



Neighborhood Greenways Implementation Workplan

April 2026

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Executive Summary

Neighborhood Greenways Implementation Workplan

Neighborhood greenways are All Ages and Abilities (AAA) bikeways installed on low-traffic local streets. They are most commonly bicycle boulevards or protected bikeways and are a key part of the City’s **planned AAA bikeway network**. They also provide traffic calming and pedestrian crossing improvements.



Bicycle boulevard



Protected bikeway

There are 32.3 miles of neighborhood greenways in Minneapolis as of November 2025. An additional 12.1 miles of neighborhood greenways are programmed to be constructed by 2029. There are 41.4 miles of planned neighborhood greenways that are not yet programmed to be constructed in a specific year. This workplan **prioritizes the planned greenways, recommends upgrades to 15.3 miles of existing greenways, and provides cost estimates and funding considerations.**

Neighborhood Greenway Projects	#	Mileage	Cost Estimate
Existing (as of November 2025)	22	32.3	N/A
Programmed to be built by 2029	7	12.1	About \$23 million
Planned corridor projects	27	38.8	About \$46.5 million
Planned connector projects	14	2.6	About \$0.5 million
Recommended upgrade projects	7	15.3	About \$1.8 million
Total planned and recommended projects		56.7	About \$49 million

Neighborhood greenways are typically funded through the City’s Capital Improvement Program (CIP) with federal or state grant support. In recent years, an average of about \$5 million a year in grant and local funding has supported neighborhood greenway projects. If that level of funding continues, it’s estimated that the planned network of neighborhood greenways could be built out as early as 2040.

Minneapolis Public Works will use the project prioritization in **Section 4** to help determine future neighborhood greenway project grant applications and prioritize local funding. Public Works will also consider other factors such as coordination with other projects, competitiveness for potential grant funding sources, and bikeway network balance.

Introduction

Neighborhood Greenways Implementation Workplan

The City of Minneapolis is renowned for its extensive bike network. Neighborhood greenways are a type of bikeway that play a key role in the City’s multimodal network. A neighborhood greenway is described in the City’s [Street Design Guide](#) as routes that enhance local, low volume streets and give priority to people walking, biking and rolling.

This Neighborhood Greenways Implementation Workplan is a framework for the City of Minneapolis to implement the neighborhood greenway network identified in the [Transportation Action Plan](#). The purpose of this document is to apply a data-driven process to prioritize projects and identify feasible opportunities to expand the network. This workplan does not identify specific designs for individual neighborhood greenways; project-level decisions specific to the context of the street and needs of the community will help shape individual projects.

The sections of the Greenway Implementation Workplan are:

- [Section 1 Background](#)
- [Section 2 Existing, Programmed, and Planned Neighborhood Greenways](#)
- [Section 3 Prioritization Methodology](#)
- [Section 4 Neighborhood Greenway Project Prioritization Recommendations](#)
- [Section 5 Cost Estimates](#)
- [Section 6: Neighborhood Greenway Funding](#)
- [Appendix A: Acknowledgements](#)
- [Appendix B: Corridor Project Rankings by Prioritization Metric](#)
- [Appendix C: Individual Corridor Project Summaries](#)

Section 1: Background

Policy Framework and City Plans

In 2019, the City published its [Greenways Study](#). The Greenway Study documented four community-driven initiatives and introduced other neighborhood greenway facilities developed in the United States and abroad. The 2019 Greenways Study informed the Transportation Action Plan, which is the basis for this workplan.

The [Transportation Action Plan \(TAP\)](#), adopted in 2020, identifies and established the [All Ages and Abilities \(AAA\) Network](#). The AAA network was developed to include three primary bikeway types: protected bike lanes, trails, and neighborhood greenways. The TAP includes specific actions that call for the development of future neighborhood greenways in Minneapolis:

- **Action Bicycling 1.1:** Build all low stress-routes identified on the All Ages and Abilities Network by 2030, which will include a total of 141 miles of new or upgraded bikeways, including 51 miles of new neighborhood greenways.
- **Action Bicycling 3.1:** Implement neighborhood greenways [...] including improvements to 10 miles of existing neighborhood greenways.

Introduction

Neighborhood Greenways Implementation Workplan

Progress Strategy 1 of the TAP called for the City to develop the **Racial Equity Framework for Transportation (REF)** to acknowledge historic harms, current transportation inequities, and to make visible and meaningful progress toward remediating transportation related disparities with City-adopted goals, strategies, and actions. Adopted in 2023, the REF established a **Transportation Equity Priority (TEP)** score as the geographic-based measurement for transportation equity within the City. The Neighborhood Greenway Implementation Workplan utilizes TEP scores as a metric to prioritize neighborhood greenway projects, which is detailed in **Section 3**.

The Minneapolis **Street Design Guide** (published in 2021) formalizes guidance for two types of greenways:

- **neighborhood greenways with protected bikeways**, which include a dedicated space for biking separate from vehicle traffic; and
- **bicycle boulevards**, which have bicyclists and vehicles share the same space.



Neighborhood greenway with a protected bikeway

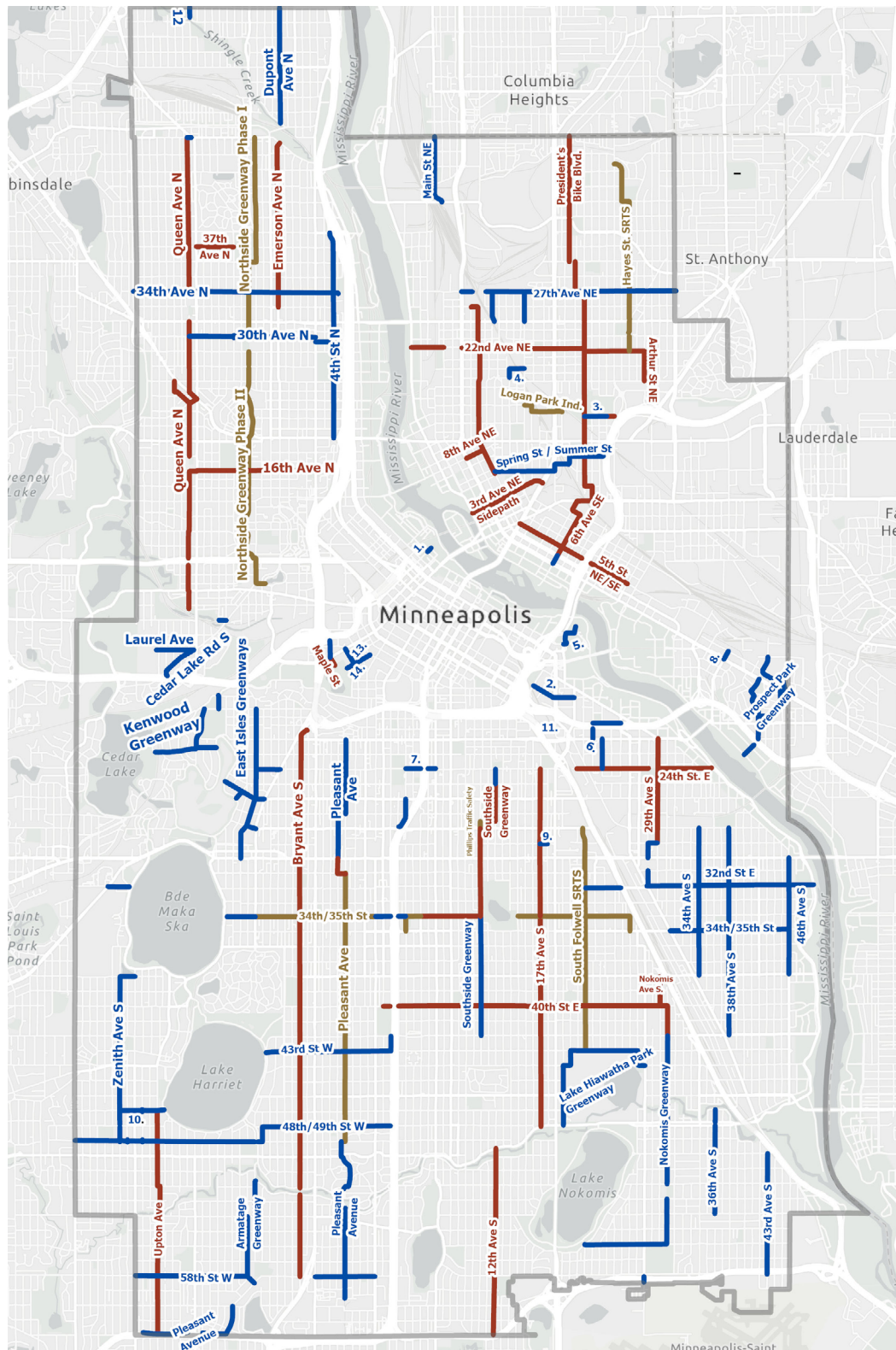


Bicycle boulevard

Section 2: Existing, Programmed, and Planned Neighborhood Greenways

Neighborhood Greenways Implementation Workplan

Map of Existing, Programmed, and Planned Neighborhood Greenways



Key:

Planned Corridors

Programmed Greenways

Existing Greenways

Planned Greenway Connectors

1. 2nd Ave N Cedar Lake Trail
2. 6th St S Cedar-Riverside
3. 14th Ave NE
4. 18th Ave NE & Jefferson St
5. 19th Ave S & 1st St
6. 22nd Ave S
7. 24th St E
8. 27th Ave SE
9. 29th St E & 18th Ave S
10. 47th St W
11. Franklin Frontage Rd
12. Penn Ave
13. Spruce Place
14. Yale Place

Section 2: Existing, Programmed, and Planned Neighborhood Greenways

Neighborhood Greenways Implementation Workplan

Existing Greenways

As of August 2025, the City of Minneapolis has 32.3 miles of existing neighborhood greenways which include linear corridors and shorter connections between other bikeway types. A list of the greenway facilities, greenway length, and year constructed is provided below in Table 1.

The Transportation Action Plan includes an action to improve 10 miles of existing neighborhood greenways. This workplan recommends improvements to seven existing greenways (totaling 15.3 miles), which are identified on page 18.

Table 1: Existing Neighborhood Greenways

Corridor Name	Length (Miles)	Year Built
3rd Ave NE	0.6	
5th St NE	1.4	2011
6th Ave SE	0.5	2013
8th Ave NE	0.2	2016
11th Ave S & 12th Ave S (Andersen School connector)	0.1	2018
12th Ave S	1.3	2013
16th Ave N	1.0	2022
17th Ave S	3.0	2013
22nd Ave NE	1.9	2012
24th St E	1.2	2018
29th Ave S	0.7	2018
37th Ave N	0.5	2011
40th St E	2.6	2011
Arthur St NE	0.3	2011
Bryant Ave S	4.6	2011, 2023
Emerson Ave N	1.4	2013
Green Central Safe Routes to School (34th St E and 10th Ave S)	1.7	2024
Maple St	0.1	2013
Presidents' Bike Boulevard (Polk St NE, Fillmore St NE, and 6th Ave SE)	3.9	2013
Upton Ave S	1.5	2014
Queen Ave N	3.6	2022
Total Mileage:	32.3	

Section 2: Existing, Programmed, and Planned Neighborhood Greenways

Neighborhood Greenways Implementation Workplan

Programmed Greenways

The City has seven neighborhood greenways, totaling 12.1 miles, programmed to be constructed between 2026 and 2029 (see Table 2).

Table 2: Programmed Neighborhood Greenways

Corridor Name	Length (Miles)	Construction Year
21st Ave S (South-Folwell Safe Routes to School)	1.0	2026
34th Ave N (Russell Ave to Xerxes Ave)	0.4	2026
Logan Park Industrial (Quincy & 14th Ave NE)	0.4	2027
Northside Greenway- Phase 1 and 2	3.8	2027, 2028
Hayes St NE Safe Routes to School	1.7	2026, 2028
34th /35th St E	2.7	2029
Pleasant Ave	2.1	2029
Total Mileage:	12.1	

Section 2: Existing, Programmed, and Planned Neighborhood Greenways

Neighborhood Greenways Implementation Workplan

Planned Greenways

The All Ages and Abilities (AAA) bikeways network identifies about 41.4 miles of additional new neighborhood greenways that are not yet programmed to be constructed in a specific year. This workplan divides these into longer corridor projects of more than one-half mile (see Table 3) and short connector projects (less than one-half mile) that fill gaps between existing bikeways (see Table 4). See [Appendix B](#) for summaries of individual planned corridor projects.

Table 3: Planned Neighborhood Greenway Corridors

Corridor Name	Length (Miles)	Extents
4th St N	1.7	Dowling Ave N to W Broadway Ave
27th Ave NE	2.1	University Ave NE to Stinson Blvd
30th Ave N	1.2	Queen Ave N to 4th St N
32nd St E	2	21st Ave S to W River Pkwy
34th Ave N	1.3	Russell Ave N to 4th St N
34th Ave S	1.2	28th St E to 38th St E
35th St E	1.4	Minnehaha Ave to W. River Pkwy
36th Ave S	0.7	47th St E to 54th St E
38th Ave S	1.7	28th St E to 42nd St E
43rd Ave S	1	50th St E to 58th St E
43rd St W	1	E Lake Harriet Pkwy to Stevens Ave
46th Ave S	1	Lake St E to 38th St E
48th St W & 49th St W	2.8	France Ave S to Stevens Ave
58th St W	1.5	Xerxes Ave S to Nicollet Ave
Armatage Greenway (Humboldt Ave S, Irving Ave S, Knox Ave S, & 62nd St W)	1.4	Minnehaha Pkwy to 62nd St W
Cedar Lake Rd S & Laurel Ave W	0.6	Laurel Ave W to Thomas Ave & Cedar Lake Rd to Upton Ave S
Dupont Ave N	1	53rd Ave N to Shingle Creek Dr
East Isles Greenway (Humboldt Ave S, 24th St W, 26th St W, & Euclid Pl)	2	Franklin Ave to Lake St & Hennepin Ave to Lake of the Isles Pkwy
Kenwood Elementary Greenway (21st St W, Penn Ave S, & Oliver Ave S)	0.9	Upton Ave S to W Lake of Isles Pkwy & Kenwood Pkwy to 21st St W
Lake Hiawatha Park Greenway (Longfellow Ave, 19th Ave S, 43rd St E, 27th Ave S)	1.4	Around north and west sides of the park
Main St NE	0.6	Saint Anthony Pkwy to 37th Ave NE
Nokomis Greenway (Nokomis Ave & 56th St E)	3	40th St to 56th St & Nokomis Ave to 21st Ave E
Pleasant Ave	2	Franklin Ave to 28th St & Minnehaha Pkwy to 59 ½ St W
Prospect Park Greenway (Malcom Ave SE, Orlin Ave SE, Seymour Ave SE, 4th St SE, Bedford St SE, & Melbourne Ave SE)	1.4	5th St SE to E River Pkwy
Southside Greenway (10th Ave S & 12th Ave S)	1.3	34th St E to 42nd St E & 24th St E to 27th St E
Spring St NE & Summer St NE	1	Washington St NE to I-35W Pedestrian Bridge
Zenith Ave S	1.5	38th St W to 49th St W
Total Mileage:	38.8	

Section 2: Existing, Programmed, and Planned Neighborhood Greenways

Neighborhood Greenways Implementation Workplan

Table 4: Planned Greenway Connectors

Connector Name	Length (Miles)	Extents
2nd Ave N Cedar Lake Trail connection	0.05	1st St N to Azine Alley
6th St S Cedar-Riverside	0.4	15th Ave S to 20th Ave S
14th Ave NE	0.2	Fillmore St NE to Johnson St NE
18th Ave NE & Jefferson St NE (Great Northern Greenway gap)	0.2	Washington St NE to 19th Ave NE
19th Ave S & 1st St S (Bluff Street Park connection)	0.2	10th Ave Bridge to 20th Ave S
22nd Ave S Seward	0.3	9th St S to 24th St E
24th St E	0.1	3rd Ave S to 4th Ave S
27th Ave SE	0.1	University Ave SE to 4th St SE
29th St E & 18th Ave	0.2	17th Ave S to 28th St
47th St W	0.4	Lake Harriet Pkwy to Zenith Ave S
Franklin Frontage Rd (Franklin Ave Station connection)	0.05	Franklin Ave Station to Cedar Ave
Penn Ave N Shingle Creek Trail connection	0.05	Shingle Creek Trail to 53rd Ave N
Spruce Place	0.1	Yale Pl to Hennepin Ave
Yale Place	0.2	Willow St to 12th St
Total Mileage:	2.6	

Section 3: Prioritization Methodology

Neighborhood Greenways Implementation Workplan

The Neighborhood Greenway Implementation Workplan uses six metrics to determine priority. This section summarizes the metrics, explains why each metric is used, and provides source information.

Neighborhood greenway prioritization metrics	Points
Equity	30
Demand	20
Distance to parallel bikeways	15
Bikeway connections	15
Population density	10
All ages destinations	10
Total:	100

Equity: 30 Points

This metric prioritizes racial and economic equity in the selection of neighborhood greenway project priority.

What is measured: **Transportation Equity Priority (TEP)** Score demonstrates how each census tract in the City performs relative to one another based on a range of demographic, socioeconomic, and other factors. The TEP Score is derived from American Community Survey – 5 year estimates (2017-2022) and is the standard process to consider equity for transportation policies in Minneapolis. The TEP score incorporates the percentage of residents of color; percentage of lowest-income population; percentage of lower income population; lack of concentrated affluence; vehicle availability; commute time; land temperature; and population density.

Why is this measure important: Achieving equity in transportation means that the quality of the transportation networks in the city creates fair and just opportunities and outcomes for all people. In Minneapolis, historic exclusion from government-led processes, disinvestment in certain communities, and insensitive design have all contributed to the inequities that persist today. The use of TEP score in project prioritization is one of many practices to help build and sustain current efforts towards racial equity in the City of Minneapolis.

Data source: Transportation Equity Priority Score, 2024

Section 3: Prioritization Methodology

Neighborhood Greenways Implementation Workplan

Demand: 20 Points

This measure prioritizes locations that naturally draw bicyclists and other commuters.

What's measured: Bike demand is a metric that highlights areas that naturally draw bicyclists and other multimodal commuters. Bike demand showcases areas where both the concentration and variety of developments (e.g., grocery stores, coffee shops, arts or cultural spaces, etc.) are located within a 5 minute bike ride - as navigated by a person using the existing road and trail network.

Why this measure is important: Bike demand can show areas where investments in the public infrastructure have the greatest potential to serve people biking. In addition to being a central goal of the Transportation Action Plan, encouraging multimodal trips supports healthy, well-connected communities where more residents are able to age in place, and live without the need to own a motor vehicle.

Data source: Bike demand is calculated with amenity locations listed on OpenStreetMap. The data informing this plan was accessed November 26, 2024, [Source Code Link](#)

Distance to parallel bikeways: 15 points

This measure prioritizes neighborhood greenway projects that have the longest average distance to existing AAA facilities.

What's measured: The distance to the nearest existing parallel facility on each side of the route.

Why this measure is important: This measure will support the development of neighborhood greenway facilities in areas where they are not currently located.

Data Source: [All Ages And Abilities Map](#)

Bikeway connections: 15 Points

This measure prioritizes neighborhood greenway projects that have the greatest number of connections to existing and planned AAA facilities. This is different than distance to parallel bikeways because many of the greenways connections are perpendicular to a greenway route.

What's measured: Existing and planned AAA contact points along the project corridor.

Why this measure is important: This measure supports neighborhood greenway projects that serve the most connections that are planned and existing in the AAA network, allowing more people greater access to comfortable bicycling facilities.

Data Source: [All Ages And Abilities Map](#)

Section 3: Prioritization Methodology

Neighborhood Greenways Implementation Workplan

Population Density: 10 Points

This measure prioritizes population density projects that are located in areas where the most people live.

What's measured: The average people per square mile that live within .25 miles, or approximately 3 city blocks, of each street segments as measured for every identified project corridor

Why this measure is important: Using population density as a metric supports the development of neighborhood greenway facilities in areas where the most residents may benefit from these investments.

Data Source: American Community Survey Data – 5 year estimates (2017-2022)

All Ages Destinations: 10 Points

This measure prioritizes all ages destinations projects that are near destinations that serve children and young residents.

What's measured: Areas that have the potential to attract young people. Specifically, this measure identifies the number of parks which are adjacent to a neighborhood greenway project corridor, the number of schools within 0.25 miles, and the number of Hennepin County libraries within 0.5 miles of a greenway corridor.

Why this measure is important: One of the goals of neighborhood greenways is to expanding biking and walking access for children and families. This measure estimates key youth-serving destinations.

Data Source: MPRB Parks database, MPS School database, and Hennepin County Library database

Section 4: Neighborhood Greenway Project Prioritization Recommendations

Neighborhood Greenways Implementation Workplan

The tables below include prioritized corridor, connector, and upgrade projects using the prioritization methodology in this workplan. The tables also include information on whether the corridor is currently on the Metropolitan Council's [Regional Bicycle Transportation Network](#) (RBTN) or recommended for addition and whether it may be eligible for a MnDOT [Safe Routes to School](#) (SRTS) infrastructure grant.

Minneapolis Public Works will use this ranking to help prioritize future neighborhood greenway projects. Public Works will also consider other factors such as coordination with other projects, competitiveness for potential grant funding sources, and bikeway network balance.

Corridor projects

Table 5: Priority Corridor Projects

Rank	Corridor	Total Score	Equity	Demand	Network Distance	Network Connections	Pop. Density	All Ages Destinations	RBTN	SRTS Eligible
1	30th Ave N	67.4	30	8.9	6.1	11	7.4	4.0		x
2	Southside Greenway	66.8	20.9	14.7	3.3	10.0	10.0	8.0	Current	
3	34th Ave N	62.3	22.6	12.2	7.0	9.7	7.1	3.8	Current	x
4	4th St N	54.4	29.4	6.9	2.8	9.3	3.9	2.0		
5	34th/35th St E	54.3	9.7	14.4	10.2	7.3	7.9	4.8	Current	
6	32nd St E	54.2	9.7	18.4	10.2	9.0	5.2	1.7		
7	Spring St NE & Summer St NE	51.7	15.7	14	5.3	7.3	6.3	3.2	Current	
8	Prospect Park	51.2	16.8	17.4	4.2	5.3	3.0	4.5		x
9	Pleasant Ave	48.4	9.5	17.6	5.4	7.7	7.2	1.0		x
10	Dupont Ave N	46.7	21.8	6.9	4.0	6.0	3.0	5.0		x
11	48th St W & 49th St W	45.8	1.2	12.4	15.0	7.7	6.5	2.9	Current	x
12	27th Ave NE	45.3	14.2	15.1	2.6	5.7	7.0	0.8		
13	East Isles Greenway	45.0	4.3	20.0	1.8	5.3	8.9	4.9		
14	Nokomis Greenway	42.8	5.6	13.6	4.6	9.3	3.6	6.0	Current	x
15	36th Ave S	42.6	3.3	18.3	5.8	3.7	5	6.6		
16	38th Ave S	40.9	5.2	15.9	5.9	7	5	1.9	Current	
17	34th Ave S	40.7	9.7	12.2	6.4	5.3	5.8	1.3		
18	Main St NE	40.6	17.4	3.5	7.4	3.7	3	5.6		
19	43rd St W	35.8	2.5	9.2	6.4	6	7	4.7		x
20	Zenith Ave S	35.8	2.3	12.7	6.5	5.3	6.8	2.2	Current	
21	58th St W	34.1	4.3	8.5	9.5	3.7	5	3.2	Current	
22	Kenwood Elementary Greenway	33.7	1.5	11.2	2.7	5.7	3.3	9.4		x
23	Cedar Lake Rd S & Laurel Ave W	33.7	1.5	12.2	7	0.0	3	10		x
24	Armatage Greenway	31.1	1.3	10.5	6.2	5.7	5.5	2	Current	
25	Lake Hiawatha Park Greenway	30.3	1.2	15.7	3.7	4	3.4	2.3		
26	43rd Ave S	29.8	5.5	9.2	8.4	1.7	5	0.0		
27	46th Ave S	28.5	1.6	14.4	6.2	3.3	3	0.0		

Section 4: Neighborhood Greenway Project Prioritization Recommendations

Neighborhood Greenways Implementation Workplan

Connector projects

Table 6: Priority Connector Projects

Rank	Corridor	Total Score	Equity	Demand	Network Distance	Network Connections	Pop. Density	All Ages Destinations	RBTN	SRTS Eligible
1	6th Street Cedar-Riverside	88.9	30	16.3	10	12.5	10	0.1		
2	Cedar/ Franklin Blue Line LRT	85	22.8	18.8	4.9	10	8.5	10		
3	27th Ave SE	76.2	21.9	16.9	15	7.5	10	0		
4	22nd Ave S Seward	71.1	22.8	18	5.3	10	10	0		
5	24th Street E	68.3	21.6	13.4	4.7	10	10	3.6		
6	West Bank UMN Connector	66.5	18.1	13.6	2.5	12.5	7	2.7		
7	29th Street East & 18th Avenue	65	28.6	14.1	2.3	5	10	0		
8	Spruce Place	60.7	7.7	19.7	2.5	10	10	5.8		
9	Yale Place	58.9	10.3	20	1.2	7.5	9	6		
10	Penn Ave N / Shingle Creek Trail	58	17.7	7.7	12	7.5	3	5.2		
11	14th Ave NE	51.3	13.3	8.2	4.9	10	3	2		
12	Great Northern Greenway	46.3	14.2	11.8	0.9	7.5	7	0	Current	
13	North Loop Cedar Lake LRT Connection	46.3	3.3	16.5	1.6	10	10	0		
14	47th Street W	42.3	1.1	9.7	11.6	7.3	7	5.7		

Upgrade projects

Staff reviewed existing neighborhood greenways (listed in Table 1) to determine opportunities for upgrades considering current conditions and opportunities to make cost efficient improvements. From this analysis, seven upgrade projects were identified, totaling 15.3 miles (see map next page). Table 7 shows the recommended priority of upgrade projects. Table 10 in Section 5 shows the cost estimates for upgrade projects, along with length and extents.

Table 7: Priority Recommended Upgrade Projects

Rank	Corridor	Total Score	Equity	Demand	Network Distance	Network Connections	Pop. Density	All Ages Destinations	RBTN	SRTS Eligible
1	5th Street NE/SE	71.3	19.9	12.9	6.9	15	6.8	9.8	Current	
2	Bryant Ave S	70.7	19.9	20	9.2	7.9	10	3.7	Current	
3	17th Ave South	68	23.9	11.5	8.7	12.1	8.2	3.6	Current	
4	40th Street E	65.8	15.8	12.3	12.7	9.3	7.3	8.3	Current	
5	Emerson Ave N	64.8	30	7.4	12.6	7.9	4.2	2.7	Current	
6	22nd Ave NE	56.5	19.5	13	2.6	4.3	7	10		
7	President's Bike Boulevard	48.2	8.7	11.3	15	4.3	4.6	4.2	Partial	

Minneapolis
Public Works

The map displays the city of Minneapolis with various neighborhoods and parks labeled. Key features include:

- Neighborhood Greenway Upgrade Projects:**
 - Emerson Ave N
 - Bryant Ave S
 - President's Bike Boulevard
 - 22nd Ave NE
 - 5th St NE/SE
 - 6th St NE/SE
 - 17th Ave S
 - 40th St E
- Major Highways:**
 - I-94
 - I-35W
 - I-55
 - I-494
- Neighborhoods and Parks:**
 - Shingle Creek
 - Humboldt Industrial Area
 - Victory
 - Webber-Camden
 - Dowling Avenue North
 - Cleveland
 - Folwell
 - Mckinley
 - St. Anthony
 - Marshall Terrace
 - Columbia Heights
 - Waite Park
 - Audubon Park
 - St. Anthony
 - Midland Hills Country Club
 - Falcon Heights
 - University of Minnesota
 - St. Anthony Park
 - Prospect Park - East River Road
 - East River Parkway
 - Seaward
 - Longfellow
 - Cooper
 - Howe
 - Hiawatha
 - Minnehaha
 - Minnehaha Park
 - Hidden Falls
 - Chesby Park
 - Morris Park
 - Wenonah
 - Diamond Lake
 - Page
 - Hale
 - Northrop
 - Field
 - Regina
 - Kingfield
 - Tangletown
 - Lynnhurst
 - Fulton
 - Chowen Park
 - Strachauer Park
 - Armatage
 - Kenny
 - Windom
 - Stevens Avenue
 - Garfield Avenue
 - Whittier
 - Ventura Village
 - Midtown Phillips
 - East Phillips
 - Corcoran
 - 35th Street East
 - 33rd Street East
 - 31st Street West
 - South Uptown
 - Lyndale
 - 36th Street West
 - 36th Street East
 - 42nd Street East
 - 44th Avenue South
 - 34th Avenue South
 - 32nd Avenue South
 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway
 - Como
 - Northeast Park
 - Beltrami
 - Nicollet Island - East Bank
 - St. Anthony West
 - Sherida
 - Logan Park
 - Holland
 - Windom
 - 5th St NE/SE
 - 6th St NE/SE
 - 17th Ave S
 - 40th St E
 - 31st Street West
 - 36th Street West
 - 36th Street East
 - 42nd Street East
 - 44th Avenue South
 - 34th Avenue South
 - 32nd Avenue South
 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway
 - Como
 - Northeast Park
 - Beltrami
 - Nicollet Island - East Bank
 - St. Anthony West
 - Sherida
 - Logan Park
 - Holland
 - Windom
 - 5th St NE/SE
 - 6th St NE/SE
 - 17th Ave S
 - 40th St E
 - 31st Street West
 - 36th Street West
 - 36th Street East
 - 42nd Street East
 - 44th Avenue South
 - 34th Avenue South
 - 32nd Avenue South
 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway
 - Como
 - Northeast Park
 - Beltrami
 - Nicollet Island - East Bank
 - St. Anthony West
 - Sherida
 - Logan Park
 - Holland
 - Windom
 - 5th St NE/SE
 - 6th St NE/SE
 - 17th Ave S
 - 40th St E
 - 31st Street West
 - 36th Street West
 - 36th Street East
 - 42nd Street East
 - 44th Avenue South
 - 34th Avenue South
 - 32nd Avenue South
 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway
 - Como
 - Northeast Park
 - Beltrami
 - Nicollet Island - East Bank
 - St. Anthony West
 - Sherida
 - Logan Park
 - Holland
 - Windom
 - 5th St NE/SE
 - 6th St NE/SE
 - 17th Ave S
 - 40th St E
 - 31st Street West
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 - 42nd Street East
 - 44th Avenue South
 - 34th Avenue South
 - 32nd Avenue South
 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway
 - Como
 - Northeast Park
 - Beltrami
 - Nicollet Island - East Bank
 - St. Anthony West
 - Sherida
 - Logan Park
 - Holland
 - Windom
 - 5th St NE/SE
 - 6th St NE/SE
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 - 46th Avenue South
 - Mississippi River
 - Keoka Avenue
 - St. Anthony Parkway

Section 5: Cost Estimates

Neighborhood Greenways Implementation Workplan

This section includes cost estimates for three different categories of neighborhood greenway projects:

- New corridor projects;
- New connector projects; and
- Upgrades to existing neighborhood greenways

Overall Cost Estimate Notes:

- All listed project estimates are intended to inform high-level planning. Actual costs for individual corridors can vary significantly based on the need for ADA curb ramp upgrades and other infrastructure changes needed for traffic calming, safety, and to create a AAA bikeway. Cost estimates are in 2025 dollars and do not account for future inflation.
- Cost estimates include total project costs, including construction, planning, design, and delivery.
- Cost estimates are only for neighborhood greenway sections. A few corridors connect directly to planned AAA bikeways that are not on Urban Neighborhood streets. The sections that are not on Urban Neighborhood streets are not included in these cost estimates.

Corridor Project Cost Estimates

Corridor estimate notes:

- Corridor project estimates do not include sections that are already programmed to be built.
- Cost estimates for corridor projects were calculated using an initial high-level planning estimate of the general scope of the project and the per-mile cost of recent similar projects. They include a 30% contingency cost to account for unanticipated expenses. The general scope options are:
 - Bicycle boulevard treatment with ADA upgrades, traffic calming, and crossing improvements: estimated \$900,000 per mile for corridors with long blocks and \$1,300,000 per mile for corridors with short blocks;
 - Curb protected bikeway treatment with ADA upgrades, traffic calming, and crossing improvements: estimated \$2,000,000 per mile; and
 - Varied treatment that includes some sections with bicycle boulevard treatment and some with curb protected bikeway treatment: estimated \$1,400,000 per mile for corridors with long blocks and \$1,800,000 per mile for corridors with short blocks.
- The need for ADA curb ramp upgrades and major street crossing treatments are the biggest variables in corridor project costs. These cost estimates assume that ADA upgrades are needed at a majority of intersections, estimated at \$400,000 per mile for corridors with long blocks and \$800,000 per mile for corridors with short blocks.
- The corridor cost estimates cover key typical project components. On average, the costs elements are shown below in table 8.

Table 8: Greenway Project Element Cost Breakdown (Per Mile)

Project element	% of estimated costs	Ave. estimated costs/mi
ADA curb ramp upgrades	47%	About \$560,000
Traffic calming	18%	About \$220,000
Major street crossing improvements	18%	About \$220,000
Bikeway elements	17%	About \$200,000
Total average for all corridor projects:		About \$1,200,000

Section 5: Cost Estimates

Neighborhood Greenways Implementation Workplan

Table 9: Corridor Project Cost Estimates

Corridor Name	Length (Miles)	Assumed Costs Per Mile	Cost Estimate
4th St N	1.7	\$900,000	\$1,530,000
27th Ave NE	2.1	\$1,800,000	\$3,762,000
30th Ave N	1.2	\$1,300,000	\$1,573,000
32nd St E	2	\$1,300,000	\$2,626,000
34th Ave N	1.3	\$1,300,000	\$1,742,000
34th Ave S	1.2	\$900,000	\$1,107,000
35th St E	1.4	\$2,000,000	\$2,800,000
36th Ave S	0.7	\$900,000	\$666,000
38th Ave S	1.7	\$900,000	\$1,557,000
43rd Ave S	1	\$900,000	\$909,000
43rd St W	1	\$1,300,000	\$1,339,000
46th Ave S	1	\$900,000	\$873,000
48th St W & 49th St W	2.8	\$1,800,000	\$4,986,000
58th St West	1.5	\$1,300,000	\$1,976,000
Armatage Greenway	1.4	\$900,000	\$1,224,000
Cedar Lake Rd S & Laurel Ave W	0.6	\$1,300,000	\$832,000
Dupont Ave N	1	\$900,000	\$864,000
East Isles Greenway	2	\$900,000	\$1,800,000
Kenwood Elementary Greenway	0.9	\$1,300,000	\$1,118,000
Lake Hiawatha Park Greenway	1.4	\$1,400,000	\$1,988,000
Main Street NE	0.6	\$900,000	\$522,000
Nokomis Greenway	3	\$900,000	\$2,718,000
Pleasant Ave S	2	\$900,000	\$1,800,000
Prospect Park Greenway	1.4	\$900,000	\$1,287,000
Southside Greenway	1.3	\$1,400,000	\$1,820,000
Spring St NE & Summer St NE	1	\$1,800,000	\$1,854,000
Zenith Ave S	1.5	\$900,000	\$1,323,000
Total corridor projects:	38.8 Miles		About \$46.5 million

Section 5: Cost Estimates

Neighborhood Greenways Implementation Workplan

Connector Project Cost Estimates

Connector project estimate notes:

- Cost estimates for connector projects were made based on an initial high-level scope review for the individual corridor.
- All of these projects are assumed to be bicycle boulevard projects that are primarily signage, markings, and limited traffic calming.
- No ADA upgrades are included in these estimates; if included, they would significantly increase the estimates for most projects.

Table 10: Connector Project Cost Estimates

Connector Name	Length (Miles)	Cost Estimate Range
2nd Ave N Cedar Lake Trail connection	0.05	\$500 - \$5,000
6th St S Cedar-Riverside	0.4	\$40,000 - \$100,000
14th Ave NE	0.2	\$10,000 - \$40,000
18th Ave NE & Jefferson St NE (Great Northern Greenway gap)	0.2	\$10,000 - \$80,000
19th Ave S & 1st St S (Bluff Street Park connection)	0.2	\$10,000 - \$40,000
22nd Ave S Seward	0.3	\$10,000 - \$80,000
24th St E	0.1	\$10,000 - \$80,000
27th Ave SE	0.1	\$10,000 - \$20,000
29th St E & 18th Ave	0.2	\$10,000 - \$80,000
47th St W	0.4	\$10,000 - \$80,000
Franklin Frontage Rd (Franklin Ave Station connection)	0.05	\$10,000 - \$140,000
Penn Ave N Shingle Creek Trail connection	0.05	\$5,000 - \$20,000
Spruce Place	0.1	\$10,000 - \$40,000
Yale Place	0.2	\$10,000 - \$60,000
Total connector projects	2.6	About \$500,000

Section 5: Cost Estimates

Neighborhood Greenways Implementation Workplan

Upgrade Project Cost Estimates

Upgrade project estimate notes:

- Cost estimates for upgrade projects were made based on an initial high-level scope review for the individual corridor.
- These estimates assume adding additional traffic calming and major street crossing improvements where prudent.
- These estimates assume that most of these corridors will continue as bicycle boulevards, but that protected bikeway treatment may be considered for portions of 22nd Ave NE, 40th St E, Bryant Ave S, and the Presidents Bike Boulevard.
- No ADA upgrades are included in these estimates; if included, they would significantly increase the estimates for most projects.

Table 11: Upgrade Project Cost Estimates

Corridor Name and extents	Length (Miles)	Cost Estimate Range
5th Street NE/ SE (26th Ave NE to Spring St NE & Central Ave to 13th Ave SE)	1.4	\$60,000 - \$120,000
17th Ave South (24th St E to Minnehaha Pkwy)	3	\$150,000 - \$400,000
22nd Ave Northeast (Marshall St NE to Arthur St NE)	1.9	\$100,000 - \$400,000
40th Street East (1st Ave S to Nokomis Ave)	2.6	\$75,000 - \$400,000
Bryant Ave South (Aldrich Ave to Lake St.)	1.1	\$200,000 - \$600,000
Emerson Ave N (33rd Ave N to Weber Pkwy)	1.4	\$80,000 - \$160,000
Presidents' Bike Boulevard (37th Ave NE to University Ave SE)	3.9	\$100,000 - \$600,000
Total upgrade projects	15.3	About \$1.8 million

Section 5: Cost Estimates

Neighborhood Greenways Implementation Workplan

Total Neighborhood Greenway Cost Estimates

The total cost estimate to complete corridor projects, connector projects, and recommended upgrades to existing neighborhood greenway facilities is about \$49 million.

Table 12: Neighborhood Greenway Total Project Cost Estimates

Project Type	Total Mileage	Total Cost Estimate
Corridor projects	38.8	About \$46.5 million
Connector projects	2.6	About \$500,000
Upgrade projects	15.3	About \$1.8 million
Total:	56.7 Miles	About \$49 million

Section 6: Neighborhood Greenway Funding

Neighborhood Greenways Implementation Workplan

To date neighborhood greenways have typically been funded through the City's [Capital Improvement Program \(CIP\)](#) with federal or state grant support. Recent and upcoming programmed neighborhood greenway projects have been the recipients of Regional Solicitation grants in the Bikeway or Safe Routes to School categories. Local funding through Protected Bikeways Program (BIK28) or Safe Routes to School Program (BP001) has provided required local funding match for these grants and has covered the planning, design, and project delivery costs.

This implementation framework assumes neighborhood greenways will continue to be primarily funded through a combination of grants and local funding in the CIP. More than half of the corridor and upgrade projects may be competitive for existing Regional Solicitation or Safe Routes to School grants. It may be possible to bundle some projects together for existing or future grant programs. Given their limited scope, it is likely most prudent to fund connector projects with local funds or in coordination with other projects.

Recently in the City's CIP, about \$10 million a year in grant and local funding has been allocated through the Protected Bikeway Program (about \$8 million) and Safe Routes to School Program (about \$2 million). These programs fund neighborhood greenways and other bikeway and pedestrian safety projects. In recent years, about \$5 million a year of the funding in these programs has supported neighborhood greenways implementation. If the City continues to be successful with grant applications and that level of funding continues for neighborhood greenways, it's estimated that the network of neighborhood greenways could be built out as early as 2040.

Minneapolis Public Works will use the project prioritization in [Section 4](#) to help determine future neighborhood greenway project grant applications and prioritize local funding. Public Works will also consider other factors such as coordination with other projects, competitiveness for potential grant funding sources, and bikeway network balance.

Appendix A: Acknowledgments

Neighborhood Greenways Implementation Workplan

The project Technical Advisory Committee (TAC) included staff from the City of Minneapolis departments of Public Works, Community Planning and Economic Development, and Health. The purpose of the TAC was to provide guidance and feedback throughout the project.

TAC members:

- Mallory Rickbeil, Public Works Transportation Planning and Programming, project lead
- Adrienne Bockheim, Community Planning and Economic Development
- Steve Collin/ Ahmed Omer, Public Works Transportation Maintenance and Repair
- Ethan Fawley, Public Works Transportation Planning and Programming
- Kelly Moriarity, Public Works Surface Water and Sewers
- Bill Prince, Public Works Traffic and Parking Services
- Tom Thao, Health

Appendix B: Corridor Project Rankings by Prioritization Metric

Neighborhood Greenways Implementation Workplan

Table 13: Demand

Project Corridor	Demand Score	Demand Rank
East Isles Greenway	20	1
32nd St E	18.42	2
36th Ave S	18.3	3
Pleasant Ave	17.59	4
Prospect Park Greenway	17.4	5
38th Ave S	15.86	6
Lake Hiawatha Park Greenway	15.74	7
27th Ave NE	15.12	8
Southside Greenway	14.72	9
34th/ 35th St E	14.38	10
46th Ave S	14.36	11
Spring St NE and Summer St NE	13.96	12
Nokomis Greenway	13.63	13
Zenith Ave S	12.69	14
48th St W & 49th St W	12.42	15
Cedar Lake Rd S & Laurel Ave W	12.18	16
34th Ave N	12.17	17
34th Ave S	12.17	17
Kenwood Elementary Greenway	11.24	19
Armatage Greenway	10.48	20
43rd St W	9.21	21
43rd Ave S	9.21	21
30th Ave N	8.86	23
58th St W	8.47	24
4th St N	6.91	25
Dupont Ave N	6.85	26
Main St NE	3.51	27

Appendix B: Corridor Project Rankings by Prioritization Metric

Neighborhood Greenways Implementation Workplan

Table 14: Equity

Project Corridor	Equity Score	Demand Rank
30th Ave N	30	1
4th St N	29.42	2
34th Ave N	22.63	3
Dupont Ave N	21.83	4
Southside Greenway	20.86	5
Main Street NE	17.41	6
Prospect Park Greenway	16.82	7
Spring St NE and Summer St NE	15.71	8
27th Ave NE	14.17	9
32nd St E	9.7	10
34th/ 35th St E	9.7	11
34th Ave S	9.66	12
Pleasant Ave	9.53	13
Nokomis Greenway	5.55	14
43rd Ave S	5.47	15
38th Ave S	5.23	16
58th St W	4.28	17
East Isles Greenway	4.26	18
36th Ave S	3.25	19
43rd St W	2.54	20
Zenith Ave S	2.25	21
46th Ave S	1.64	22
Kenwood Elementary Greenway	1.51	23
Cedar Lake Rd S & Laurel Ave W	1.48	24
Armatage Greenway	1.27	25
48th St W & 49th St W	1.21	26
Lake Hiawatha Park Greenway	1.15	27

Appendix B: Corridor Project Rankings by Prioritization Metric

Neighborhood Greenways Implementation Workplan

Table 15: Connectivity

Planned Corridor	Connectivity Score	Average Connectivity Rank
30th Ave N	11	1
Southside Greenway	10	2
34th Ave N	9.7	3
4th St N	9.3	4.5
Nokomis Greenway	9.3	4.5
32nd St E	9	6
Pleasant Ave	7.7	7.5
48th St W & 49th St W	7.7	7.5
34th/ 35th St E	7.3	9.5
Spring St NE and Summer St NE	7.3	9.5
38th Ave S	7	11
Dupont Ave N	6	12.5
43rd St W	6	12.5
27th Ave NE	5.7	15
Kenwood Elementary Greenway	5.7	15
Armatage Greenway	5.7	15
Prospect Park Greenway	5.3	18.5
East Isles Greenway	5.3	18.5
34th Ave S	5.3	18.5
Zenith Ave S	5.3	18.5
Lake Hiawatha Park Greenway	4	21
36th Ave S	3.7	23
Main St NE	3.7	23
58th St W	3.7	23
46th Ave S	3.3	25
43rd Ave S	1.7	26
Cedar Lake Rd S & Laurel Ave W	0	27

Appendix B: Corridor Project Rankings by Prioritization Metric

Neighborhood Greenways Implementation Workplan

Table 16: All Ages Demand

Planned Corridor	Connectivity Score	Average Connectivity Rank
Cedar Lake Rd S & Laurel Ave W	10	1
Kenwood Elementary Greenway	9.37	2
Southside Greenway	7.94	3
36th Ave S	6.58	4
Nokomis Greenway	5.97	5
Main St NE	5.61	6
Dupont Ave N	5.03	7
Kenwood Greenway	4.85	8
34th/ 35th St E	4.76	9
43rd St W	4.69	10
Prospect Park Greenway	4.51	11
30th Ave N	4.02	12
34th Ave N	3.78	13
Spring St NE and Summer St NE	3.2	14
58th Street W	3.16	15
48th St W & 49th St W	2.92	16
Hiawatha Park Greenway	2.27	17
Zenith Ave S	2.2	18
Armatage Greenway	2.01	19
4th St N	1.97	20
38th Ave S	1.87	21
32nd St E	1.66	22
34th Ave S	1.32	23
Pleasant Ave	0.98	24
27th Ave NE	0.75	25
43rd Ave S	0	26
46th Ave S	0	26

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

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Prospect Park Greenway	36
Pleasant Ave	37
Dupont Ave N	38
48th St W & 49th St W	39
27th Ave NE	40
East Isles Greenway	41
Nokomis Greenway	42
36th Ave S	43
38th Ave S	44
Main St NE	45
43rd St W.....	46
Zenith Ave S	47
58th St W	48
Kenwood Elementary Greenway	49
Cedar Lake Rd S & Laurel Ave W	50
Lake Hiawatha Park Greenway	51
43rd Ave S	54
46th Ave S	55

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

30th Ave N Greenway

Project Location and Extents:

30th Ave N: Queen Ave N > 4th St N

Priority Metric	Rank (out of 26)
Bike Demand:	24
Equity:	1
Network-Distance	15
Network-Connection	28
Density	25
All Ages Destinations:	16
Overall	1

Corridor Distance (Miles):

1.2 Miles



Greenway Network

30th Ave N

Corridor Types

- Existing
- Planned
- Programmed
- Upgrade Project

AAA Network

- Existing Low-Stress
- Planned Near Term Low Stress
- Connector Bikeway
- Planned Connector or Long Term Low Stress
- <all other values>

MPS School

Libraries

MPRB_Parks



0 0.07 0.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Southside Greenway

Project Location and Extents:

11th Ave S: E 24th St > E 26th St

10th Ave S: E 26th St > E 28th St

10th Ave S: E 34th St > E 42nd St

E 34½ St: 10th Ave S > 11th Ave S

Note: Gap between E 28th St and E 34th St due to existing Green Central SRTS project and programmed Phillips Traffic Safety Project (Phase 2)

Priority Metric	Rank (out of 26)
Bike Demand:	9
Equity:	5
Network-Distance	24
Network-Connection	27
Density	28
All Ages Destinations:	16
Overall	2

Corridor Distance (Miles):

1.3 Miles



Upper portion of the project location:



Lower portion of the project location:



Greenway Network

Southside Greenway

Corridor Types

Existing

Planned

Programmed

Rescope

Upgrade Project

AAA Network

Existing Low-Stress

Planned Near Term Low Stress

Connector Bikeway

Planned Connector or Long Term Low Stress

<all other values>

MPS School

Libraries

MPRB_Parks



0 0.1 0.2 0.4 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

34th Ave N Greenway

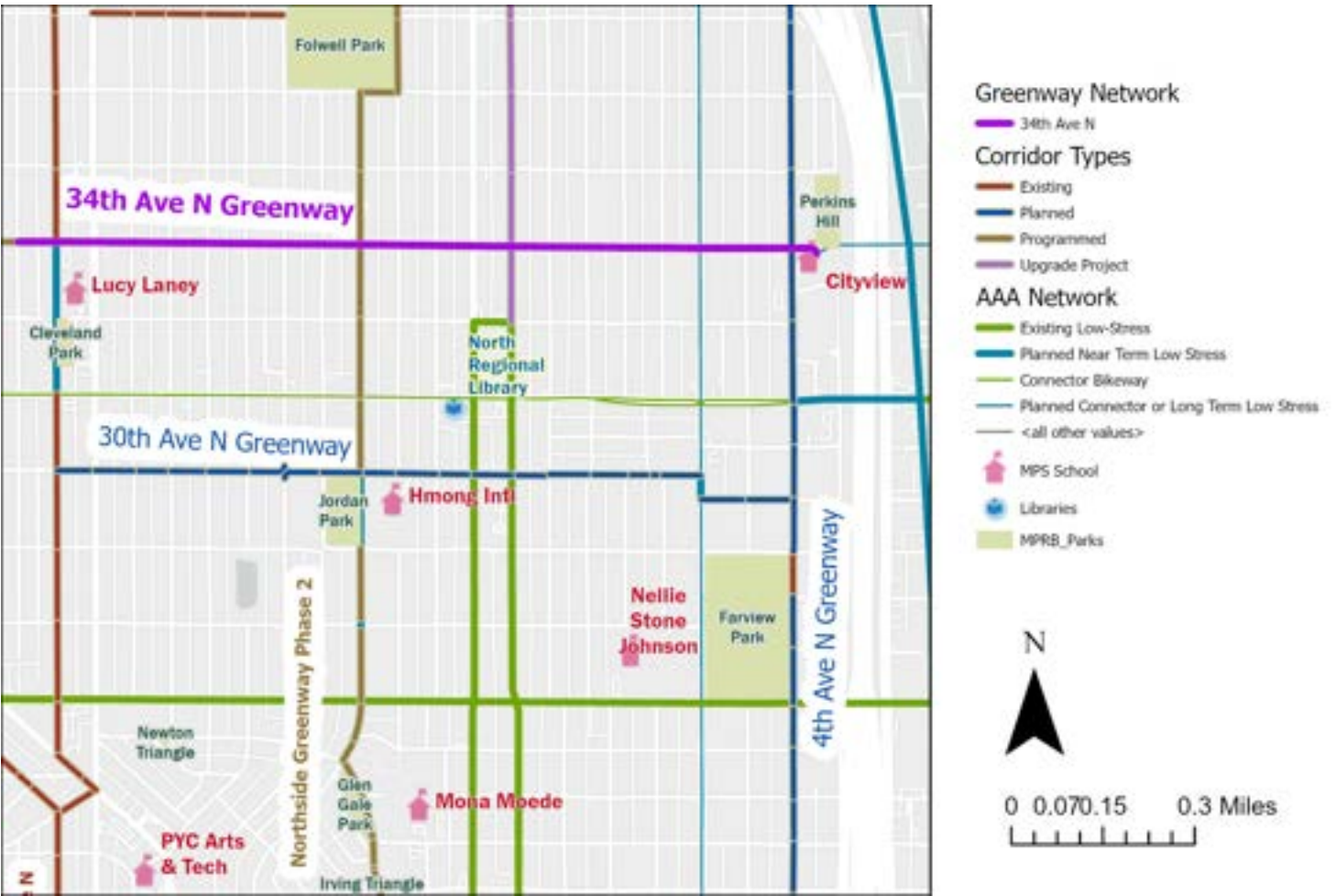
Project Location and Extents:

34th Ave N: Victory Memorial Pkwy > N 4th St

Note: The segment between Queen Ave N and Victory Memorial Pkwy will receive traffic calming improvements as part of the Cleveland Neighborhood Flood Mitigation Project in 2026. This corridor also intersects with the programmed North Side Greenway Phase 1, anticipated for construction in 2027

Priority Metric	Rank (out of 26)
Bike Demand:	17
Equity:	3
Network-Distance	9
Network-Connection	26
Density	23
All Ages Destinations:	25
Overall	3

Corridor Distance (Miles):
1.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

4th St N Greenway

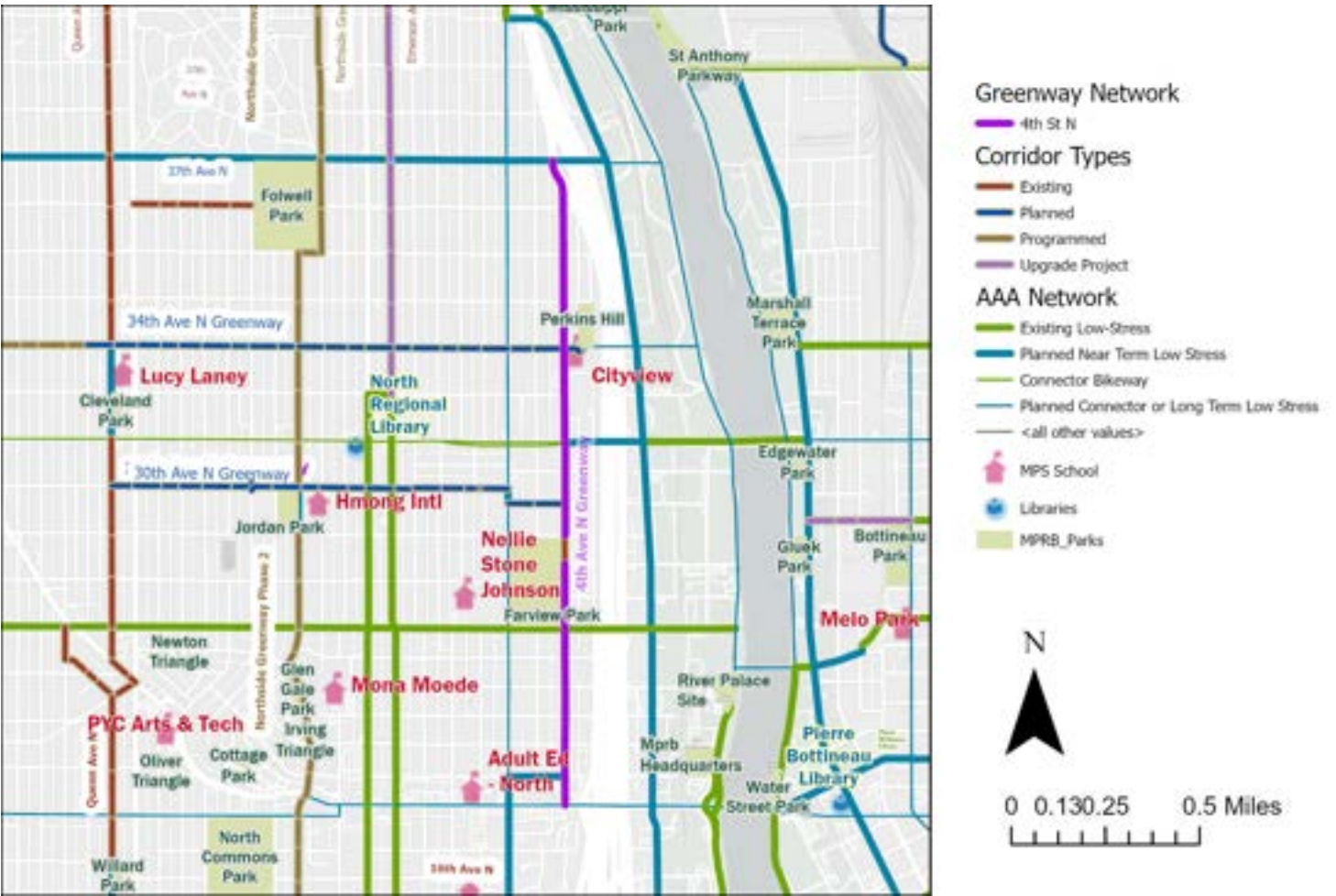
Project Location and Extents:

4th St N: Dowling Ave N > 29th Ave N
 4th St N: 29th Ave N > W Broadway
 Existing segment: 28th Ave N > 29th Ave N (adjacent to Fairview Park)

Note: This corridor intersects with the planned 34th Ave N Greenway and the planned 30th Ave N Greenway.

Priority Metric	Rank (out of 26)
Bike Demand:	26
Equity:	2
Network-Distance	25
Network-Connection	24
Density	9
All Ages Destinations:	8
Overall	4

Corridor Distance (Miles):
1.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

34th/35th St Greenway

Project Location and Extents:

34th Street: From Irving Ave S > Hennepin Ave, then Nicollet Ave (across the I-35W bridge) > 3rd Ave S

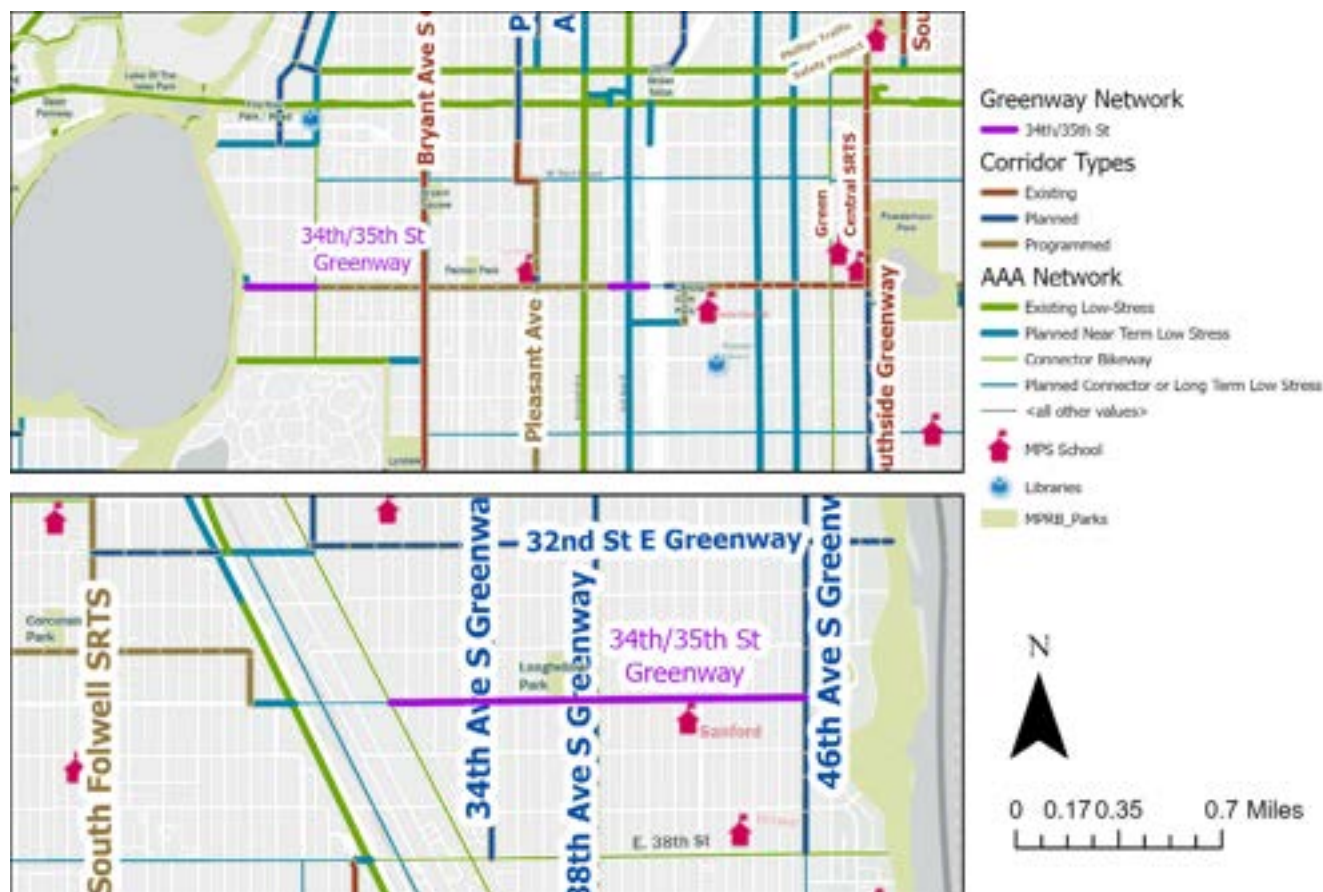
35th Street: From Minnehaha Ave > 46th Ave S

Note: This route includes several existing segments, such as Bde Maka Ska Parkway to Hennepin Ave and the Green Central SRTS from 4th to 10th Ave S. It also includes programmed (funded and scheduled) improvements between Hennepin Ave and Nicollet Ave.

Priority Metric	Rank (out of 26)
Bike Demand:	10
Equity:	11
Network-Distance	3
Network-Connection	18
Density	26
All Ages Destinations:	19
Overall	5

Corridor Distance (Miles):

2.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

32nd St E Greenway

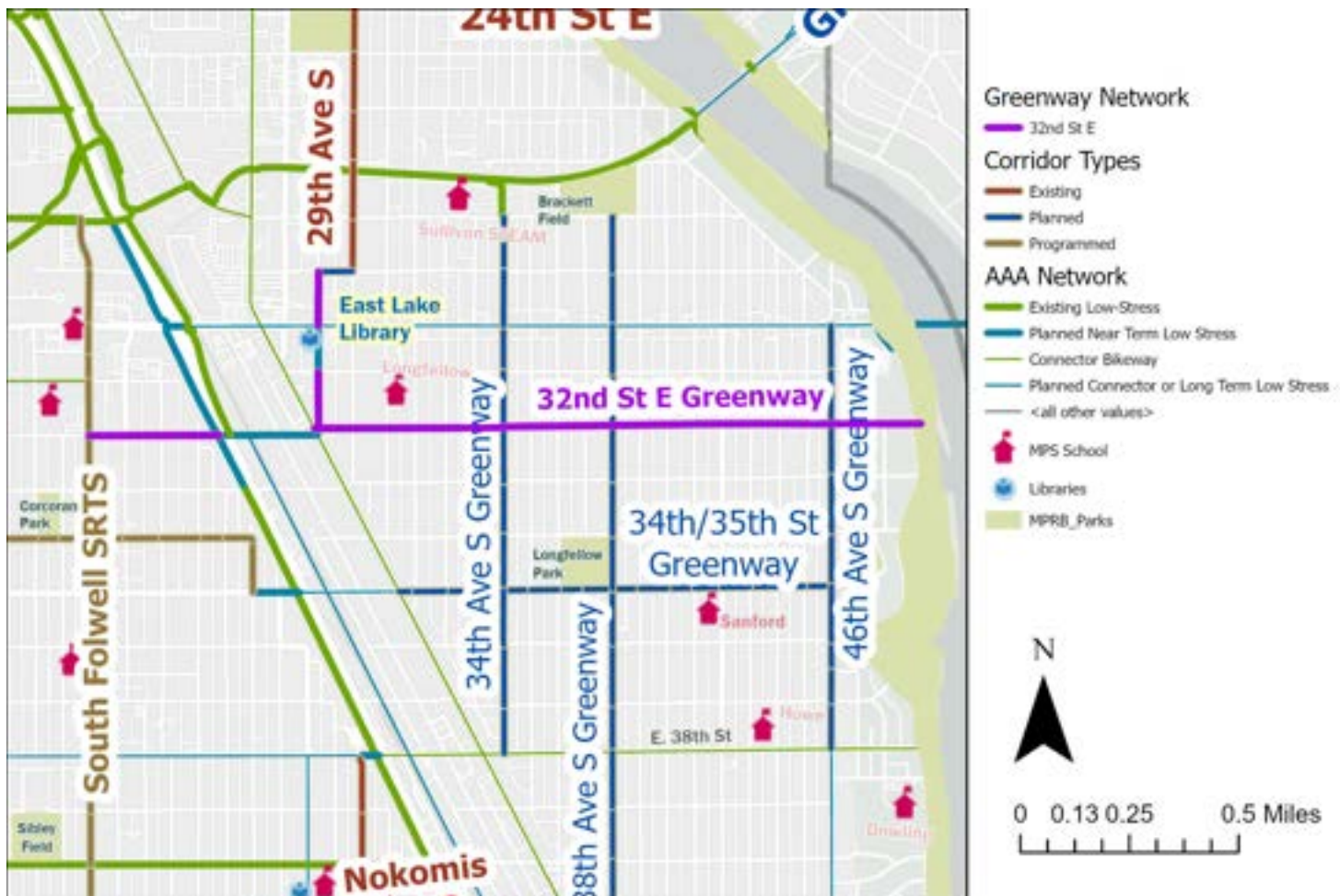
Project Location and Extents:

21st Ave S > W River Pkwy
28th Ave S: E 32nd St > E 29th St
E 29th St: 28th Ave S > 20th Ave S

Note: There is a gap in the planned corridor to account for the near-term low-stress network connection between Hiawatha Ave and Longfellow. This route intersects with the planned 38th Ave S corridor, and the segment from E 32nd St to E 29th St serves as a connection to the existing 29th Ave S Greenway.

Priority Metric	Rank (out of 26)
Bike Demand:	2
Equity:	10
Network-Distance	3
Network-Connection	18
Density	14
All Ages Destinations:	6
Overall	6

Corridor Distance (Miles):
2 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Spring & Summer Greenways

Project Location and Extents:

Spring St NE: Washington St NE > Polk St NE

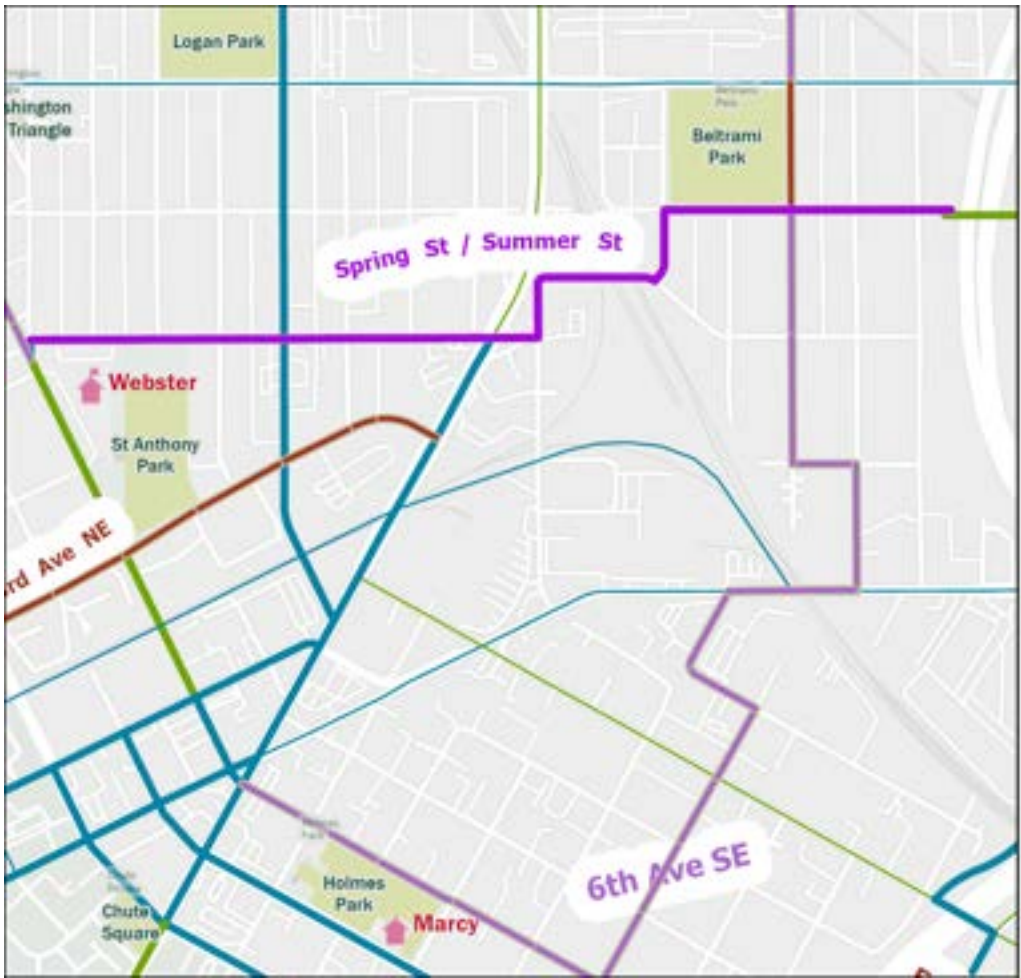
Polk St NE: Spring St NE > Summer St NE

Summer St NE: Polk St NE > I-35 Pedestrian Bridge

Note: This corridor intersects with the existing 8th Ave NE Greenway and the 6th Ave SE / President’s Bike Boulevard (existing) at Filmore St NE

Priority Metric	Rank (out of 26)
Bike Demand:	12
Equity:	8
Network-Distance	19
Network-Connection	18
Density	17
All Ages Destinations:	13
Overall	7

Corridor Distance (Miles):
1 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Prospect Park Greenway

Project Location and Extents:

Malcolm Ave SE: 5th St SE > Orlin Ave SE

Orlin Ave SE: Malcolm Ave SE > Seymour Ave SE

Seymour Ave SE: Orlin Ave SE > Arthur Ave SE

4th St SE: Malcolm Ave SE > Bedford St SE

Bedford St SE: 4th St SE > Orlin Ave SE

Orlin Ave SE: Bedford St SE > Melbourne Ave SE

Melbourne Ave SE: Orlin Ave SE > Seymour Ave SE

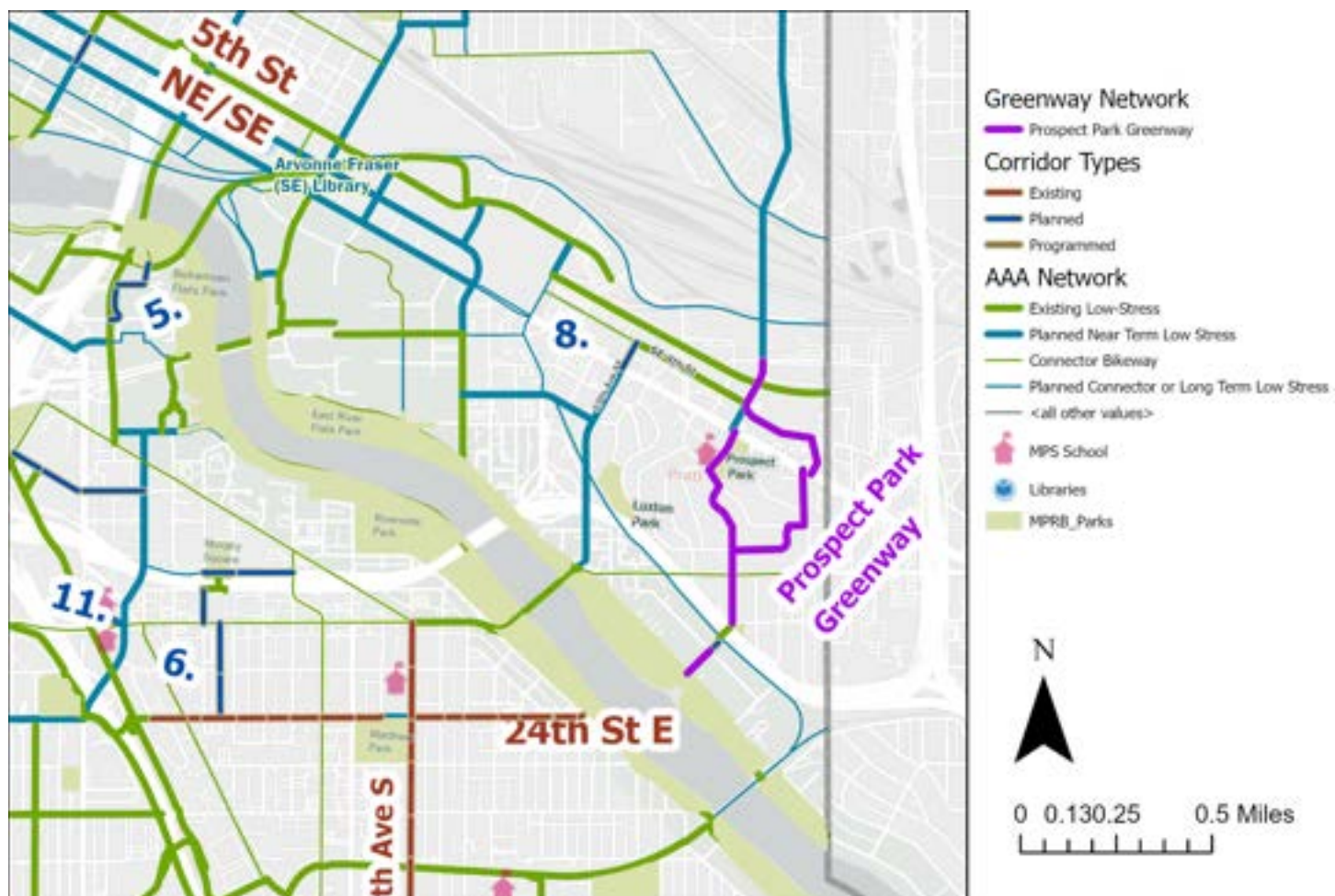
Note:

The specific path and details for the Prospect Park are still under consideration and have not been finalized.

Priority Metric	Rank (out of 26)
Bike Demand:	5
Equity:	7
Network-Distance	21
Network-Connection	8
Density	3
All Ages Destinations:	17
Overall	8

Corridor Distance (Miles):

1.4 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Pleasant Ave Greenway

Project Location and Extents:

Pleasant Ave: W Franklin Ave > W 26th St

Grand Ave S: W 27th St > W Lake St

Pleasant Ave: W 31st St > W 50th St

Gladstone Ave: W 50th St > W 52nd St

W 52nd St: Gladstone Ave > W Minnehaha Pkwy

Pleasant Ave: W Minnehaha Pkwy > W 59½ St

Priority Metric	Rank (out of 26)
Bike Demand:	4
Equity:	13
Network-Distance	18
Network-Connection	21
Density	24
All Ages Destinations:	4
Overall	9

Corridor Distance (Miles):

2 Miles



Upper portion of the project location:



Lower portion of the project location:



Greenway Network

Pleasant Ave

Corridor Types

- Existing
- Planned
- Programmed
- Upgrade Project

AAA Network

- Existing Low-Stress
- Planned Near Term Low Stress
- Connector Bikeway
- Planned Connector or Long Term Low Stress
- <all other values>

MPS School

Libraries

MPRB_Parks



0 0.070.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Dupont Ave N Greenway

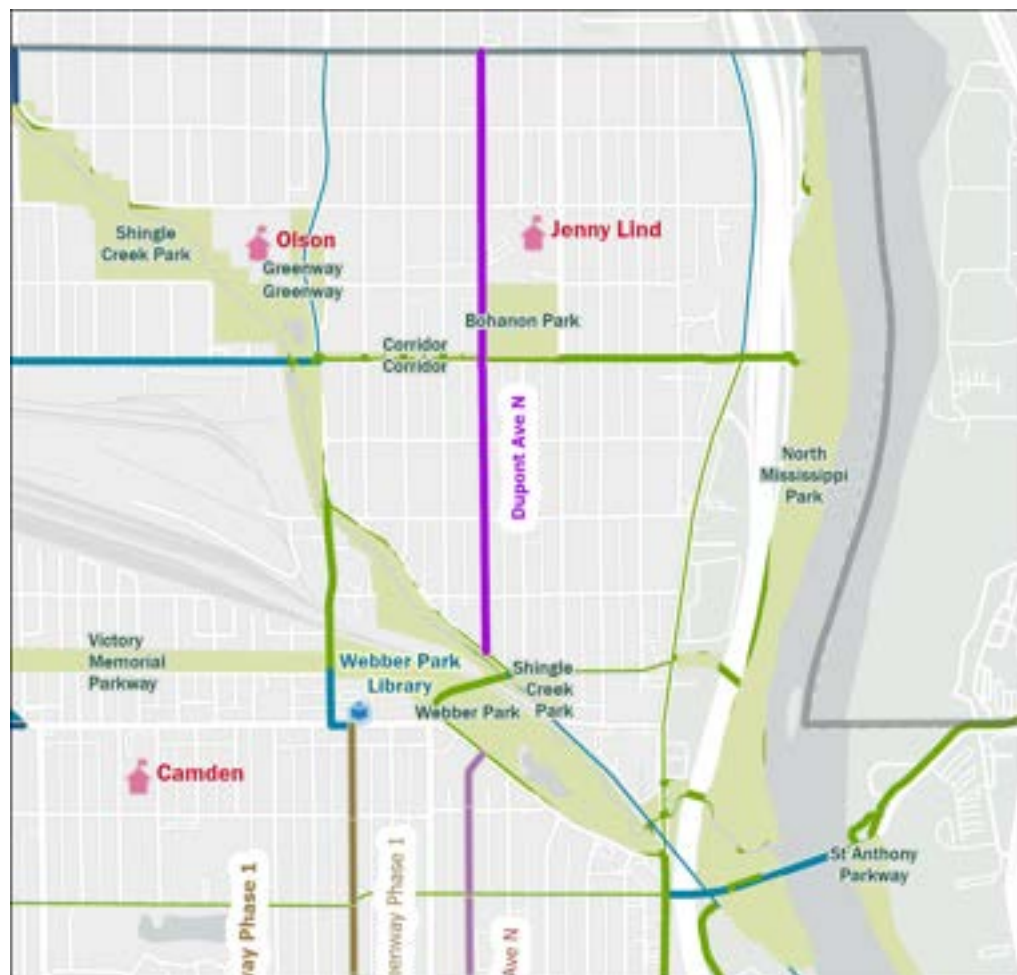
Project Location and Extents:

On Dupont Ave from 53rd Ave N to Shingle Creek Dr

Priority Metric	Rank (out of 26)
Bike Demand:	27
Equity:	4
Network-Distance	22
Network-Connection	15
Density	5
All Ages Destinations:	21
Overall	10

Corridor Distance (Miles):

1 Miles



Greenway Network

Dupont Ave N

Corridor Types

- Existing
- Planned
- Programmed
- Upgrade Project

AAA Network

- Existing Low-Stress
- Planned Near Term Low Stress
- Connector Bikeway
- Planned Connector or Long Term Low Stress
- <all other values>

- MPS School
- Libraries
- MPRB_Parks



0 0.075 0.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

48th/49th St W Greenway

Project Location and Extents:

W 49th St: France Ave S > Girard Ave S

Girard Ave S: W 49th St > W 48th St

W 48th St: Girard Ave S > Stevens Ave

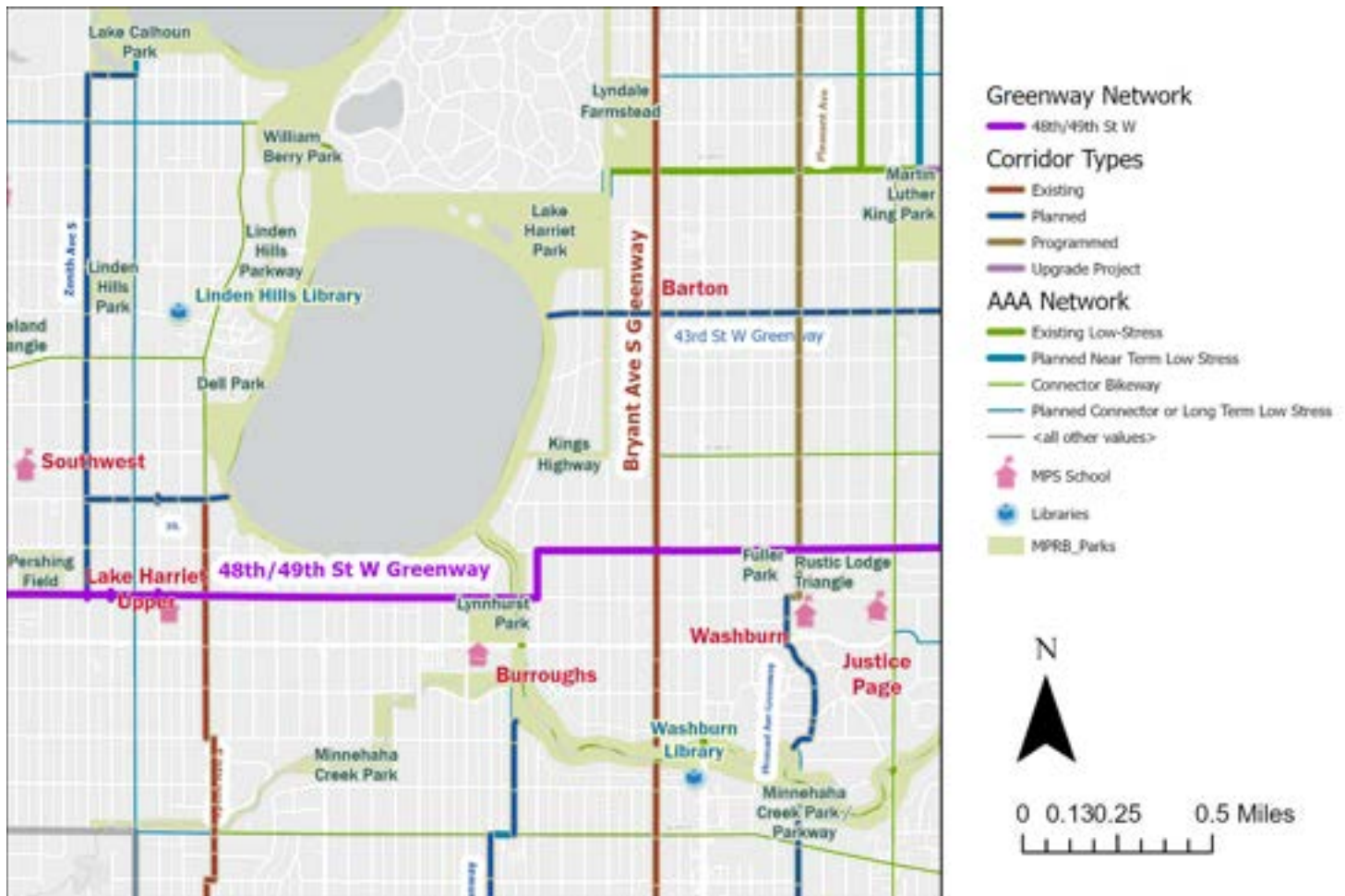
Note:

This corridor intersects two existing greenways on Upton Ave S and Bryant Ave S, and crosses the programmed Pleasant Ave Greenway.

Priority Metric	Rank (out of 26)
Bike Demand:	15
Equity:	26
Network-Distance	1
Network-Connection	21
Density	18
All Ages Destinations:	12
Overall	11

Corridor Distance (Miles):

2.8 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

27th Ave NE Greenway

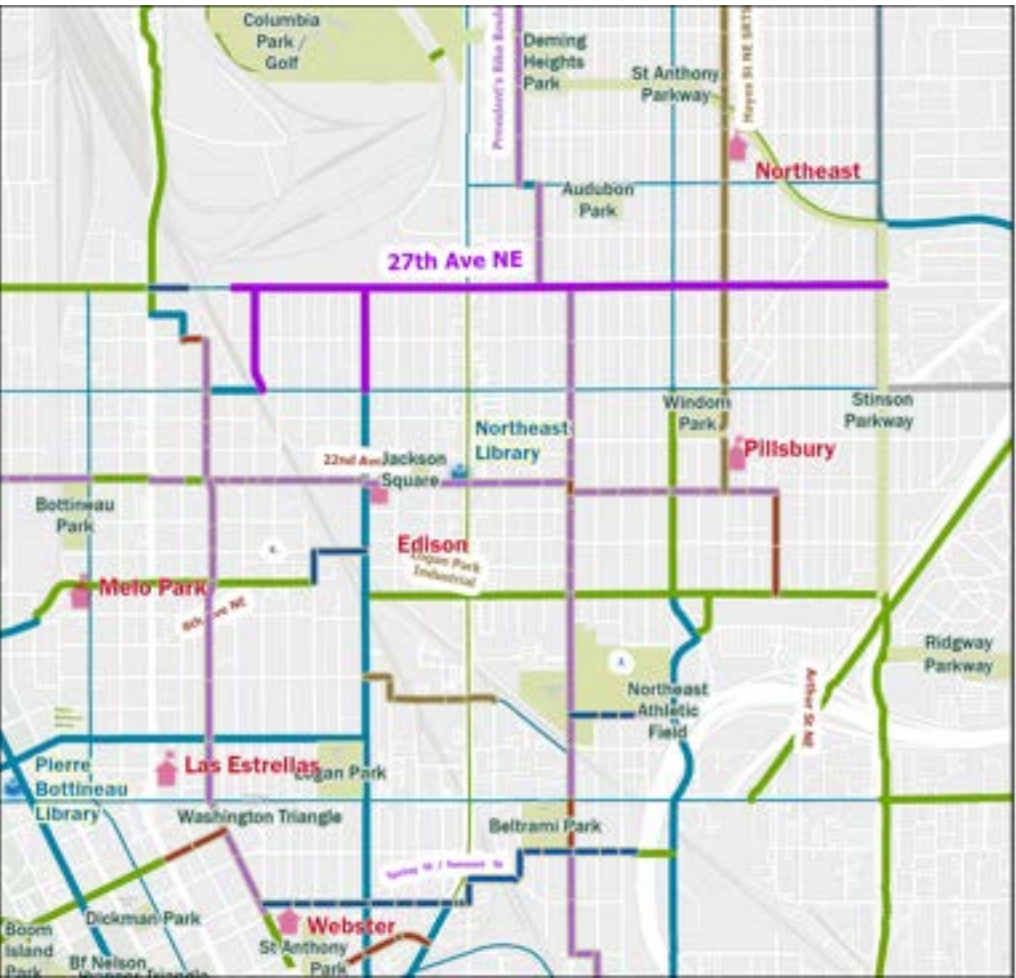
Project Location and Extents:

University Ave NE > Stinson Blvd
 7th St NE: 27th Ave NE > Lowry Ave NE
 Monroe St NE: 27th Ave NE > Lowry Ave NE

Note:
 This project intersects with the existing President’s Bike Boulevard on Fillmore St NE and the programmed Hays Safe Routes to School (SRTS) project at Hayes St NE.

Priority Metric	Rank (out of 26)
Bike Demand:	8
Equity:	9
Network-Distance	27
Network-Connection	12
Density	20
All Ages Destinations:	3
Overall	12

Corridor Distance (Miles):
2.1 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

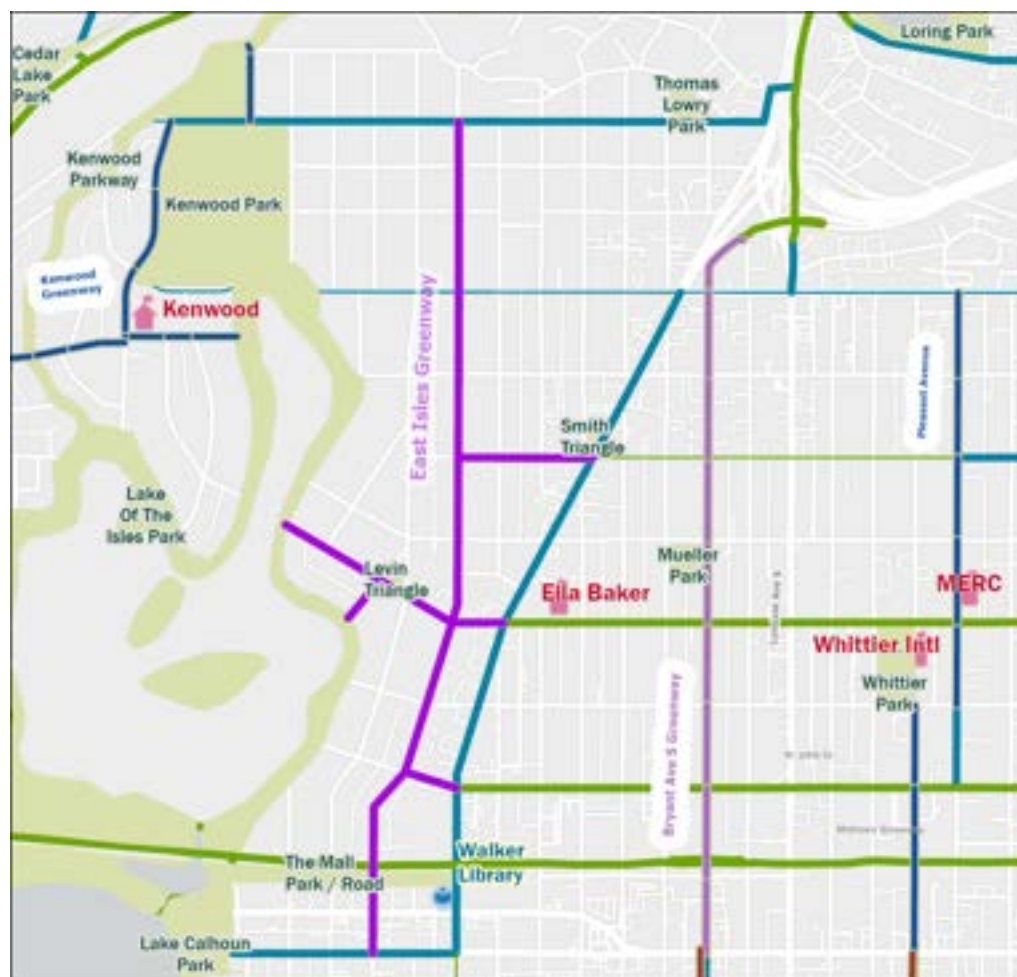
East Isles Greenway

Project Location and Extents:

Humboldt Ave S: Douglas Ave > W Lake St
W 24th St: Humboldt Ave S > Hennepin Ave
W 26th St: Lake of the Isles Pkwy > Hennepin Ave
Euclid Pl: Lake of the Isles Pkwy > W 26th St
W 28th St: Humboldt Ave S > Hennepin Ave

Priority Metric	Rank (out of 26)
Bike Demand:	1
Equity:	18
Network-Distance	28
Network-Connection	8
Density	27
All Ages Destinations:	20
Overall	13

Corridor Distance (Miles):
2 Miles



Greenway Network

East Isles Greenway

Corridor Types

- Existing
 - Planned
 - Programmed
 - Upgrade Project
- #### AAA Network
- Existing Low-Stress
 - Planned Near Term Low Stress
 - Connector Bikeway
 - Planned Connector or Long Term Low Stress
 - <all other values>

- MPS School
- Libraries
- MPRB_Parks



0 0.070.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Nokomis Greenway

Project Location and Extents:

30th Ave S: E 38th St > E 49th St

E 40th St: 30th Ave S > Nokomis Ave

Nokomis Ave: E 40th St > E 56th St

E 56th St: Nokomis Ave > 21st Ave S

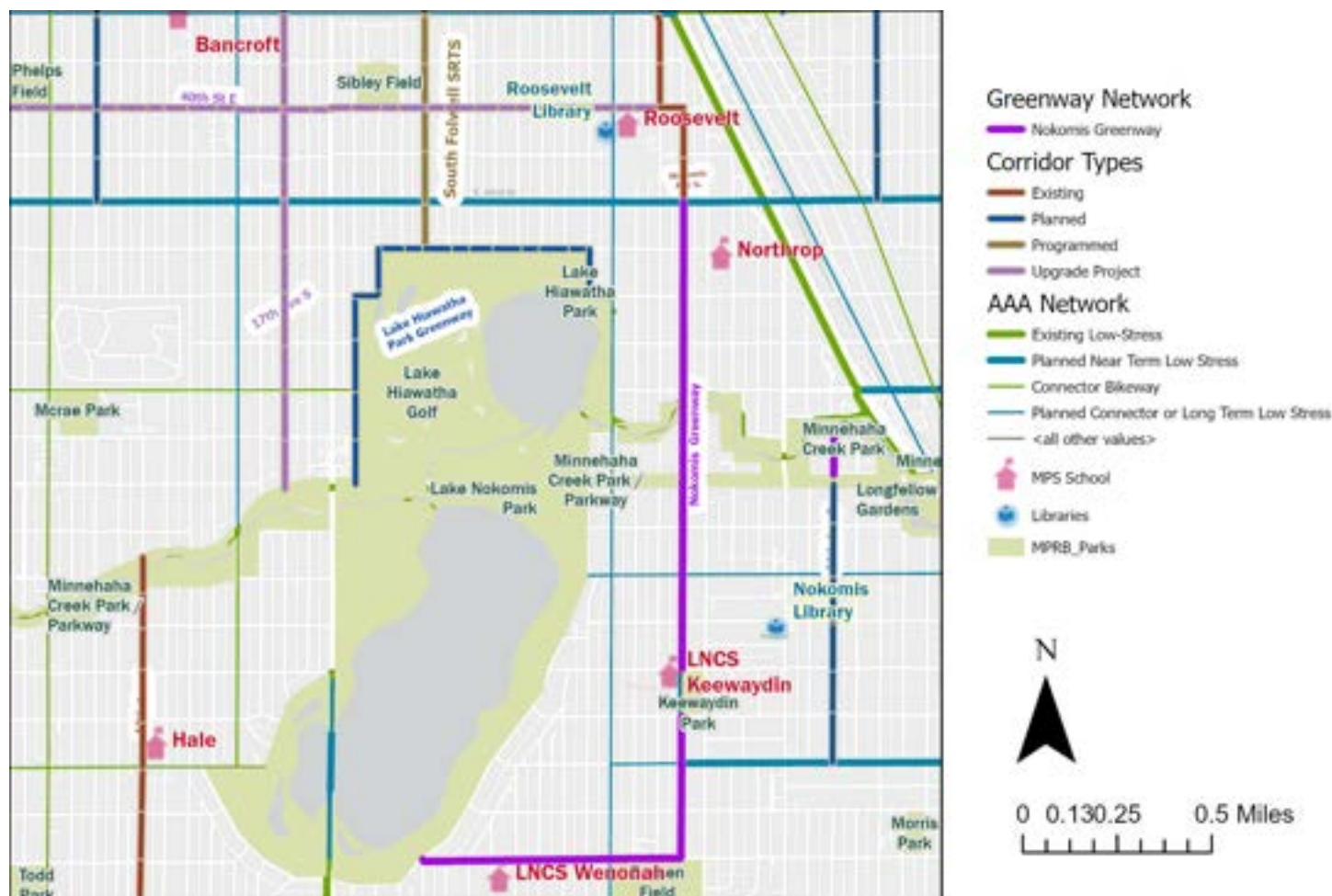
Note:

This project connects with the existing 40th Street East Greenway at Nokomis Ave S

Priority Metric	Rank (out of 26)
Bike Demand:	13
Equity:	14
Network-Distance	20
Network-Connection	24
Density	8
All Ages Destinations:	24
Overall	14

Corridor Distance (Miles):

3 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

36th Ave S Greenway

Project Location and Extents:

36th Ave S: E 47th St > E 54th St

Note:

This segment connects Minnehaha Creek Parkway to E 54th St

Priority Metric	Rank (out of 26)
Bike Demand:	3
Equity:	19
Network-Distance	17
Network-Connection	4
Density	10
All Ages Destinations:	25
Overall	15

Corridor Distance (Miles):

0.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

38th Ave S Greenway

Project Location and Extents:

38th Ave S: E 28th St > E 42nd St

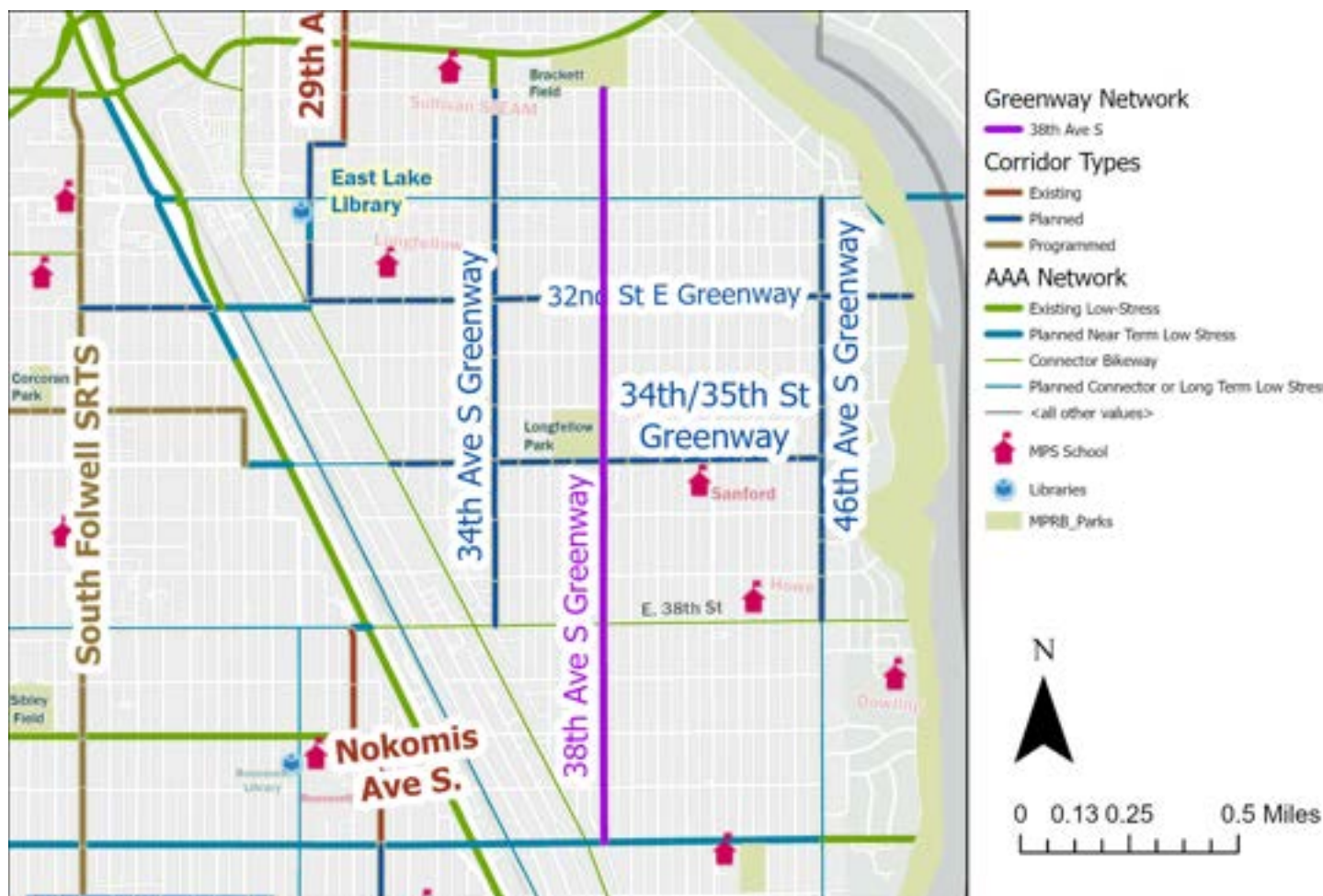
Note:

The 38th Ave S Greenway intersects with two planned east-west greenway corridors: 32nd St E and 34th/35th St E

Priority Metric	Rank (out of 26)
Bike Demand:	6
Equity:	16
Network-Distance	16
Network-Connection	17
Density	13
All Ages Destinations:	7
Overall	16

Corridor Distance (Miles):

1.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

34th Ave S Greenway

Project Location and Extents:

34th Ave S: E 28th St > E 38th St

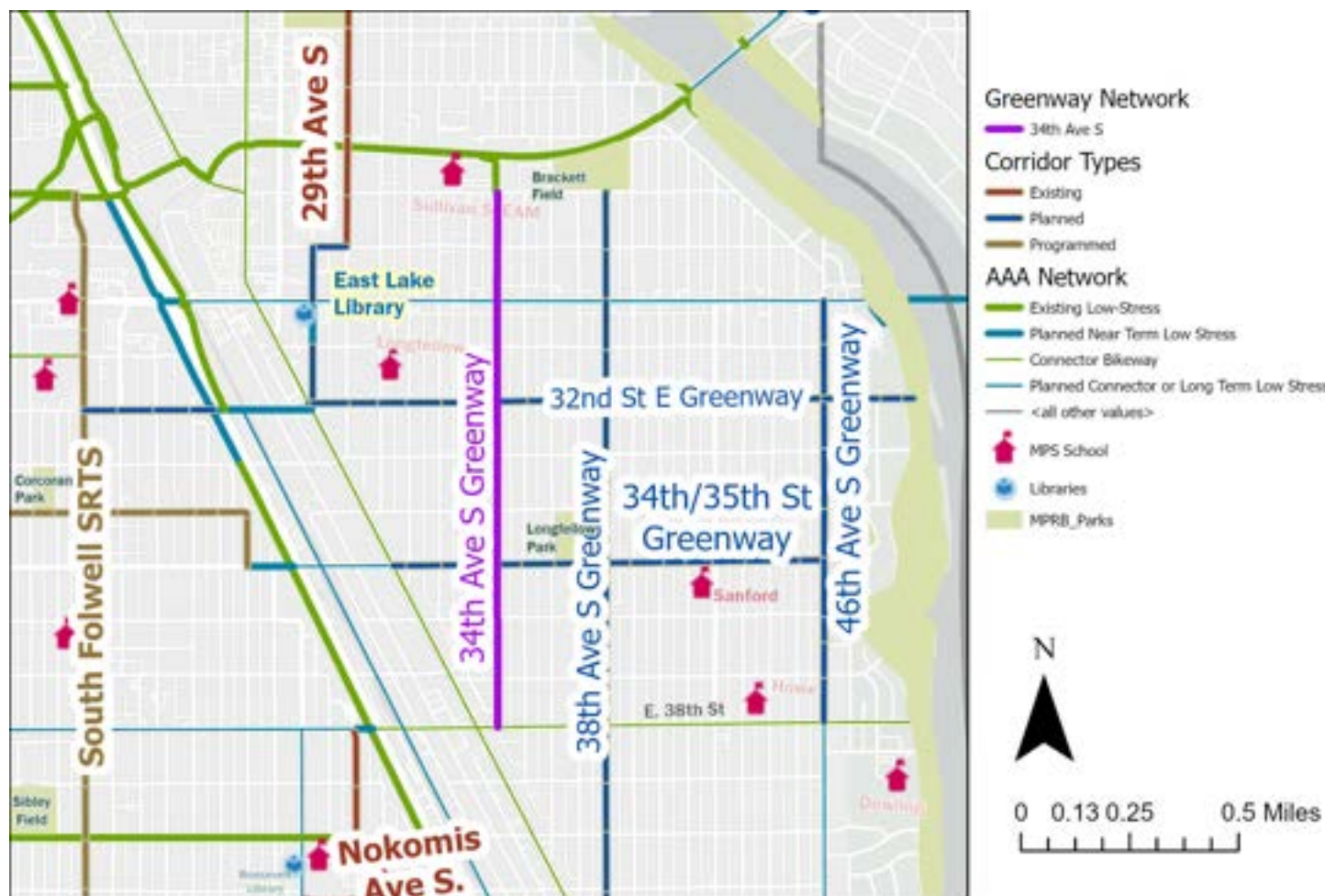
Note:

This project intersects with two planned east-west greenway corridors: 32nd St E and 34th/35th St E

Priority Metric	Rank (out of 26)
Bike Demand:	17
Equity:	12
Network-Distance	11
Network-Connection	8
Density	16
All Ages Destinations:	5
Overall	17

Corridor Distance (Miles):

1.7 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Main St NE Greenway

Project Location and Extents:

Main St NE: St. Anthony Pkwy > 37th Ave NE

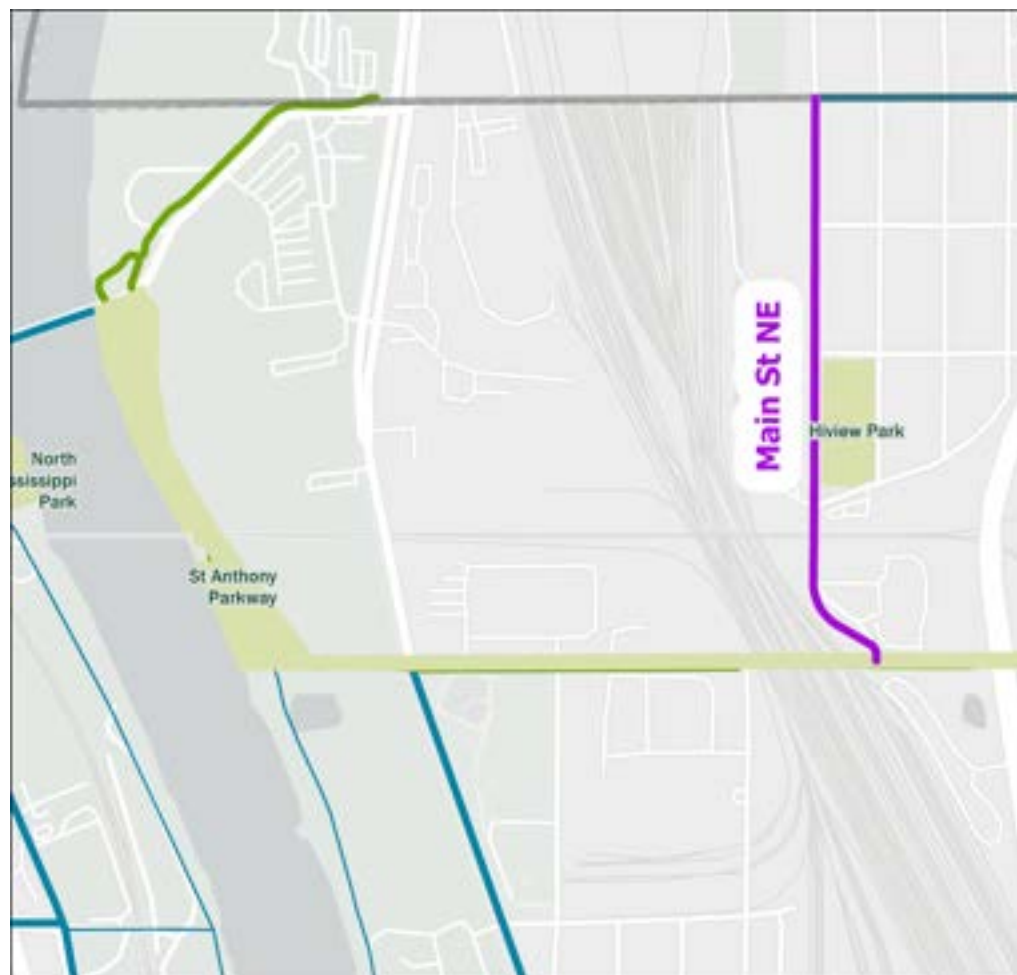
Note:

This corridor connects to an existing bikeway in Columbia Heights

Priority Metric	Rank (out of 26)
Bike Demand:	28
Equity:	6
Network-Distance	7
Network-Connection	4
Density	3
All Ages Destinations:	22
Overall	18

Corridor Distance (Miles):

0.6 Miles



Greenway Network

Main St NE

Corridor Types

Existing

Planned

Programmed

Upgrade Project

AAA Network

Existing Low-Stress

Planned Near Term Low Stress

Connector Bikeway

Planned Connector or Long Term Low Stress

<all other values>

MPS School

Libraries

MPRB_Parks



0 0.05 0.1 0.2 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

43rd St W Greenway

Project Location and Extents:

W 43rd St: E Lake Harriet Blvd > Stevens Ave

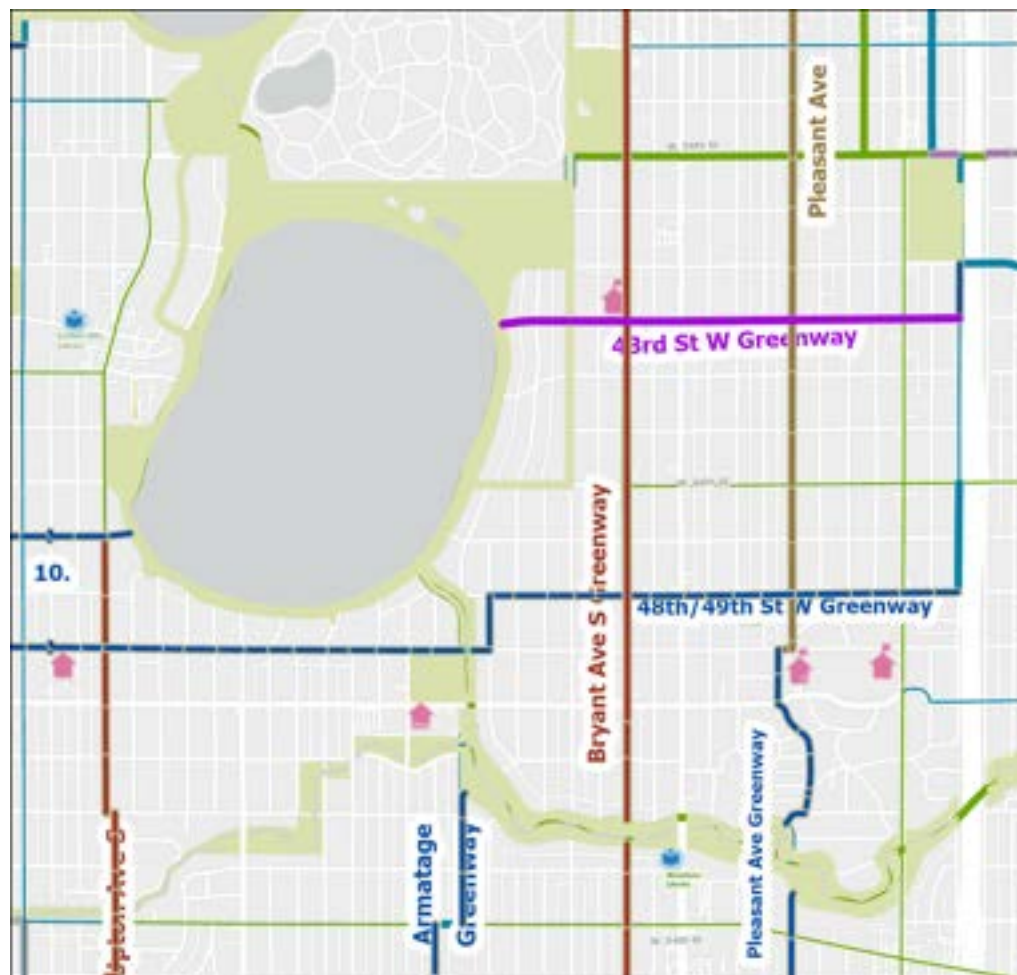
Note:

This corridor intersects with the existing Bryant Ave S Greenway and the programmed Pleasant Ave Greenway.

Priority Metric	Rank (out of 26)
Bike Demand:	22
Equity:	20
Network-Distance	11
Network-Connection	15
Density	21
All Ages Destinations:	18
Overall	19

Corridor Distance (Miles):

1 Mile



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Zenith Ave S Greenway

Project Location and Extents:

Zenith Ave S: W 49th St > W 38th St

W 38th St: Zenith Ave S > Xerxes Ave S

Note:

This corridor connects the Bde Maka Ska Parkway to the planned 48th/49th St W Greenway

Priority Metric	Rank (out of 26)
Bike Demand:	14
Equity:	21
Network-Distance	10
Network-Connection	8
Density	19
All Ages Destinations:	10
Overall	20

Corridor Distance (Miles):

1.5 Miles



Greenway Network

Zenith Ave S

Corridor Types

Existing

Planned

Programmed

Upgrade Project

AAA Network

Existing Low-Stress

Planned Near Term Low Stress

Connector Bikeway

Planned Connector or Long Term Low Stress

<all other values>

MPS School

Libraries

MPRB_Parks



0 0.130.25 0.5 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

58th St W Greenway

Project Location and Extents:

W 58th St: France Ave S > Girard Ave S

Girard Ave S: Xerxes Ave S > Sunrise Dr

W 58th St: Lyndale Ave S > Nicollet Ave S

Note:

This corridor intersects with the existing Upton Ave S Greenway

Priority Metric	Rank (out of 26)
Bike Demand:	25
Equity:	17
Network-Distance	5
Network-Connection	4
Density	10
All Ages Destinations:	14
Overall	21

Corridor Distance (Miles):

1.5 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Kenwood Elementary Greenway

Project Location and Extents:

W 21st St: Upton Ave S > W Lake of the Isles Pkwy

Penn Ave S: W 21st St > Oliver Ave S

Oliver Ave S: Penn Ave S > Douglas Ave

Morgan Ave S: Douglas Ave > Kenwood Pkwy

Note:

This corridor provides a north-south and east-west connection through the Kenwood and Lake of the Isles area

Priority Metric	Rank (out of 26)
Bike Demand:	19
Equity:	23
Network-Distance	26
Network-Connection	12
Density	6
All Ages Destinations:	27
Overall	22

Corridor Distance (Miles):

0.9 Miles



Greenway Network

Kenwood Greenway

Corridor Types

Existing

Planned

Programmed

Upgrade Project

AAA Network

Existing Low-Stress

Planned Near Term Low-Stress

Connector Bikeway

Planned Connector or Long Term Low Stress

<all other values>

MPS School

Libraries

MPRB_Parks



0 0.07 0.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Cedar Lake Rd & Laurel Ave Greenway

Project Location and Extents:

Penn Ave S > Thomas Ave S
 Thomas Ave S:
 Cedar Lake Rd S > I-394 Pedestrian Bridge

Laurel Ave: Upton Ave S > South Cedar Lake Rd

Note: This corridor provides access to the I-394 pedestrian bridge

Priority Metric	Rank (out of 26)
Bike Demand:	16
Equity:	24
Network-Distance	8
Network-Connection	1
Density	1
All Ages Destinations:	28
Overall	23

Corridor Distance (Miles):
0.6 Miles



Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Armatage Greenway

Project Location and Extents:

Humboldt Ave S: W Minnehaha Pkwy > W 54th St

Irving Ave S: W 54th St > W 58th St

Knox Ave S: W 69th St > W 62nd St

W 62nd St:

Knox Ave S > Oliver Ave S

Upton Ave S > Washburn Ave S

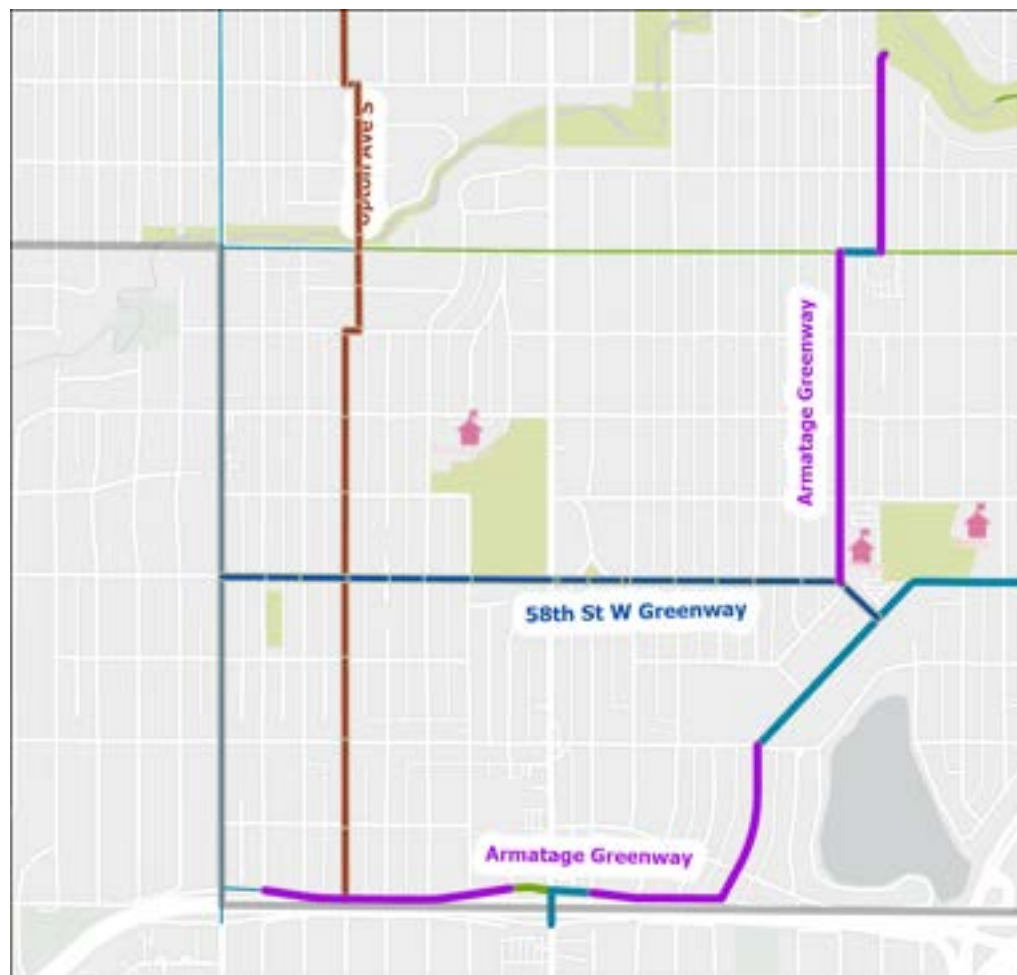
Note:

This corridor links multiple north-south and east-west residential streets in southwest Minneapolis

Priority Metric	Rank (out of 26)
Bike Demand:	20
Equity:	25
Network-Distance	13
Network-Connection	12
Density	15
All Ages Destinations:	9
Overall	24

Corridor Distance (Miles):

1.4 Miles



Greenway Network

Armatage Greenway

Corridor Types

Existing

Planned

Programmed

Upgrade Project

AAA Network

Existing Low-Stress

Planned Near Term Low Stress

Connector Bikeway

Planned Connector or Long Term Low Stress

<all other values>

MPS School

Libraries

MPRB_Parks



0 0.070.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

Lake Hiawatha Park Greenway

Project Location and Extents:

Longfellow Ave: E Minnehaha Pkwy > E 44th St

E 44th St: Longfellow Ave > 19th Ave S

19th Ave S: E 44th St > E 43rd St

E 43rd St: 19th Ave S > 27th Ave S

27th Ave S: E 43rd St > E 44th St

E 44th St: 27th Ave S > 28th Ave S

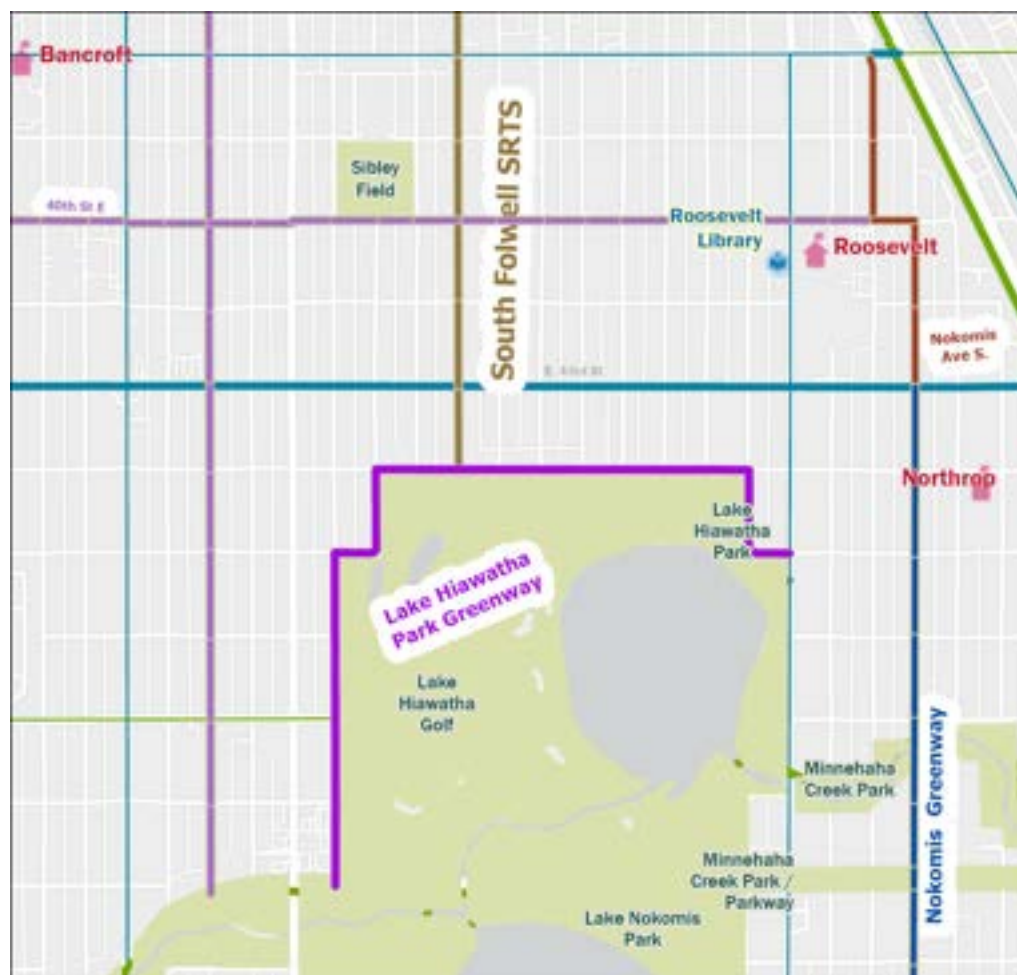
Note:

This project intersects with the programmed South Folwell Safe Routes to School (SRTS) project at 21st Ave S and E 43rd St

Priority Metric	Rank (out of 26)
Bike Demand:	7
Equity:	27
Network-Distance	23
Network-Connection	7
Density	7
All Ages Destinations:	11
Overall	25

Corridor Distance (Miles):

1.4 Miles



Greenway Network

— Lake Hiawatha Park Greenway

Corridor Types

— Existing
— Planned
— Programmed
— Upgrade Project

AAA Network

— Existing Low-Stress
— Planned Near Term Low Stress
— Connector Bikeway
— Planned Connector or Long Term Low Stress
— <all other values>

— MPS School
— Libraries
— MPRB_Parks



0 0.070.15 0.3 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

43rd Ave S Greenway

Project Location and Extents:

W 43rd St: E Lake Harriet Blvd > Stevens Ave

Priority Metric	Rank (out of 26)
Bike Demand:	22
Equity:	15
Network-Distance	6
Network-Connection	2
Density	10
All Ages Destinations:	11
Overall	26

Corridor Distance (Miles):

1 Mile



Greenway Network

43rd Ave S

Corridor Types

- Existing
- Planned
- Programmed
- Upgrade Project

AAA Network

- Existing Low-Stress
- Planned Near Term Low Stress
- Connector Bikeway
- Planned Connector or Long Term Low Stress
- <all other values>

- MPS School
- Libraries
- MPRB_Parks



0 0.130.25 0.5 Miles

Appendix C: Individual Corridor Project Summaries

Neighborhood Greenways Implementation Workplan

46th Ave S Greenway

Project Location and Extents:

46th Ave S: E Lake St > E. 38th St.

Note: 46th Ave S. Greenway intersects with 32nd St. E Greenway and 34th/35th St Greenway.

Priority Metric	Rank (out of 26)
Bike Demand:	11
Equity:	22
Network-Distance	25
Network-Connection	25
Density	27
All Ages Destinations:	26
Overall	26

Corridor Distance (Miles):

1.9 Miles

