

REGIONAL BICYCLE FACILITIES

Rum River Regional Trail Crossing

The Rum River Regional Trail Crossing project will create a new off-street, grade-separated bicycle and pedestrian connection that strengthens the regional trail network and improves access between neighborhoods, parks, schools, civic destinations, and historic downtown Anoka. The project will provide a safer, more comfortable alternative to the existing Main Street bridge environment, where people walking and bicycling must currently travel adjacent to moving traffic in a constrained downtown roadway setting. By creating a fully separated crossing of the Rum River, the project addresses a long-standing gap in the local and regional trail system and improves mobility for users of all ages and abilities.

A primary benefit of the project is improved safety. The crossing will allow pedestrians and bicyclists to avoid a higher-stress corridor with elevated vehicle volumes and a motor vehicle crash index above 15. Instead of navigating the Main Street bridge, users will have access to a protected, low-stress route designed specifically for walking and bicycling. The bridge is proposed to be 13 feet wide, with 10-foot trails along the west bank of the river and wider overlook areas along the bridge that allow users to stop, rest, and enjoy river and downtown views without obstructing through movement. The project's off-street design minimizes conflict points with motor vehicles and creates a crossing that is more comfortable, predictable, and appealing for families, youth, older adults, and people with disabilities.

The project will also improve community connectivity and access to important destinations. Within one-half mile of the project are schools, parks, civic uses, trails, and downtown businesses, including Two Rivers Transition School, Sandburg Regional High School, Washington Elementary School, Peninsula Point Park, Riverfront Memorial Park, Akin Riverside Park, Anoka City Hall, Green Haven Golf Course & Event Center, and the Anoka County Government Center. The crossing will strengthen access to historic downtown Anoka, the community's primary commercial and cultural center, helping residents and visitors reach shops, restaurants, events, and public spaces without needing to drive. It will also help connect neighborhoods west of the river more directly to downtown and the regional trail system. By removing a key barrier in the transportation network and creating a high-quality active transportation connection, the Rum River Regional Trail Crossing will deliver lasting benefits for mobility, safety, recreation, and community connectivity.



Sunset Avenue Crossing Project Project Summary

Applicant:	Anoka County
Project Location:	Sunset Avenue from Elm Street to Apollo Drive
Total Project Cost:	\$2,853,240
Requested Grant Dollars:	\$2,200,000



Project Description:

The Sunset Avenue Crossing project includes the construction of a new bridge and multiuse trail adjacent to Sunset Avenue in the City of Lino Lakes and City of Blaine. The new bridge will create a vital connection along the Bunker Hill-Chain of Lakes Regional Trail, filling a gap where I-35W bisects the community. By creating this connection, the project will enable more direct, continuous pedestrian and bicyclist access to amenities in the City of Lino Lakes, the City of Blaine, and the surrounding communities which will improve safety and connectivity.

Proposed project elements include:

- New bridge adjacent to Sunset Avenue over I-35W
- Filling in multiuse off-street trail gap along Sunset Avenue from Elm Street to Apollo Drive

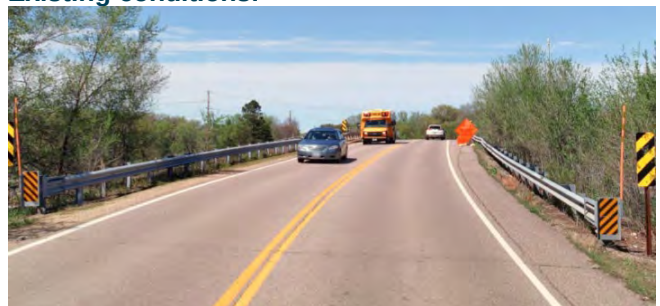
Project benefits include:

- Provides a vital crossing over I-35W, a significant barrier in the region
- Strengthening Lino Lakes and Blaine's 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:



MN River Bluffs Regional Trail

Project Summary

Applicant:	Carver County
Project Location:	MN River Bluffs Regional Trail between Pioneer Trail and Bluff Creek Drive
Total Project Cost:	\$2,543,000
Requested Federal Dollars:	\$2,034,400



Project description:

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive. Minnesota River Bluffs Regional Trail plays a key role in the County's alternative transportation network and is an important piece of regional infrastructure for various. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce trail usage among important populations. Trail enhancements will improve the 11-mile, mixed-use trail for all residents and visitors to Carver County.

Proposed project elements include:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive, and ADA-compliant pedestrian ramp at west project terminus
- Rest area and additional wayfinding and signage

Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, an improved trail crossing, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections
- Connect with jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley and State Trail, and the Seminary Fen Scientific and Natural Area

Project location:



Existing conditions:



Inaccessible parking lot; lack of signage at Bluff Creek Drive (looking east)



Unsafe trail crossing; limited sightlines and signage (looking northwest)

Lake Minnetonka LRT Regional Trail Paving

Project Summary

Applicant:	Carver County
Project Location:	Lake Minnetonka Regional Trail between W 62nd St and Tamarack Trl
Total Project Cost:	\$918,038
Requested Federal Dollars:	\$734,430



Project description:

The Lake Minnetonka Regional Trail Paving Project seeks to improve 1.5 miles of shared-use off-street trail, a Tier 1 RBTN alignment, by converting from its current aggregate surface to a fully paved, bituminous trail. This segment stretches from West 62nd Street in the north to the existing path entrance at Tamarack Trail.

Paving this segment of trail serves multiple purposes, mainly enhancing the resiliency of the path in the face of rain and flood events, but also enhancing the accessibility of the trail for all users. The Project will bring the segment up to full ADA compliance, making it easier to walk, bike, and roll along this scenic path while ensuring minimizing gaps in connecting the Tier 2 RBTN alignments of Rolling Acres Road and Highway 7. Under existing conditions, the improved trail would also serve as a safer alternative to both these roads, as they currently present a higher risk to cyclists according to the Bicycle Crash Risk Indicator Index.

By improving both material endurance and ease-of-use on this segment of the 15-mile Regional Trail, the natural beauty of Minnesota's lakes and greenspaces will be accessible to residents of all ages and abilities for years to come.

Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses
- Provide safe alternative bike route to roadways with higher crash risk
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, UMN Landscape Arboretum, and Carver Park Reserve

Project location:



Existing conditions:



Project Name: Mendota-Lebanon Hills Greenway

Applicant: Dakota County, MN

Route: Opperman Dr. extending .5 miles north along the Eagan and Inver Grove Heights border toward Yankee Doodle Road, then extending along that road another .5 miles across Courthouse Blvd.

Map of Project Location: Dakota County, near Eagan and Inver Grove. (see attached)

Requested Award Amount: \$5,451,100

Total Project Cost: \$10,902,200

Before Photo(s): See attached for CSAH28 North, CSAH 28S and TH55 Bridge

Project Description & Benefits: The proposed Project (the Project) begins near Opperman Drive and extends .5 miles north along the Eagan and Inver Grove Heights border toward Yankee Doodle Road (a county highway-CSAH 28). It then extends along that road another .5 miles across Courthouse Boulevard (an MnDOT Trunk Highway-TH55). The Project is part of the larger Lebanon Hills Greenway project, which, upon completion, will connect Lebanon Hills Regional Park on the south end to Mendota Heights and the River to River Greenway on the north end.

The Project seeks to provide grade-separated crossings of key highways. This includes a 350' bridge at TH 55, and a pedestrian underpass near the Inver Grove Heights and Eagan city boundary. Both crossings were identified as preferred alternatives in the 2023 Lebanon Hills Preliminary Design and Feasibility Study (attached). They will allow for separated, safe passage for non-motorized travelers at key locations with significant motorized traffic volumes, connecting users from existing residential areas to city and county park land as well as key destinations including schools and employment locations. The overall Project includes grading, ADA improvements and pedestrian ramps, landscaping, wayfinding, and rest areas, promoting connected communities and healthy lifestyles while preserving the natural beauty of the area

Project Name: Vermillion Highland Greenway -Whitetail Woods Park to Vermillion River

Applicant: Dakota County, MN

Route: Whitetail Woods Regional Park Trail from Vermillion River to the southeast corner of Whitetail Woods Park, adjacent to Biscayne Avenue just outside the city of Farmington.

Map of Project Location: Dakota County, near Farmington (see attached for larger map)



Requested Award Amount: \$2,068,036; **Total Project Cost:** \$2,585,045

Before Photo:



Project Description & Benefits: The Project proposes construction of a 10' wide multimodal pathway connecting Vermillion River, just outside Farmington, to the Whitetail Woods Regional Park. This area is best described as a transition zone between the Twin Cities suburbs and rural agricultural land. The Vermillion River segment is also an active wildlife management area (WMA) and aquatic management area (AMA). The Project proposes a fully separated greenway that will extend along the western bounds of the AMA and WMA, minimizing disturbance to those ecosystems while allowing users the experience of nearly 5,000 acres of natural open spaces. Benefits include connection to recreation/nature, future connections to residences, and safe, accessible non-motorized facilities with uninterrupted connections to other greenways.

Veterans Memorial Greenway Phase 3

Multiuse Trail & Bicycle Facilities

Project Summary

The Veterans Memorial Greenway regional trail and open space corridor will provide a link between Lebanon Hills Regional Park through Lebanon Hills Greenway and the Mississippi River in central Dakota County. The greenway will provide recreation for residents of Eagan and Inver Grove Heights and serve as a destination trail for the larger surrounding area. The 5-mile corridor will stretch east and west within the cities of Eagan and Inver Grove Heights and will be completed in three phases. Once complete, the greenway will have eight memorial plazas. They honor and recognize the sacrifice made by veterans and provide a place for healing.

This proposed trail segment will complete phase three and consist of a 10-foot-wide paved trail, boardwalk, and underpass crossing at Highway 52 to connect to the Mississippi River Greenway.



Project Location

- ◆ Veterans Memorial Greenway from Rich Valley Athletic Complex to TH 52 and Mississippi River Greenway in the City of Inver Grove Heights

Funding Request

- ◆ Federal: \$5,500,000
- ◆ Local: \$ 6,354,861
- ◆ Project Total: \$11,854,861

Summary of Project Benefits

- ⇒ Completes a key gap in the regional trail system from Rich Valley Athletic Complex to Mississippi River Greenway
- ⇒ Enhances multimodal connectivity by filling a RBTN Tier 2 corridor gap and improving a RBTN 2 expressway barrier crossing to connect people safely to recreational opportunities
- ⇒ Grade separated crossing of Highway 52
- ⇒ Trailhead facilities and parking
- ⇒ Interpretive memorial nodes
- ⇒ Connections to local trails and sidewalks
- ⇒ Wayfinding and interpretive signage





Bridge Reconstruction

Project Description

This multi-use bridge replacement project includes replacing the existing pedestrian bridge at the intersection of Highway 55 and Winnetka Avenue with an ADA accessible and innovative design to improve operations safety and mobility. The current bridge was constructed in 1978 and is nearing the end of its useful lifespan. The bridge does not comply with current ADA standards and Golden Valley's vision for the city. This bridge improvement would provide a critical north south connection to the city and its plan for future trails and current local sidewalks.

Location & Route

Pedestrian Bridge (27604) at intersection of Highway 55 and Winnetka Avenue in Golden Valley, Hennepin County

Applicant

City of Golden Valley

Primary Contact

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Pronouns: he/him/they

Funding Information

Requested Award: \$5.5M
Local Match: \$2.1M (assuming 20%)
Total Construction Cost: \$10,560,560

Project Location



Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or who choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and useability concerns caused by existing bridge design.
- Creates a critical link to the downtown City campus where people can gather and connect.

Project Elements

- Reconstruct the bridge to ADA standards and implement an innovative design to allow users to connect to multiple quadrants of the intersection with one facility.
- Full access intersection at Winnetka Ave controlled by traffic signals.
- Principal traffic arterial with an estimated 23,000 vehicles per day.

Existing Corridor Conditions

Bridge Condition: Satisfactory

