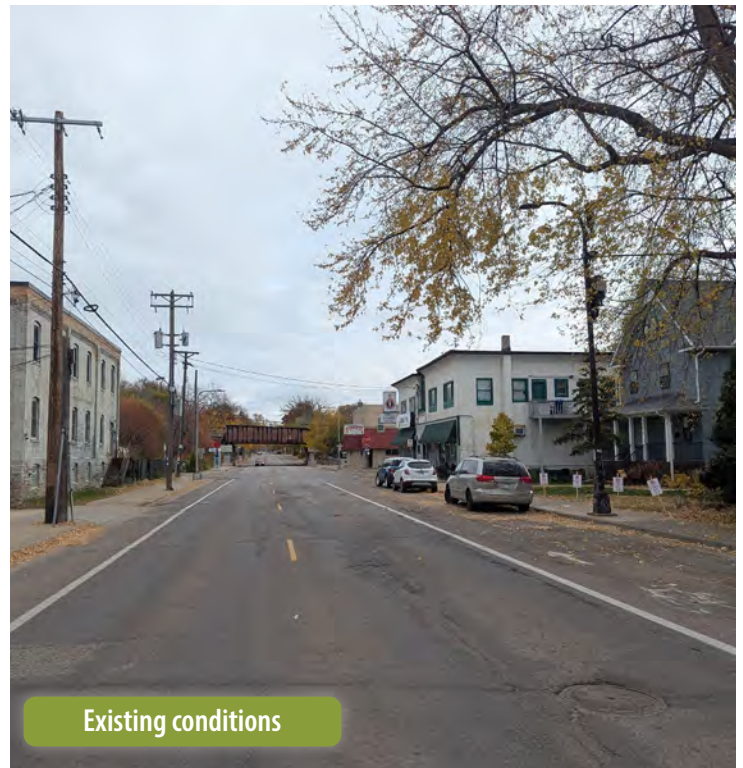
Requested award amount

\$3,500,000

Total project cost

\$3,500,000

The project is a Tier I Alignment on the Regional Bicycle Transportation Network (RBTN) and on the City's All Ages and Abilities (AAA) Network.



Excelsior Blvd (CSAH 3) Reconstruction

CITY OF MINNETONKA



Project Name: Excelsior Blvd (CSAH 3)
Reconstruction

Applicant: City of Minnetonka

Route: CR 101 to Eden Prairie Rd

Location: City of Minnetonka, Hennepin County, MN

Application Category: Active Transportation – Local
Bicycle Facilities

Funding Information

Requested Award Amount: \$3,500,000

Local Match: \$37,702,381

Project Total: \$41,202,381

Primary Contact

Mitch Hatcher, PE, Engineering Project Manager
City of Minnetonka
mhatcher@minnetonkamn.gov

Project Description

The Excelsior Boulevard (CSAH 3) Reconstruction project in the City of Minnetonka consists of reconstructing approximately two miles of corridor from County Road 101 to Eden Prairie Road with a focus on delivering safe, continuous, and accessible active transportation facilities. The project includes construction of new 8-foot multi-use trails along both sides of the roadway, creating a continuous, separated corridor for people walking, bicycling, and rolling.

The project also includes reconstruction of the roadway to incorporate 6-foot bikeable shoulders to accommodate on-road cyclists, providing flexibility for users with varying comfort levels. Enhanced crossings will be provided throughout the corridor, including median refuges, roundabouts with crossings on all quadrants, and improved connections to an existing grade-separated pedestrian underpass at Purgatory Park.

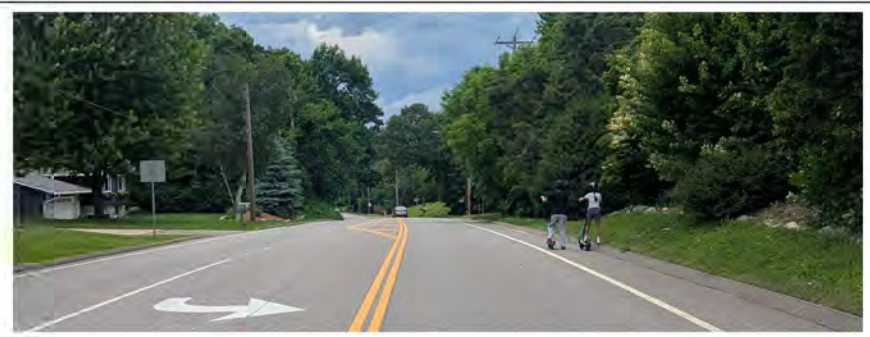
Currently, the corridor lacks continuous pedestrian and bicycle infrastructure, with narrow, inconsistent shoulders and limited crossings creating barriers to safe travel. The proposed improvements transform Excelsior Boulevard into a safe, multimodal corridor connecting neighborhoods to parks, schools, and commercial areas.

Project Benefits

The project will complete a 2 mile stretch with trails and bikeable shoulders along both sides of a Tier 2 corridor along the RBTN, significantly improving the safety and accessibility across a 7 mile stretch of Excelsior Boulevard connecting the west metro the urban core.

The improvements include enhanced crossings at key locations—including roundabouts and median refuge islands—reducing crossing distances and improving safety while aligning users with their preferred active travel patterns. Improvements at Scenic Heights Drive, Williston Road, and other locations will provide safer connections to schools, parks, and nearby destinations, while the Purgatory Park underpass offers a grade-separated crossing option that enhances corridor usability. The improvements will connect users with commercial destinations, regional parks, the regional trail network, and schools including the adjacent Minnetonka High School campus and Scenic Heights Elementary.

By closing gaps in the pedestrian and bicycle network, the project creates a continuous and connected corridor that supports safe and comfortable travel for users of all ages and abilities. These improvements encourage active transportation, support public health, and enhance community connectivity.



Regional Significance/Context

The Excelsior Boulevard corridor is a key east-west connection within Minnetonka and an important link in the regional active transportation network. The project is located along a Regional Bicycle Transportation Network (RBTN) Tier 2 corridor and alignment, highlighting its role in supporting regional connectivity. By filling a critical gap in the network, the project improves continuity and strengthens connections between communities along a corridor that serves both local and regional travel.



Project Cost Summary

Total Project Cost	\$41,202,381
Grant Request	\$3,500,000



Website: www.minnetonkamatters.com/excelsior-boulevard

Project Summary: City of Oak Grove: 221st Avenue NW Trail Connection with Enhanced Pedestrian Crossing

Location & Route

Segment stretches from Ponds Park to Lake George Blvd along 221st, with a mid-block crossing near the northern entrance to Lake George Regional Park, located in the City of Oak Grove, Anoka County. Please see full map with application.

Applicant

City of Oak Grove

Primary Contact

Loren Wickham
City Administrator
P: (763) 404-7075
E: lwickham@ci.oak-grove.mn.us

Requested Award:
\$588,840



Pedestrians and cyclists travelling between Lake George Park and Ponds Park are heavily exposed to often heavy vehicle traffic for about 0.3 mile. Photo captured a few dozen feet west of proposed PHB or RRFB location.

Description: This off-road, non-motorized active transportation project includes construction of a new, 0.55 mile multimodal trail connection along 221st Avenue NW in the City of Oak Grove. The project will provide a dedicated space for trail users between Ponds Park, Lake George Regional Park, and nearby residential areas, along with a high-visibility pedestrian crossing.

The project will close a critical active transportation gap by constructing a separated pathway and enhanced pedestrian crossing improvements that prioritize pedestrian visibility, comfort, and safety. The improvements will create a more direct and accessible connection to Lake George Regional Park, support local and regional recreational access, and provide a safer alternative to walking or biking along the existing roadway edge.

Key Project Elements

- Study and pre-construction elements include: 1 corridor study, 1 drainage/stormwater study, and stakeholder-driven design process to ensure improvements align with key community priorities
- Construct approximately .55 miles of separated 8 ft width multimodal trail along 221st Avenue NW.
- Construct a mid-block, enhanced bike/ped crossing improvement to improve visibility, driver awareness, and user safety.

Key Benefits:

- Reduces conflicts between trail users and vehicles by providing a dedicated, off-road multimodal facility with adequate separation from traffic.
- Closes a critical gap in the regional trail system by connecting 5.7 miles of the Rum River Regional Trail upon completion and ensuring more than 30 miles of planned future trails connect at a key convergence point.
- Provides nearby households with safer, more direct non-motorized access to Lake George Regional Park.
- Prioritizes multimodal movement at the at-grade crossing by creating a highly visible trail crossing where drivers are alerted to yield and people walking, biking, and rolling can cross safely, directly, and without unnecessary delay.
- Advances a safer, more connected active transportation system in an area where dedicated places to walk, bike, or roll are currently limited.

40th Street Bike/Pedestrian Bridge & Trail Project

City of Oakdale

Category: Active Transportation



Project Description

The 40th Street Bike/Pedestrian Bridge & Trail project will construct a new grade-separated bridge over Interstate 694 (I-694), along with a connecting shared-use path from pedestrian bridge to Gresham Avenue to improve safety and connectivity for people walking and biking. The proposed project is approximately 0.6 miles in length and replaces an existing crossing that lacks dedicated pedestrian infrastructure, where users currently share space with vehicles or must take longer, indirect routes to travel safely. The improvement includes a dedicated, ADA-compliant shared-use facility designed to accommodate two-way pedestrian and bicycle travel, along with modern safety features such as protective barriers and lighting. By creating a continuous and separated crossing, the project will provide a safe, comfortable, and reliable connection between neighborhoods, parks, trails, and nearby employment areas.

Primary Contacts

Jake Foster
City of Oakdale
Assistant City Administrator
651-730-2817
jake.foster@oakdalemn.gov

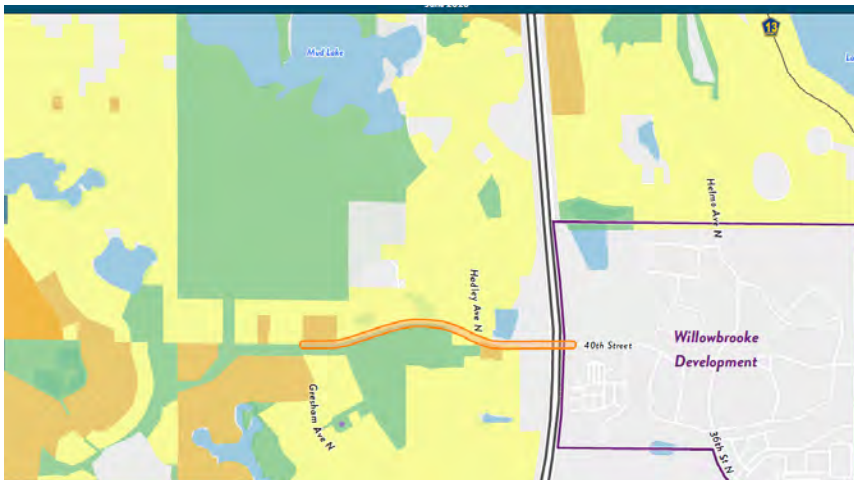
Funding Information

Requested Award Amount:
\$3,500,000.00

Project Timeline

Construction - 2028 to 2029

Project Location



Existing Conditions



Project Benefits

-  Closes a major gap in the pedestrian and bicycle network by replacing an unsafe crossing with a grade-separated pedestrian bridge and continuous shared-use path
-  Provides an ADA-compliant facility that improves access for users of all ages and abilities, including children, older adults, and individuals with disabilities
-  Improves access to nearby neighborhoods, parks, and regional trails
-  Enhances safety with protective barriers that reduce fall risk and protect roadway users below

Proposed Section





Project Summary: Active Transportation Gap Completion Project

The City of Plymouth is seeking funding from the Metropolitan Council's Active Transportation Program to construct three multiuse trail segments that close critical gaps in the city's walking and biking network. These improvements will enhance safety, increase multimodal connectivity, and provide essential access to schools, parks, and neighborhoods. The project advances both local and regional goals for equitable, safe, and sustainable transportation.

Project Overview

Plymouth's trail system is widely used by residents of all ages; however, several missing segments limit connectivity and create barriers to walking and biking. This project addresses three of the most significant gaps:

1. **6th Avenue: Sycamore Lane to Pineview Lane**

This segment will complete an important connection within a residential corridor currently lacking continuous pedestrian and bicycle facilities. The new multiuse trail will provide a safe, ADA-compliant route linking neighborhoods to local parks, community destinations, and the broader trail network.

2. **Ranchview Lane: 3rd Avenue to Gleason Lake Drive (Birchview Elementary Area)**

Although a new trail was recently installed along Gleason Lake Drive, the remaining discontinuity along Ranchview Lane that limits safe access to Birchview Elementary School. Completing this segment will create a connection, improving safety and reducing vehicle congestion during school drop-off and pick-up times.

3. **Teakwood Lane: Sunset Trail to Ridgemount Drive (Sunset Hill Elementary Area)**

Teakwood Lane currently has no formal pedestrian or bicycle facilities, despite serving Sunset Hill Elementary School and adjacent neighborhoods. A new multiuse trail will provide the first dedicated active-transportation route in this corridor, offering a safer and more comfortable option for children and families walking or biking to school.

Project Benefits

The proposed improvements will deliver substantial community and regional benefits, including:

- Safer, separated facilities for pedestrians and bicyclists.
- Improved multimodal access for residents of all ages and abilities.
- Reduced short car trips, lowering congestion and supporting environmental sustainability.
- Enhanced network continuity, connecting neighborhoods to existing and planned trails throughout Plymouth and the region.

The Active Transportation Gap Completion Project represents a strategic, high-impact investment in Plymouth's transportation network. By completing these three missing trail segments, the city will expand safe, accessible travel options and foster healthier, more connected communities. Funding from the Metropolitan Council will enable Plymouth to deliver these critical improvements and advance long-term goals for mobility, safety, and quality of life.





Project Summary: Regional Trail Accessibility and Safety Enhancement Project

The City is seeking funding through the Metropolitan Council's Active Transportation program to reconstruct several critical multi-use trail segments that have reached or exceeded their service life and no longer meet current ADA or design standards. These facilities form essential elements of the community's pedestrian and bicycle network, connecting neighborhoods, transit routes, schools, employment areas, and commercial destinations. Replacing these aging trails is necessary to improve safety, accessibility, and comfort for all users.

The existing trail segments have deteriorated due to age, subgrade failure, root intrusion, drainage issues, and original construction that predates modern standards. Current conditions include pavement cracking, heaving, narrowing, steep cross-slopes, and non-compliant curb ramps. These deficiencies create barriers for people with disabilities, older adults, students, families with strollers, and individuals who rely on non-motorized transportation for daily travel. Upgrading these facilities is essential for ensuring safe, year-round mobility and equitable access.

The project includes reconstruction of the following multi-use trail segments:

- CSAH 61 from the Minnetonka city boundary to Watertown Circle, and from Campus Drive to Xenium Lane. These heavily used routes support both recreational and commuter travel, linking residential neighborhoods with employment areas and regional destinations.

- Schmidt Lake Road from Comstock Lane to Vicksburg Lane. This segment provides an important connection for residents traveling to nearby schools, parks, and local services.
- Bass Lake Road, approximately 2,000 linear feet between Northwest Boulevard and Zachary Lane, addressing severe pavement deterioration and accessibility issues in key locations.

A significant factor driving the City's request for funding is the County's cost-participation policy. Under this policy, cities are responsible for funding trail construction and reconstruction even when the facility lies within county right-of-way. As a result, cities bear the full cost of replacing aging trails along county corridors, placing additional financial pressure on local budgets. Without external funding support, it becomes difficult for cities to systematically address failing infrastructure and proactively meet modern design and accessibility standards.

Reconstructing these trail segments will provide substantial community benefits by improving safety, expanding ADA compliance, enhancing multimodal mobility, and strengthening regional transportation connections. These corridors serve thousands of daily users and are essential for supporting active transportation, reducing short vehicle trips, and improving community health.

This project aligns strongly with the goals of the Metropolitan Council's Thrive MSP 2040 and the Transportation Policy Plan by improving equitable access, promoting sustainable and active transportation options, and reinvesting in vital pedestrian and bicycle infrastructure. Funding from the Active Transportation program will enable the City to replace outdated and unsafe trail segments with durable, ADA-compliant, modern multi-use paths that meet current standards and support long-term mobility.





Project Name: West 73rd Street Trail

Applicant: City of Richfield

Project Location: West 73rd Street from I-35W to Lyndale Avenue

Total Project Cost:

\$1,113,500

Requested Active

Transportation Funding:

\$1,113,500

Local Match: \$0 (0%)



Photo: 73rd Street at Girard Avenue, facing West, June 23, 2026

Project Description:

The City of Richfield is proposing to construct a trail connection along West 73rd Street from I-35W and the existing pedestrian bridge to Lyndale Avenue. This project would construct a shared use path on one side of 73rd Street, creating a separated non-motorized facility connecting Richfield Middle School and Donaldson Park on the west side of I-35W with Wood Lake Nature Center and Richfield High School on the east side of I-35W. MnDOT has indicated that the pedestrian bridge will be reconstructed in FY 2030, and connections and design will be coordinated with the MnDOT team to create a cohesive path across the interstate.

Project Benefits:

- Pedestrian and bike connections to existing and reconstructed pedestrian bridge from Lyndale Ave
- Boulevard space buffering pedestrians and bikes from vehicular traffic along new trails
- Easier and safer access to schools, transit, parks, and regional trail



Bonaire Path–Emerald Elementary Safe Routes to School Trail Gap Closure

Applicant: City of Rosemount

Funding Requested: \$600,000

Project Description

The Bonaire Path–Emerald Elementary Safe Routes to School Trail Gap Closure project will address a critical gap in Rosemount’s active transportation network by constructing approximately 1,261 linear feet of new 10-foot-wide multiuse trail along the south side of Bonaire Path between Autumn Path and Ardroe Avenue. The project will create a continuous, ADA-accessible connection to Emerald Elementary School, nearby parks, the Flint Hills Athletic Complex, and surrounding neighborhoods.



The existing gap forces people walking and biking to navigate roadway edges, shoulders, or incomplete connections along a corridor with high vehicle speeds and limited pedestrian facilities. Community feedback identified Bonaire Path as a significant safety concern, with residents reporting that the lack of dedicated pedestrian infrastructure creates barriers for students, families, and other residents traveling to nearby destinations.

The project will eliminate this missing link by constructing a separated multiuse trail and adding a pedestrian refuge island at Autumn Path. The crossing improvement will reduce crossing exposure, create a safer and more predictable connection across Bonaire Path, and improve access for users of all ages and abilities.

By completing a critical segment of the Bonaire Path corridor between Highway 3 and Akron Avenue (County Road 73), the project will strengthen the City’s Safe Routes to School network, improve connections to community destinations, and advance Complete Streets principles by providing safer, more accessible transportation options for people walking, biking, and rolling.

Key Benefits

- Creates a direct Safe Routes to School connection to Emerald Elementary for students, families, and staff
- Reduces exposure to vehicle traffic and improves crossing safety through a pedestrian refuge island at Autumn Path
- Improves access to Emerald Elementary, three public parks, the Flint Hills Athletic Complex, and surrounding neighborhoods
- Supports safer mobility for people of all ages and abilities, including youth, seniors, people with disabilities, and recreational users

Alignment with Regional Goals

- Safer transportation systems that reduce conflicts between people walking, biking, and driving
- Improved access for people with limited mobility
- Connected ped/bike networks that provide safe, low-stress travel options
- Healthy and active communities through increased opportunities to walk, roll, and bike
- Strategic transportation investments that improve access to schools, parks, and community destinations

By closing a critical trail gap and addressing a documented safety barrier along Bonaire Path, the Bonaire Path–Emerald Elementary Safe Routes to School Trail Gap Closure project will provide a safer, more connected, and more equitable transportation option for students, families, and residents throughout the community.