Annual Minor Revisions and Bikeway Routing Update to the Bike Map

Web version only

Administrative modifications

- Updating a future bike facility that has now been built
- Adjustments to correct stubs, misplacements/mistakes
- Adding a field to add details
    - Linking the plan that the future bikeway alignment came from
    - Adding "last updated" information
- Adjusting the alignment of a study route if the connection is still being made
- Adjusting the alignment of a future bikeway facility based on further development of a project or plan identifying exact alignment if the connection is still being made

Amendments

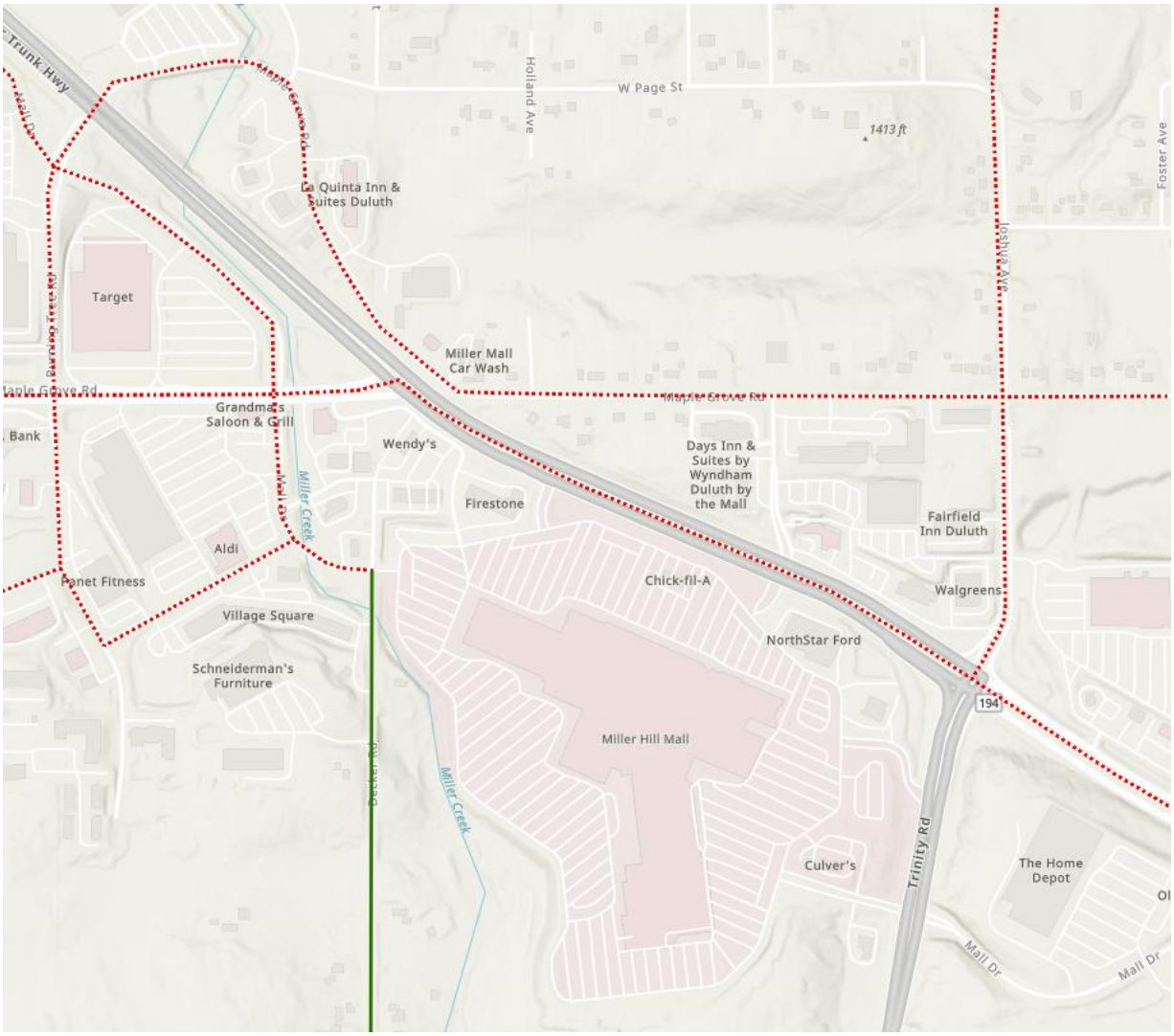
- Redefining items in the map, adding new layers or route types
- Removing a future bike facility or study route
- Changing future bike facility routing or study route routing IF change creates a gap:
    - Reasons for changing must be submitted.

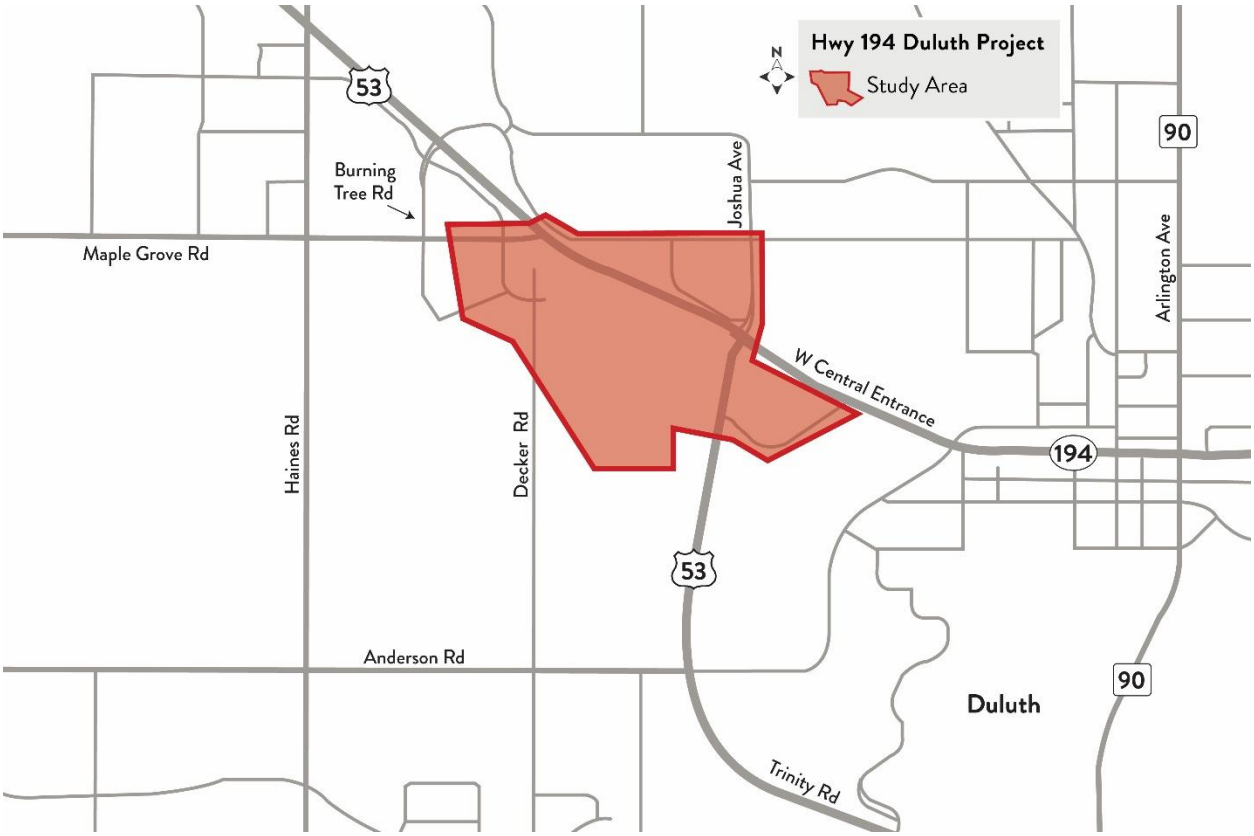
Notes

- Typically, the best source for jurisdiction-specific routing will be the jurisdiction's own plans.

November 2026

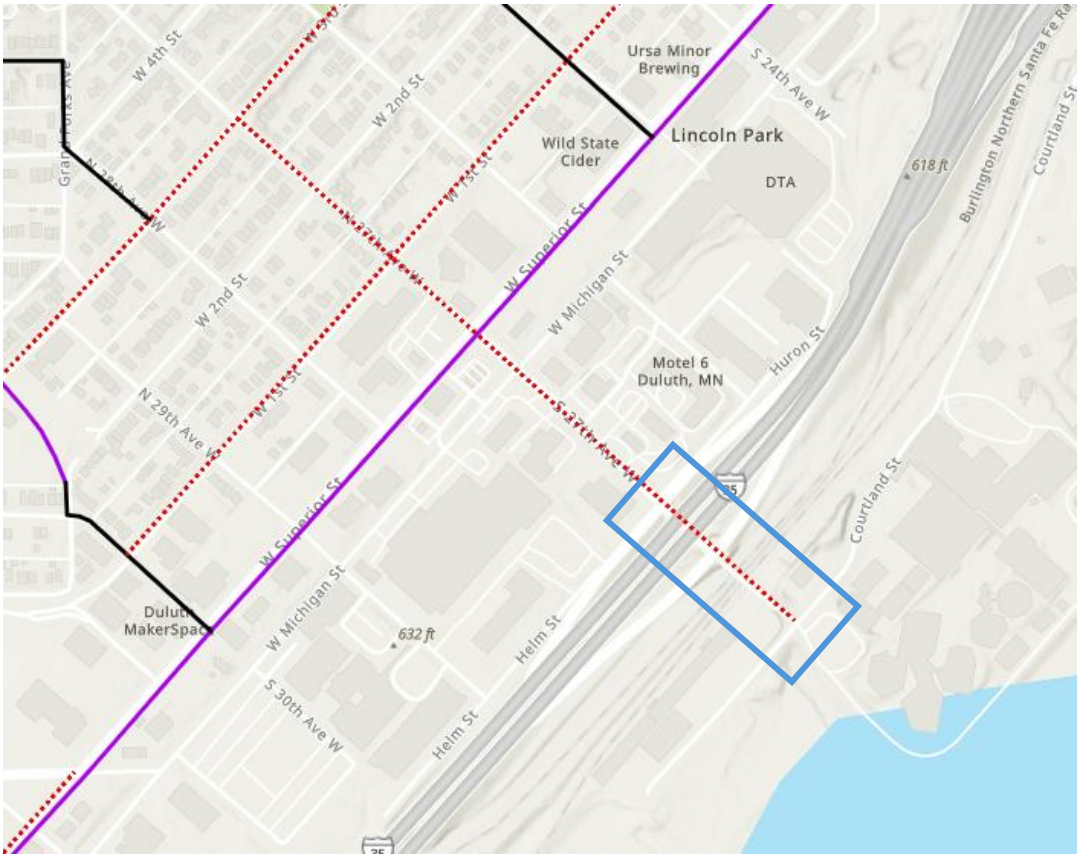
- Change: US-53/Miller Trunk Hwy segment from Trinity to Maple Grove **from Future Bike Facility to Study Route – in anticipation of Miller Hill Mall study identifying recommended multimodal connections**
    - Reason: MnDOT District 1 is leading a study to evaluate opportunities to improve the safety, mobility, accessibility, and operation of the intersections and roadways in the study area surrounding Miller Hill Mall Area Transportation Study. The study will identify traffic control improvements at the intersections of Central Entrance and Trinity Road, and Trinity Road and Mall Drive, evaluate the multimodal network connectivity in the area, including existing network gaps and recommended connections, and identify recommended roadway improvements on the public roadways within the study area.





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- Change: S 27th Ave W bridge – **from Future Bike Facility to Removed or Study Route**
    - Reason: There are few identified bike destinations or generators and no connectivity on either end of Courtland. Traffic volumes are also very low on the dead end portion of 27th Ave W. Part of this bridge was recently reconstructed, part was not. Unclear of any potential of a future project that could include bike infrastructure.



- Change: 2nd St from Pionk Dr to US2 and US2 from 2nd St to Boundary Ave in Proctor **from Future Bike Facility to Removed or Study Route**
    - Reason: A Munger Trail Spur Feasibility Study identified that physical restrictions on 2nd St in Proctor could not safely accommodate a trail crossing. An alternate trail alignment (seen below in green) will be constructed corresponding with a locally-led effort through partnership with the City of Proctor and St. Louis County. Additionally, the upcoming US2 project is not including dedicated bicycling infrastructure, so this leaves determining if the original routing on these two corridors should be changed to a study route or removed, if the new routing Munger Trail Spur is deemed still making the connection. There are additional existing bikeable shoulders on the US2 corridor that will be administratively added to the bike map.
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