



# Midtown Greenway Regional Trail Plan

2024



**Minneapolis**  
Park & Recreation Board

# ACKNOWLEDGMENTS

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Adam Arvidson, Director of Strategic Planning



**Minneapolis**  
Park & Recreation Board

## CONSULTANT TEAM

### DF/ DAMON FARBER LANDSCAPE ARCHITECTS

We collectively acknowledge that the Minneapolis Park and Recreation Board system is located on the traditional, ancestral, and contemporary lands of Indigenous people. This land holds great historical, spiritual, and personal significance for its original stewards, the Native nations and peoples of this region.

We also acknowledge that restrictive covenants were used to deny Black, Indigenous, Asian and in some cases Jewish individuals access to property in surrounding neighborhoods. This had an impact on who was and was not officially welcome in this area.



*View of the Midtown Greenway trail under the Bloomington Avenue Bridge; Photo credit: Damon Farber Landscape Architects*

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# Chapter 1 | INTRODUCTION AND BACKGROUND

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Introduction

Plan Purpose

Partners in Planning

Related Planning Efforts

## Introduction

The Midtown Greenway, a 5.9-mile bicycle and pedestrian trail in Minneapolis that runs from the eastern to western boundary of the city, follows a former commercial railway trench, seamlessly weaving through the urban landscape. Established in 2000, it's listed on the National Register of Historic Places and is a vital part of the city's bicycle network. The Midtown Greenway Regional Trail boundary also includes three existing park areas that connect to the Greenway trail. They include The Mall, Soo Line Garden, and Cepro Site.

The trail extends to the Mississippi River and serves as a crucial connection to the north, south, and west through its ties to the wider trail network, and neighboring parks.

The Greenway has an uninterrupted route, mostly free from car traffic, thanks to a grade-separated setup situated beneath bridges or on a levee. Around 5,000 daily users and over a million bike trips annually attest to its popularity, supported by features like winter plowing, and nighttime illumination\*. Looking ahead, the HCRRA envisions an integrated transit system with plans for an express rail service alongside the Greenway.

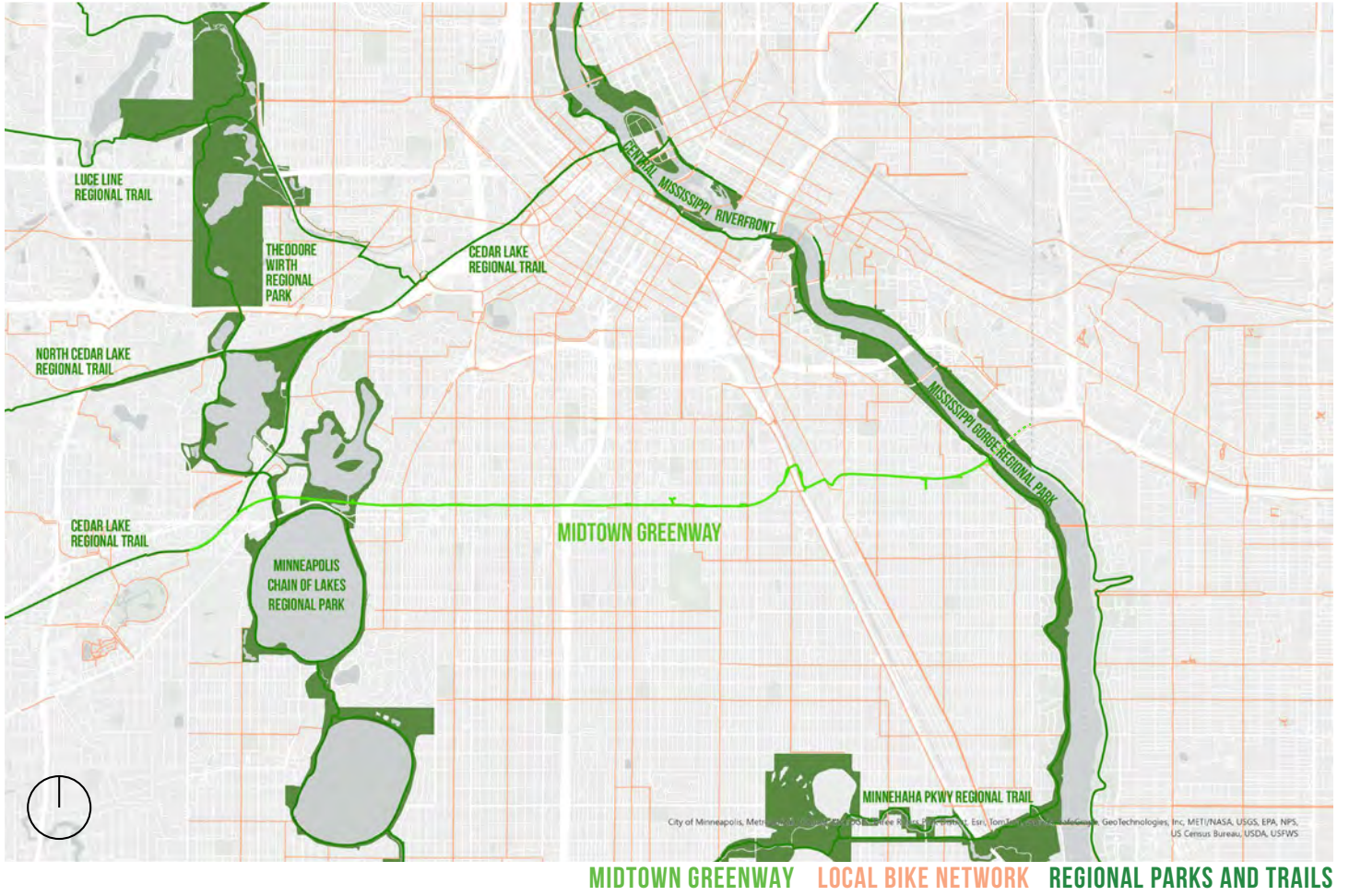
The regional trail plan covers the existing Midtown Greenway and the proposed expansion over the Mississippi River. Detailed maps throughout the plan illustrate the corridor, highlighting connections to local trail networks, existing amenities, crossing treatments, and recommendations for future improvements (see "FIGURE 1: Context Map - Midtown Greenway Regional Trail" on page 9, and "FIGURE 14: Segment 1 - Midtown Greenway Regional Trail" on page 32 through "FIGURE 37: Segment 11 - Midtown Greenway Regional Trail" on page 49).

*\*Source: U.S. Department of Transportation, Federal Highway Administration: A Crown Jewel of Bikeways: <https://highways.dot.gov/public-roads/novemberdecember-2016/crown-jewel-bikeways>*



*View of the Midtown Greenway*

FIGURE 1: CONTEXT MAP - MIDTOWN GREENWAY REGIONAL TRAIL



## Plan Purpose

Park planning plays a critical role in the Park Board's mission. Objectives of a park or trail plan include the following:

- Set a vision to guide long-term development and improvements to a park, trail, or group of parks,
- Guide stewardship and help ensure that park features and amenities reflect the needs of the communities they serve,
- Help ensure long-term financial and ecological sustainability,
- Involve engagement with individual and group stakeholders, other community partners, and governmental entities, and
- Foster and include extensive review and comment by the public through a variety of methods, and achieve approval by the Minneapolis Park and Recreation Board (MPRB) of Commissioners.

The completed regional trail plan will direct policy and design implementation for the park land within the regional boundary for the next 20 to 30 years.

## Partners in Planning

The Metropolitan Council designated the Midtown Greenway as a Regional Trail Search Corridor in the 2020 Amendment to the 2040 Regional Parks Policy Plan, which was a step towards getting regional status and funding for the Midtown Greenway. In order to unlock regional park system funding as a regional trail, MPRB has lead in developing a regional trail plan as the only eligible regional park implementing agency for regional parks and trails within the City of Minneapolis. Since MPRB has limited ownership and operations responsibility within this regional trail boundary, regional funding is limited to capital-only expenditures for minor capital improvements on land that is not owned by MPRB, for any improvements provided by MPRB, not on MPRB land, must be maintained by other agencies.

Most of the Midtown Greenway is on land owned by HCRRA with a few segments owned by others. HCRRA and the City of Minneapolis are the primary operators of the HCRRA owned segments. There are also a few properties owned and operated by MPRB that are included in the regional trail boundary. To clearly identify the roles and responsibilities for the owners and operators of the Midtown Greenway, a Cooperative Agreement was developed between the City of Minneapolis, HCRRA, and the MPRB; along with an existing operations permit agreement between the City and HCRRA.



Views of the Midtown Greenway  
Photo courtesy of Hennepin County



**FIGURE 2: TIMELINE OF PLAN PROCESS**



**Related Planning Efforts**

**Prior Midtown Greenway Planning and Community Driven Initiatives (1999-2022)**

Since its beginning, a number of plans have been developed for planning, operations, and implementation of the Midtown Greenway. They’ve included input from different agencies, the owners and operators of the trail, and community members and organizations. In addition to plans, there’s also been a number of community-driven initiatives related to the Midtown Greenway and/or surrounding area. Prior plans, community-driven initiatives, and recommendations were reviewed, synthesized, and informed the development of this regional trail plan. See the appendix for more about the prior planning and community-driven initiatives related to the Midtown Greenway.

**MPRB Park and System-Wide Plans (2016-2023)**

The South Service Area Plan (adopted 2016, amended 2017) and Southwest Service Area Plan (adopted 2020) are community driven neighborhood park plan documents that set 20-30 year visions for Minneapolis

parks south of I-394 and I-94. These plan documents are guides for park improvements and include cost estimates for improvements, operations, and maintenance. Included in these plan documents are the MPRB adopted park plans for the Cepro Park site (south) and The Mall Park (southwest). These two parks are included in the boundary for the Midtown Greenway Regional Trail along with their adopted park plans.

In addition to the service area plans for neighborhood parks around the Midtown Greenway, Minneapolis Chain of Lakes Regional Park has two plans, Bde Maka Ska-Harriet (adopted 2017) and Cedar Lake and Lake of the Isles (adopted 2023), with recommendations that enhance and expand connections to the Midtown Greenway.

Parks for All: MPRB Comprehensive Plan 2021-2036 (adopted 2021) and the Ecological System Plan (adopted 2020) are system-wide plans that set policy direction for the organization and provide a framework for how environmental considerations can be addressed. Information in these plans informs the plan development and implementation, and lays the groundwork for MPRB to work in collaboration with other agencies on the regional trail system.

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# Chapter 2 |

## COMMUNITY ENGAGEMENT

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Overview and Process

Advisory Committees

Community Context

Project Stakeholders

Draft Plan and Approval of Final Plan

Summary of Engagement

## Overview and Process

Through a number of previous planning process, community and partner feedback was gathered and developed into recommendations. To carry this input forward, a synthesis of prior plan recommendations and feedback have been incorporated into this plan document. Since MPRB doesn't own or operate the majority of the Midtown Greenway and a number of previous plans have been developed, many of the conversations for this project were focused with community and agency partners. Direct community engagement for this plan is taking place primarily during the 45-day comment period . During this time, MPRB aims to engage a number of stakeholder groups to ensure the plan reflects a diversity of voices. This chapter will go into detail about identified stakeholders, engagement strategies, and how feedback will be incorporated into the development of this plan. The Metropolitan Council's Equity Analysis requirement has been embedded throughout this chapter as its requirements closely overlap with this reporting.

## Advisory Committees

There were three advisory committees integral to this process including a Project Advisory Committee, Technical Advisory Committee and Operations Workgroup. There was no Community Advisory Committee (CAC) appointed to this regional trail planning process because this is a fully built regional trail and a number of previous plans have been developed and synthesized for this project, so it was not prudent to convene a Community Advisory Committee.

### Project Advisory Committee

The Project Advisory Committee (PAC) was made up of MPRB staff representatives from departments across the organization. The PAC provided insight and expertise about existing conditions, maintenance, and programming within the project area and share feedback on draft materials.

### Technical Advisory Committee

The Technical Advisory Committee (TAC) was made up of staff from different agencies and organizations that have a connection to the project area. Most representatives on the TAC worked for agencies that have a city, region, or state-wide focus. TAC members provided feedback on the draft materials and how work their agencies were doing may overlap or require future coordination.

### Operations Workgroup

The Operations Workgroup was made up of staff from City of Minneapolis, HCRRA, and the MPRB. The workgroup focused on the details, roles, and responsibilities related to operations of the Midtown Greenway, and ultimately were integral contributors to the Cooperative Agreement between the three agencies.

## Community Context

Several prominent north/south streets intersect with the Greenway, such as Bloomington, Chicago, Hennepin, Hiawatha, and Lyndale Avenues. Notably, the eastern segment of the Greenway, beyond Hiawatha Avenue, exhibits a less dense residential pattern, marked by fewer multifamily units and a substantial allocation of land to industrial uses.

The Greenway serves as a vital connection within a diverse community, spanning a wide range of ethnicities and economic backgrounds. "FIGURE 3: Demographics" illustrates the demographic makeup of the Greenway adjacent neighborhood areas in comparison to the Twin Cities region. This corridor acts as a unifying bridge, bringing together residents from various income brackets across Minneapolis neighborhoods.

Significant racial and ethnic segregation is evident along the corridor. In areas adjacent to the Chain of Lakes and Mississippi River, people of color constitute less than 10% of the population. In contrast, the Phillips, Central, and Powderhorn neighborhoods boast a much higher representation, with people of color accounting for up to 87% of residents (see "FIGURE 5: Corridor Population Percent People of Color"). A parallel trend emerges in income distribution, with median household incomes along the Midtown Corridor ranging from as high as \$209,000 to as low as \$14,700, compared to the citywide median of \$62,583 for Minneapolis as a whole (see "FIGURE 6: Corridor Household Median Income").



Image of Midtown Greenway  
Photo credit: The Greenway Guy



Image of CEPRO Site  
Photo credit: Phillip Hussong, courtesy Hennepin County

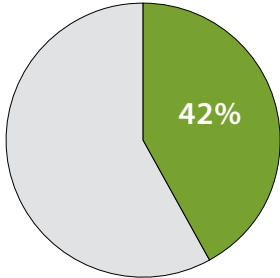


Image of Midtown Greenway  
Photo credit: Phillip Hussong, courtesy of Hennepin County

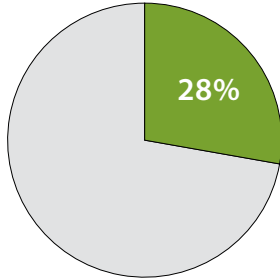
FIGURE 3: DEMOGRAPHICS

AGE

BETWEEN AGES 25-45

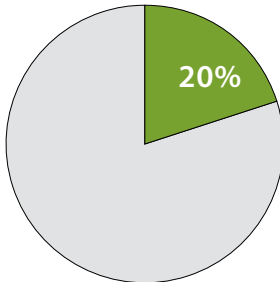


Greenway Adjacent Neighborhood Area

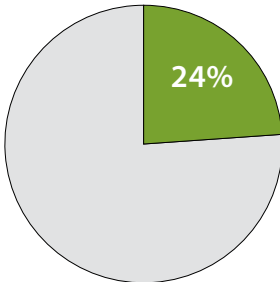


Twin Cities Region

UNDER 18



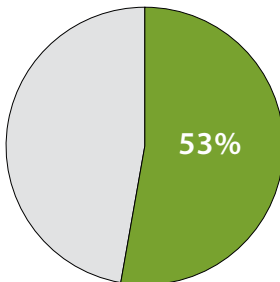
Greenway Adjacent Neighborhood Area



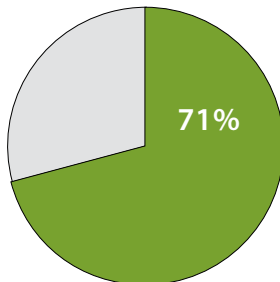
Twin Cities Region

RACE/ETHNICITY

IDENTIFIES AS WHITE

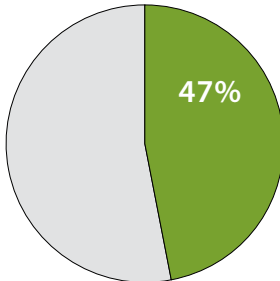


Greenway Adjacent Neighborhood Area

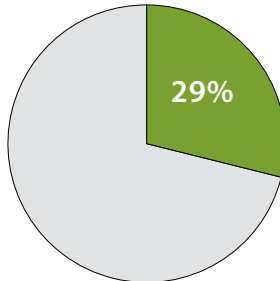


Twin Cities Region

IDENTIFIES AS BIPOC OR MULTI-RACIAL



Greenway Adjacent Neighborhood Area



Twin Cities Region

LANGUAGE

SPEAKS A LANGUAGE OTHER THAN ENGLISH



Greenway Adjacent Neighborhood Area



Twin Cities Region

INCOME

PEOPLE BELOW THE POVERTY LINE



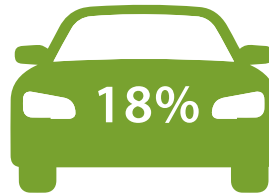
Greenway Adjacent Neighborhood Area



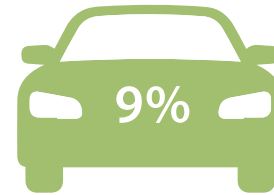
Twin Cities Region

TRANSPORTATION

DOESN'T OWN A CAR



Greenway Adjacent Neighborhood Area



Twin Cities Region

DRIVES TO WORK

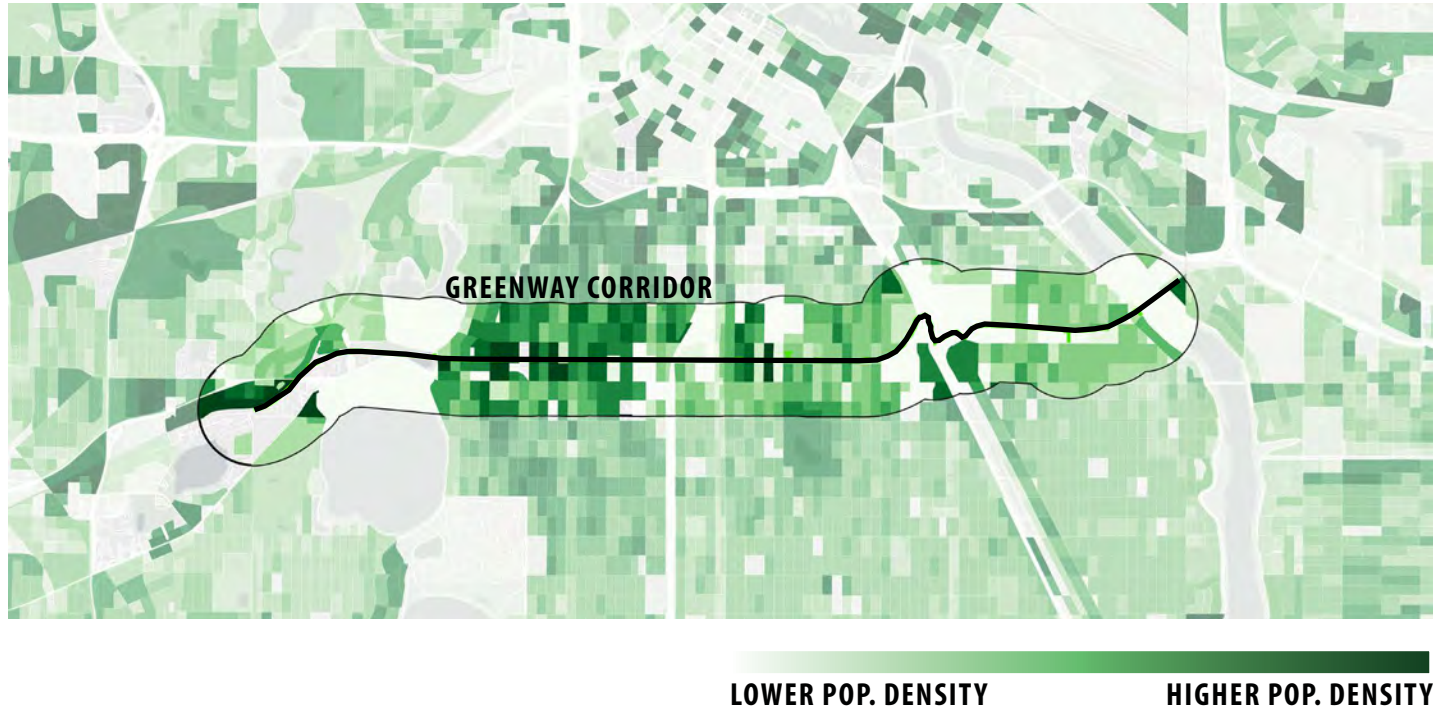


Greenway Adjacent Neighborhood Area



Twin Cities Region

**FIGURE 4: CORRIDOR POPULATION DENSITY**



**FIGURE 5: CORRIDOR POPULATION PERCENT PEOPLE OF COLOR**

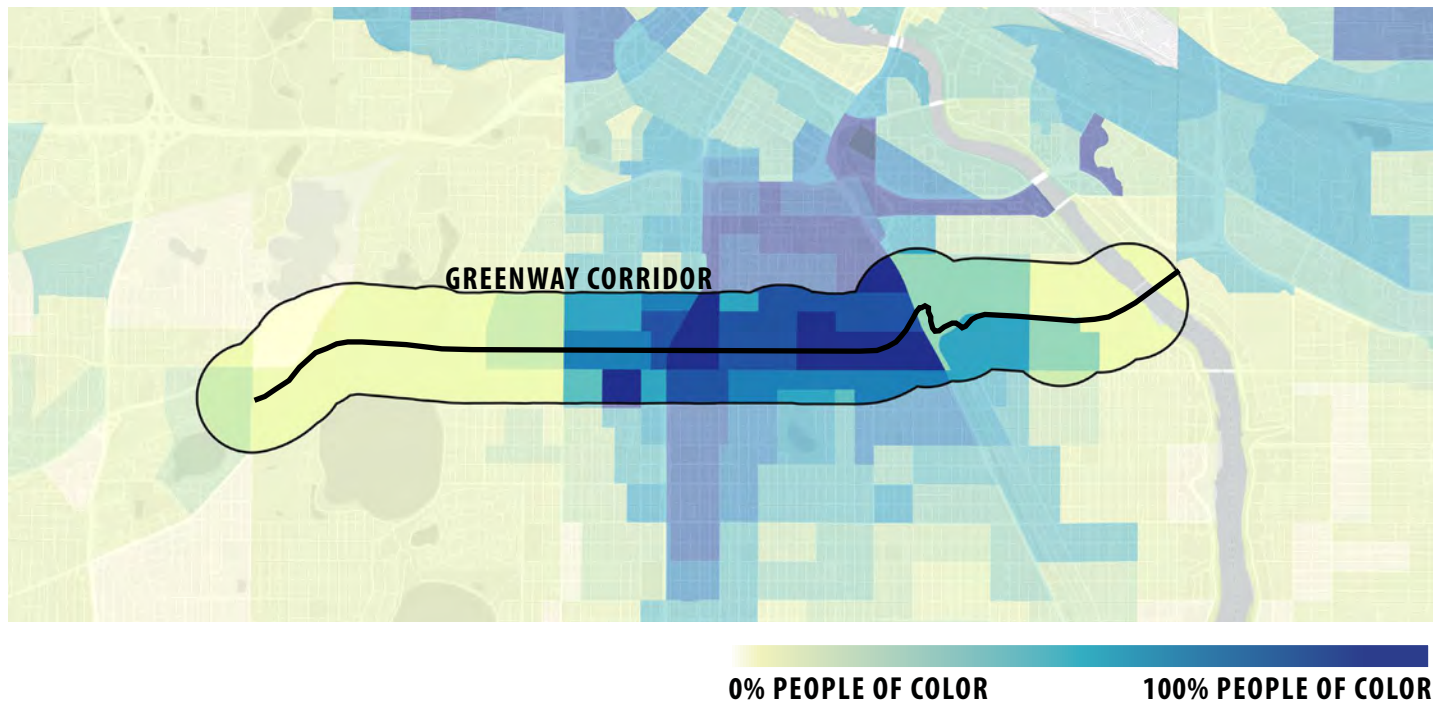
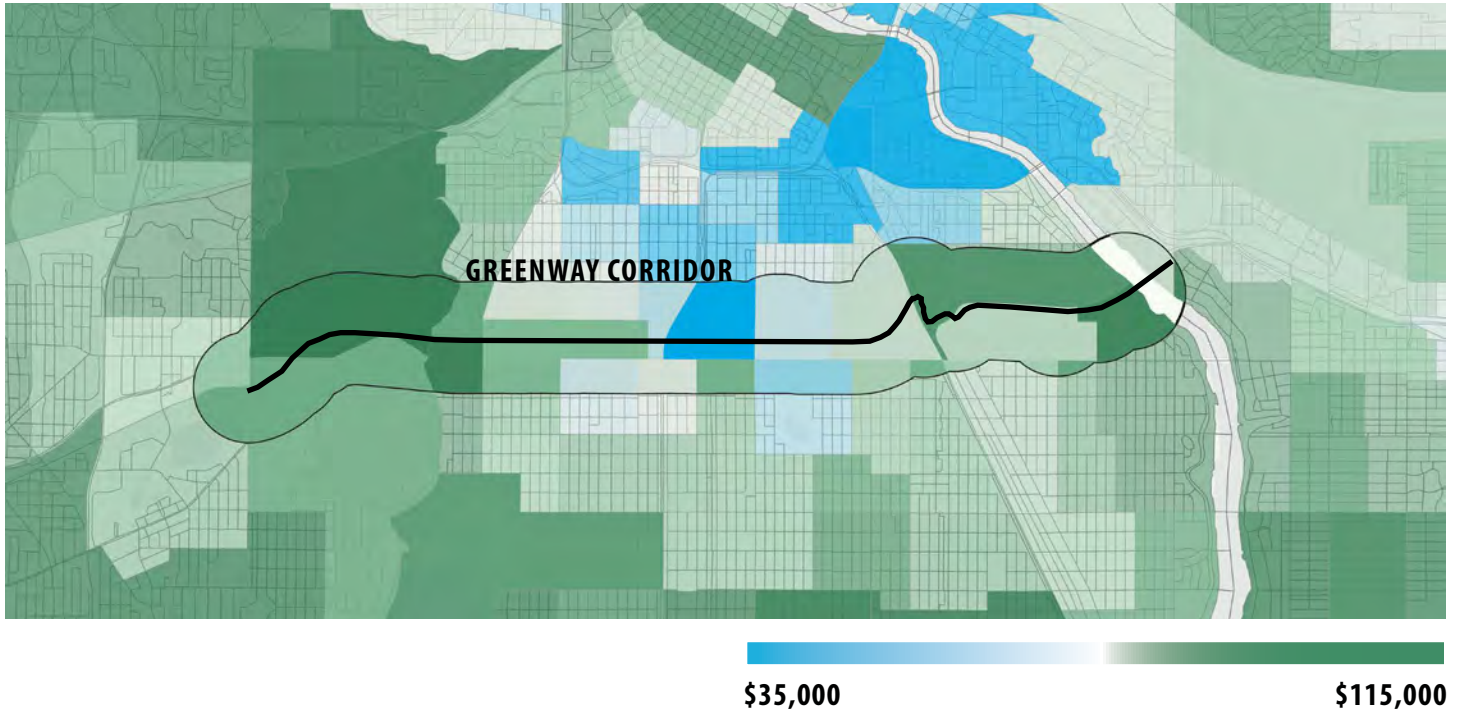


FIGURE 6: CORRIDOR HOUSEHOLD MEDIAN INCOME



## Project Stakeholders

The Midtown Greenway Regional Trail Plan involves a diverse range of stakeholders, encompassing local residents, community organizations and advocates, planners, government officials, and business leaders. This collaborative effort ensures a comprehensive and community-driven approach to the project's success. "FIGURE 7: Project Stakeholders" details the engagement of these stakeholders, illustrating their roles, participation, and the incorporation of their feedback into the ongoing project progress and outcomes.

**FIGURE 7: PROJECT STAKEHOLDERS**

<b>Project Stakeholder</b>	<b>Outreach:</b> How will you reach out to the stakeholder?	<b>Engagement:</b> How will they participate?	<b>Reflecting Back:</b> How will Stakeholder groups be reflected back to about the project progress or outcomes?
Neighborhood Organizations	At key project milestones, presentations to resident boards and share out news alerts with neighborhood newspapers and social media	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Advocates for People Experiencing Homelessness	Interviews and Operations Workgroup/TAC	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Community Organizations and Activists working on Reimagining Lake Street post-unrest and uprising	Review recommendations from community	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Residents along Greenway	Signage on greenway, at key project milestones, presentations to resident boards and share out news alerts with neighborhood newspapers and social media	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Cyclists and Pedestrians and Advocates	BAC and PAC, (Hennepin and City) meeting presentations, project website, news releases, and signage on greenway (Move MN, Our Streets, Midtown Greenway Co.)	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
New or Potential Park Users	Project website, news releases, and signage on greenway and multilingual outreach	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Partner Agencies (Green Zone, Greenway Lake Street Partnership, City, County)	Attend meetings, project website	Input on key operations and design decisions	Circle back online with final plan when adopted by MPRB and Met Council
Local Businesses	Reach out to local business associations like LSC, Midtown Business Assoc., Longfellow Business Assoc., and NDC via email and website and meetings	Review of draft. Survey Monkey and in person feedback. Input opportunities will be limited to minor capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council

## Draft Plan and Approval of Final Plan

The project team developed a draft plan document that builds on previous plans which provided a wealth of context, analysis, community engagement, and recommendations. It also includes information provided through the project's advisory committees and operations workgroup along with community feedback gathered to date. Once completed, the draft document was made available for public review and comment.

The 45-day comment period will begin in spring of 2024. At the close of the public comment period, MPRB staff will compile and review all comments and revise the document as warranted. Then, a public hearing will be conducted where the final plan will be presented to the Board of Commissioners for approval.

## Summary of Engagement

Following 45-day comment period, a summary of feedback and reflection on engagement will be developed and incorporated into the final plan presented to the Metropolitan Council for approval.



*View of the Midtown Greenway  
Photo courtesy of Damon Farber Landscape Architects*

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# Chapter 3 |

## EXISTING AND FUTURE CONDITIONS

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Natural Resources and MLCCS

Surface, Groundwater, and Wetland Resources

Mississippi River Corridor Critical Area

Demand Forecast

## Natural Resources and MLCCS

The Midtown Greenway Regional Trail extends through developed urban fabric within an inactive railroad corridor in Minneapolis. Natural resource features of this corridor are classified by the Minnesota Land Cover Classification System (MLCCS), provided by the Minnesota Department of Natural Resources. The MLCCS defines the area immediately adjacent to the Midtown Greenway Regional Trail as: artificial/ impervious surfaces with pockets of planted or cultivated vegetation, herbaceous, shrublands, and woodlands land cover (“FIGURE 8: MLCCS Map - Midtown Greenway Regional Trail”). The predominant water features identified in the area are the Mississippi River, Bde Maka Ska, Lake of the Isles, and Cedar Lake.

The Minnesota Department of Natural Resources manages the National Historic Information System (NHIS), which provides specific key information regarding Minnesota’s rare plants, native plant communities, animals, and other rare features of a landscape. Current NHIS data indicates that there is potential for state listed endangered or threatened species within 1-mile of the Midtown Greenway Regional Trail. NHIS reviews are completed for construction projects only. A detailed review with comments and recommendations will be returned once proposed construction documents are finalized and submitted for review.



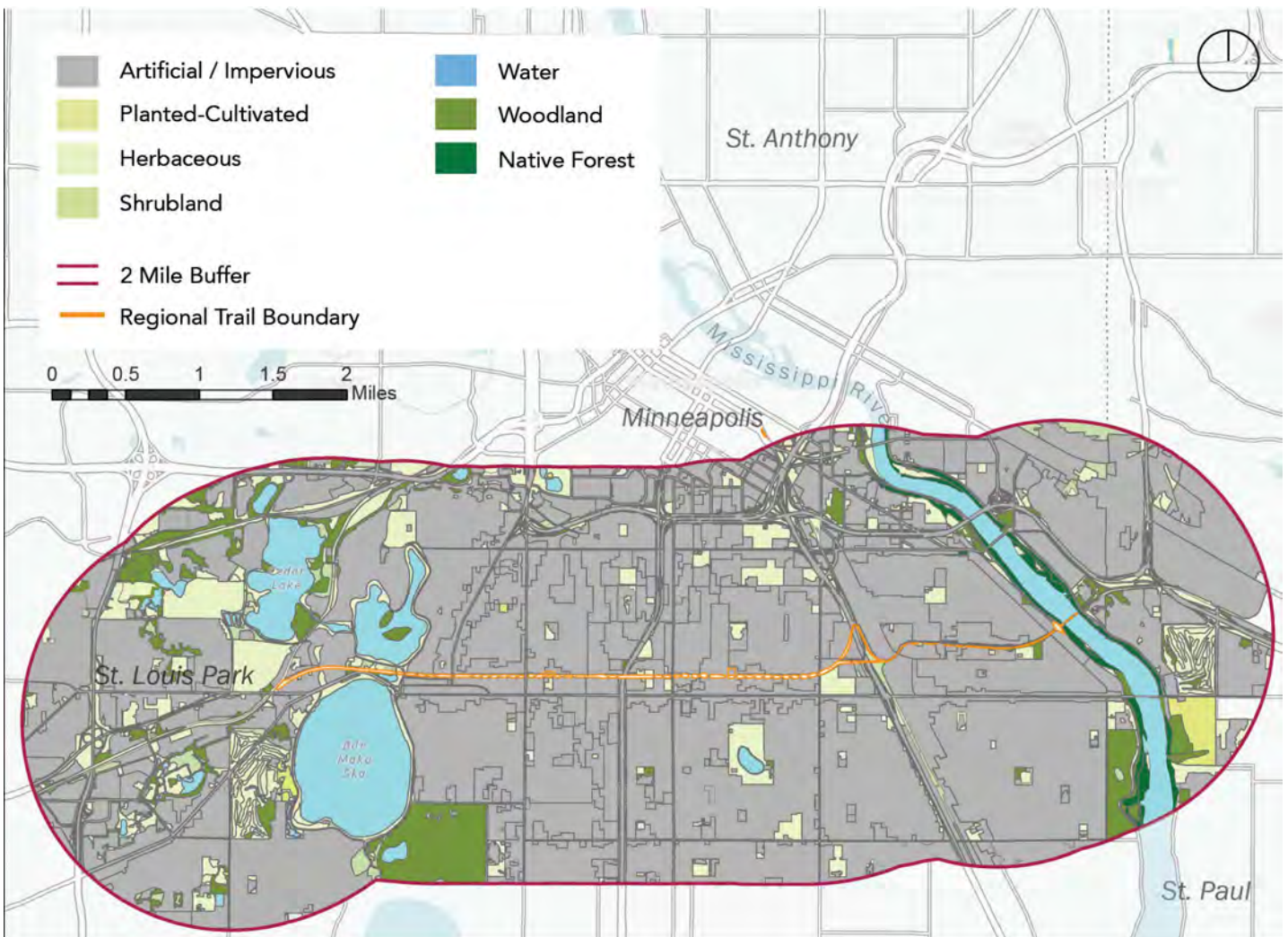
*Image of Midtown Greenway at 5th Avenue South  
Photo credit: Damon Farber Landscape Architects*

## Surface, Groundwater, and Wetland Resources

In order to safeguard the surface water resources of the watershed, the Midtown Greenway will strategically and intentionally adhere to the protection of all surrounding water resources included in the project scope. To achieve a high level of protection, the projects, as applicable, will employ best management practices (BMPs) for stormwater and groundwater resources as identified by the Minnesota Pollution Control Agency (MPCA). Reduction in pollutants of concern and excess sediment loading will be achieved by utilizing infiltration, pretreatment, and other BMPs of stormwater

runoff. Trail activities will initially aim to avoid wetland impacts when possible, then minimize the extent of all unavoidable impacts, and finally, mitigate all impacts when no other options are available. Vegetation on site will be managed in accordance with all ecological standards set by municipal and state standards.

**FIGURE 8: MLCCS MAP - MIDTOWN GREENWAY REGIONAL TRAIL**

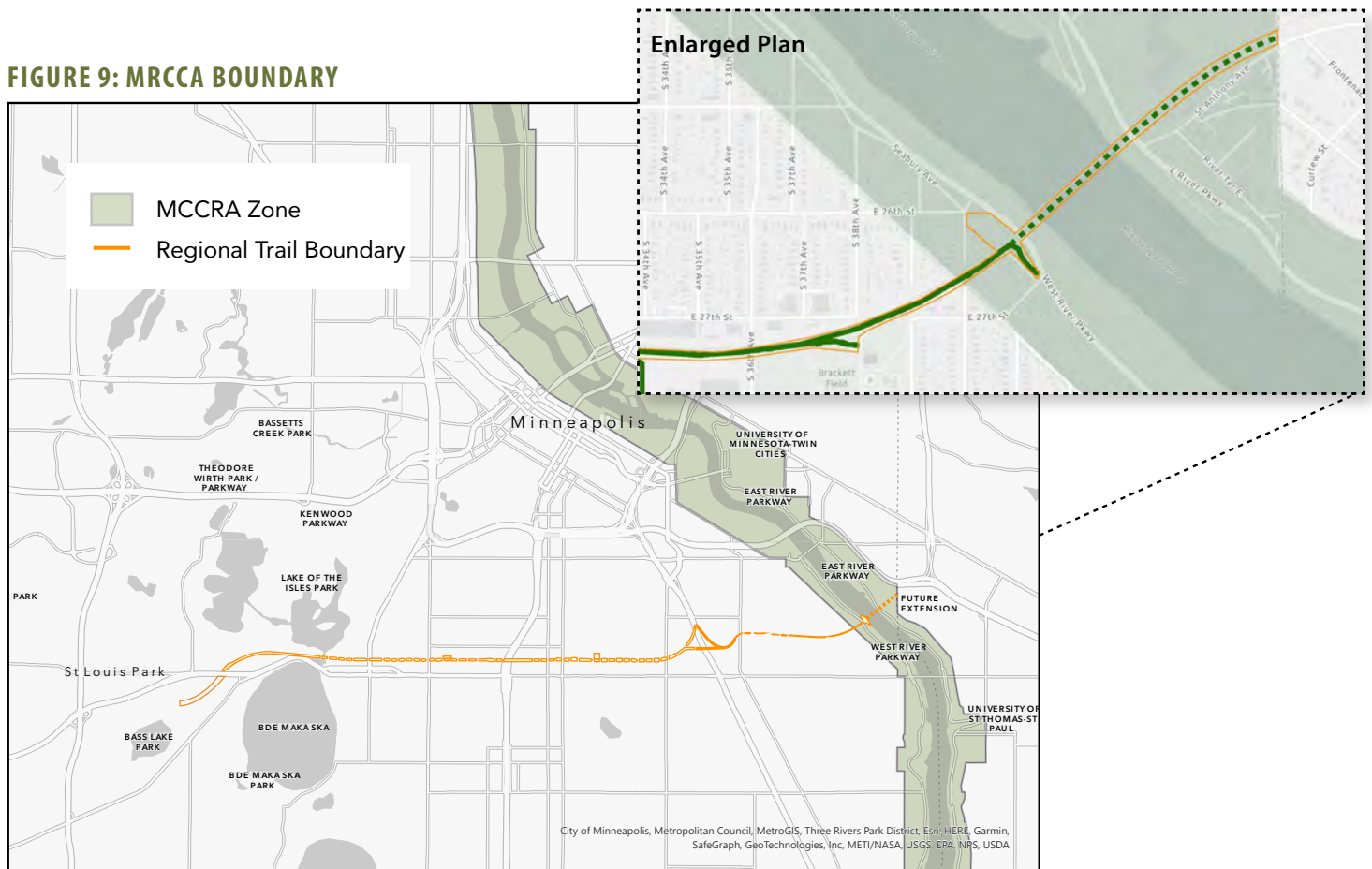


### Mississippi River Corridor Critical Area

The far eastern portion of the Midtown Greenway Regional Trail is located within the boundary of the Mississippi River Corridor Critical Area (MRCCA), and provides a critical connection for Minneapolis residents to the river. Providing oversight and regulation of the area and coordinated land planning endeavors, the MRCCA is a state critical area created to protect natural, cultural, and scenic resources as detailed in Minnesota Statutes, section 116G.15, subd. 1. Protection of primary conservation areas and public river corridor views as identified by local government comprehensive plans are strategically protected by the site’s planning, design, and construction. Spanning over seven metropolitan counties, the MRCCA protects natural resources through development standards at various levels of government, and the trail will comply accordingly with these important regulations within the MRCCA boundary

(Minn. Rule Chapters 6106.0010 - 6106.0180). Viewing the Midtown Greenway’s interface with the MRCCA as an asset, the trail will work cooperatively with the standards for the critical area and continue this compliance through future management. The MRCCA overlap is illustrated in "FIGURE 9: MRCCA Boundary" on page 26, demonstrating the portion of the trail that is subject to MRCCA standards. The trail design and construction will comply with all required standards contained in Minn. Rules 6106.0130. In addition to MRCCA standards, protection of primary conservation areas and public river corridor views as defined by local government comprehensive plans will strategically protected by the planning, design, and construction of the site.

FIGURE 9: MRCCA BOUNDARY



## Demand Forecast

According to Metropolitan Council regional forecasts, the population in the region is expected to rise from 2,850,000 in 2010 to 4,001,000 by 2050, indicating a substantial 30% growth. Concurrently, annual visits to public parks have shown a consistent upward trend. The 2022 Metropolitan Council’s annual park and trail use estimate recorded the highest number of visits on record at 69 million. Among the region’s celebrated bicycle network, the Midtown Greenway stands out as a crucial component, currently estimated at one million annual visits\*. As trails gain increasing popularity both regionally and nationally, the Midtown Greenway has emerged as a crucial resource. This significance is amplified by the rising trend of bicycle commuting in the Twin Cities, a development anticipated to persist and expand.

With the predicted growth and to better cater to the diverse population adjacent to the trail, the addition of trail amenities is proposed for the corridor. Anticipating growth and aiming to better serve the diverse population surrounding the trail, this plan includes the addition of amenities along the corridor. Amenities include wayfinding/information signage, bike repair stations, benches, bike racks, waste and recycling receptacles, and plantings. The incorporation of these features will enhance the overall user experience.

**FIGURE 10: METCOUNCIL FORECASTS FOR CITY OF MINNEAPOLIS**

Year	2020	2030	2040
Population	423,000	439,000	459,200
Households	183,800	194,000	204,000
Employment	315,300	332,400	350,000

2016 Population Estimate for Minneapolis-St. Paul combined: 716,049  
(Source: American Community Survey)

\*Source: Hennepin County, Path to the Midtown Greenway: <https://www.hennepin.us/en/economic-development/impacts/success-stories/path-to-the-midtown-greenway>



Midtown Greenway Regional Trail  
Photo credit: Men’s Journal Magazine / Micah Taylor

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# Chapter 4 |

## TRAIL PLAN

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Trail Plan Overview

Guiding Principles

Amenity Zone Overview

Trail Plan Content

Cost Estimates

Trail Segments and Amenity Zones

## Trail Plan Overview

Maps contained in this chapter illustrate the current land ownership along the Midtown Greenway Regional Trail, and highlight connections to local trail networks, existing amenities, street crossing treatments and recommendations for future improvements. Improvements are shown both in focused amenity zone locations, as well as all of the regional trail.

## Guiding Principles

The following principles were used in developing recommendations for this plan. They should also be used, as applicable, during implementation of the plan.

- Incorporate wayfinding for a multi-lingual and multi-generational audience.
- Design and install amenities in collaboration with agency partners to ensure sustainable maintenance.
- Implement a unified design approach to trailside amenities to foster a consistent character for the trail corridor
- Include tree planting and green infrastructure to enhance ecological benefits along the trail corridor.
- Provide equitable access to parks and trails across Minneapolis
- Center sustainable and resilient design throughout the corridor

## Amenity Zone Overview

The term “amenity zone” along the trail denotes a designated area that offers various amenities or facilities for the convenience and enjoyment of trail users. These amenities are intended to enhance the overall experience of individuals using the trail for recreation, exercise, or transportation. Features in an amenity zone vary depending on its location. Common amenities include informational and wayfinding signage, refuse and recycling bins, and benches. The MPRB is responsible for capital improvements within designated amenity zones, with the ownership and operations being the responsibility of others when amenities are not located on MPRB land. Amenities within each amenity zone will be constructed and installed in a unified timeline and approach. Each zone will be completed as a set of improvements.

Within the Midtown Greenway Regional Trail boundary, certain amenity zones are located in areas either currently under planning by other agencies or in areas with MPRB approved plans. These designated zones are indicated on the trail segment maps, and the implementation of amenities will align with the specifications outlined in those plans.

**FIGURE 11: WAYFINDING/SIGNAGE CONCEPTS FROM THE 'MAKING THE CONNECTIONS' PLAN**



Source: Midtown Greenway Making the Connections Plan

## Trail Plan Content

The Midtown Greenway has undergone extensive planning and the trail maps presented in this chapter visually represent the comprehensive planning initiatives undertaken. Recommendations for future improvements are shown along the entire regional trail, however trailside amenities in amenity zones or wayfinding/signage and ecological enhancement throughout the regional trail boundary are the only areas and amenity types that will receive regional capital funding. These improvements are grouped into four key areas: wayfinding/signage, accessibility/safety, transit connections, and ecological enhancement areas.

To enhance clarity, comprehensive definitions and additional information about these proposed enhancements are included to facilitate a better understanding of the trail plan maps and the recommendations outlined for the Midtown Greenway Regional Trail.

### Wayfinding/Signage

The 'Making the Connections' plan proposed a wayfinding system to better connect the Midtown Greenway with adjacent residential and commercial areas. The plan provided highly visible branded elements as part of a signage system to orient visitors to destinations, bikeways and community spaces. Components of the system included signage, map kiosks and vertical markers in a consistent green

color (see "FIGURE 11: Wayfinding/Signage Concepts from the 'Making the Connections' Plan"). Although locations were recommended, development of the style, materials, messaging and branding will be necessary. Proposed locations for key wayfinding are shown in the trail segment maps.

Signage will identify the various neighborhoods that the Midtown Greenway transects, from Bde Maka Ska through East Isles, Lowry Hill East, Whittier, Powderhorn, Phillips (East, West, Central), Longfellow and Cooper to the Mississippi River. Each area boasts distinct destinations and local businesses poised to gain from the substantial customer base the adjacent Greenway could offer—with wayfinding designed to guide individuals on where to go and how to reach their destinations.

Efficient placement of signage is critical to a simple and understandable wayfinding system. Too much can create visual clutter, while too little can lead to gaps in the system. Wayfinding improvements should also help improve access to the regional trail for diverse users across language, age, and literacy, and take a culture-lead approach through graphic and welcoming queues to accessing the Greenway.

### Safety/Accessibility

Safety on the Midtown Greenway refers to measures and infrastructure, proposed in previous planning efforts, to ensure the well-being of users. This includes

well-maintained paths, clear signage, proper lighting, and measures to prevent accidents or conflicts between different modes of transportation. Safety also encompasses efforts to create a secure environment, such as the presence of emergency call boxes and community patrols, fostering a sense of security for those utilizing the greenway. These safety measures fall outside of the capital improvements within the amenity zones proposed as part of this regional trail plan.

Accessibility on the Midtown Greenway includes ensuring that amenities within the regional trail boundary are reachable and usable by a diverse range of people, including those with mobility challenges. The greenway aims to provide universal access, with features like ramps, curb cuts, and other accommodations that enable individuals of varying physical abilities to enjoy the pathway. This shared commitment between owners and operators along the corridor to accessibility not only enhances the overall user experience but also promotes the greenway as an inclusive public space that encourages active transportation and recreation for all members of the community.

### **Transit Connectivity**

The proposed transit connectivity in the trail segment maps reflects planned locations for transit stops, aiming to facilitate seamless connections with both Light Rail Transit (LRT) and bus lines with the Midtown Greenway.

### **Ecological Enhancement Areas**

The term “ecological enhancement area” refers to a zone along the trail where opportunities exist to improve ecological health through the establishment of native plant communities. Enhancement areas are classified as “prairie planting” or “savanna planting” depending on their local ground and light conditions. Improvements are focused in areas with limited, declining, or non-native vegetation, often exhibiting eroding soil, debris, or deteriorating pavement. Much of the remaining habitat space within the corridor, particularly along steep slopes, has established native plant communities. Exact design and plant selection details will be determined during a later stage of design.

### ***Prairie Planting***

Prairie planting areas will typically include a mix of tall grasses and flowering plants that are grouped tightly together.

### ***Savanna Planting***

Savanna planting areas will typically include overstory trees, short grasses, and understory plants.

### **Cost Estimates**

Cost estimates include amenity zones improvements. Costs estimates for improvements to MPRB owned land with approved park plans within the regional trail boundary are located in the Appendix. Costs for improvements outside the amenity zones and MPRB owned land are not included in this document. MPRB will have a capital only role limited to low-cost amenities identified in the amenity zones or wayfinding and ecological enhancements throughout the regional trail boundary.

Costs are based on previous estimates and recent similar project work performed locally. They are intended to serve as a baseline for project planning and reflect generalities based on known information as of spring of 2024. As projects move into a design and construction phase, they will require further design, engineering, or study, and all projects are subject to MPRB purchasing agreements. All amenities funded by MPRB will need to be maintained in accordance with regional trail requirements. Total estimated costs for all projects are about **\$139,500**.

**FIGURE 12: PRELIMINARY CAPITAL EXPENSES ESTIMATE TOTAL (2024 DOLLARS)**

Category	Estimated cost (2024)
<b>Amenity Zone 1 - The Mall</b>	
Sign/Wayfinding	\$10,000
Bench	\$3,000
Refuse	\$1,200
Recycling	\$1,200
Concrete Pad (excavation, base, concrete)	\$8,000
Mobilization and Permitting	\$2,000
<b>Total</b>	<b>\$25,400</b>
<b>Amenity Zone 2 - Soo Line Garden*</b>	
<b>Total TBD</b>	<b>TBD</b>
<b>Amenity Zone 3 - Nicollet and 1st**</b>	
Wayfinding	\$5,000
Bench	\$6,000
Refuse	\$1,500
Recycling	\$1,500
Concrete Pad (excavation, base, concrete)	\$10,000
Drinking Fountain (budget includes water line)	\$6,000
Mobilization and Permitting	\$3,000
<b>Total</b>	<b>\$33,000</b>
<b>Amenity Zone 4 - 5th</b>	
Wayfinding	\$5,000
Bench	\$3,000
Refuse	\$1,200
Recycling	\$1,200
Concrete Pad (excavation, base, concrete)	\$8,000
Mobilization and Permitting	\$2,000
<b>Total</b>	<b>\$20,400</b>

Category	Estimated cost (2024)
<b>Amenity Zone 5 - CEPRO Site</b>	
Sign/Wayfinding	\$5,000
Bench	\$3,000
Refuse	\$1,200
Recycling	\$1,200
Concrete Pad (excavation, base, concrete)	\$8,000
Mobilization and Permitting	\$2,000
<b>Total</b>	<b>\$20,400</b>
<b>Amenity Zone 6 - Bloomington</b>	
Wayfinding	\$5,000
Bench	\$3,000
Refuse	\$1,200
Recycling	\$1,200
Concrete Pad (excavation, base, concrete)	\$8,000
Mobilization and Permitting	\$2,000
<b>Total</b>	<b>\$20,400</b>
<b>Amenity Zone 7 - 28th</b>	
Wayfinding	\$5,000
Bench	\$3,000
Refuse	\$1,200
Recycling	\$1,200
Mobilization and Permitting	\$1,500
<b>Total</b>	<b>\$11,900</b>
<b>Amenity Zone 8 - West River Parkway</b>	
Wayfinding	\$5,000
Concrete Pad (excavation, base, concrete)	\$2,000
Mobilization and Permitting	\$1,000
<b>Total</b>	<b>\$8,000</b>
<b>TOTAL FOR ALL AMENITY ZONES</b>	
	<b>\$139,500</b>

*\*This area is currently under planning, and the amenities within the Amenity Zone are contingent upon the final approval of the plan.*

*\*\*Placeholder costs and amenities are provisional and will be chosen in alignment with the ongoing City of Minneapolis planning efforts for this specific area.*

## Trail Segments and Amenity Zones

Trail segment maps featuring proposed improvements are shown in "FIGURE 14: Segment 1 - Midtown Greenway Regional Trail" on page 32 through "FIGURE 37: Segment 11 - Midtown Greenway Regional Trail" on page 49. The locations of amenity zones are indicated in "FIGURE 13: Amenity Zone Locations" on page 31. Detailed information about each amenity zone can be found in the figures following the trail segment in which it's located.

**FIGURE 13: AMENITY ZONE LOCATIONS**







**FIGURE 16: SEGMENT 3 - MIDTOWN GREENWAY REGIONAL TRAIL**



PRAIRIE PLANTING AREA: NORTH SIDE OF TRAIL, HENNEPIN TO GIRARD



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, FREMONT TO EMERSON

**LEGEND**

- SHARED USE TRAIL
  - SHARED USE TRAIL - PROPOSED EXTENSION
  - REGIONAL TRAIL BOUNDARY
  - OTHER BIKEWAY
  - PARCEL BOUNDARY
  - STREETS
  - HCRRA PROPERTY IN REGIONAL BOUNDARY
  - HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY
  - MPRB PROPERTY
  - WATER BODY
  - BUILDINGS
  - ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS
  - EXISTING ACCESS POINTS
- PROPOSED IMPROVEMENTS:**
- WAYFINDING
  - SAFETY/ACCESSIBILITY
  - TRANSIT CONNECTIVITY
  - AMENITY ZONES
- ECOLOGICAL ENHANCEMENT AREAS:**
- PRAIRIE PLANTING
  - SAVANNA PLANTING

FIGURE 17: AMENITY ZONE 1 - THE MALL

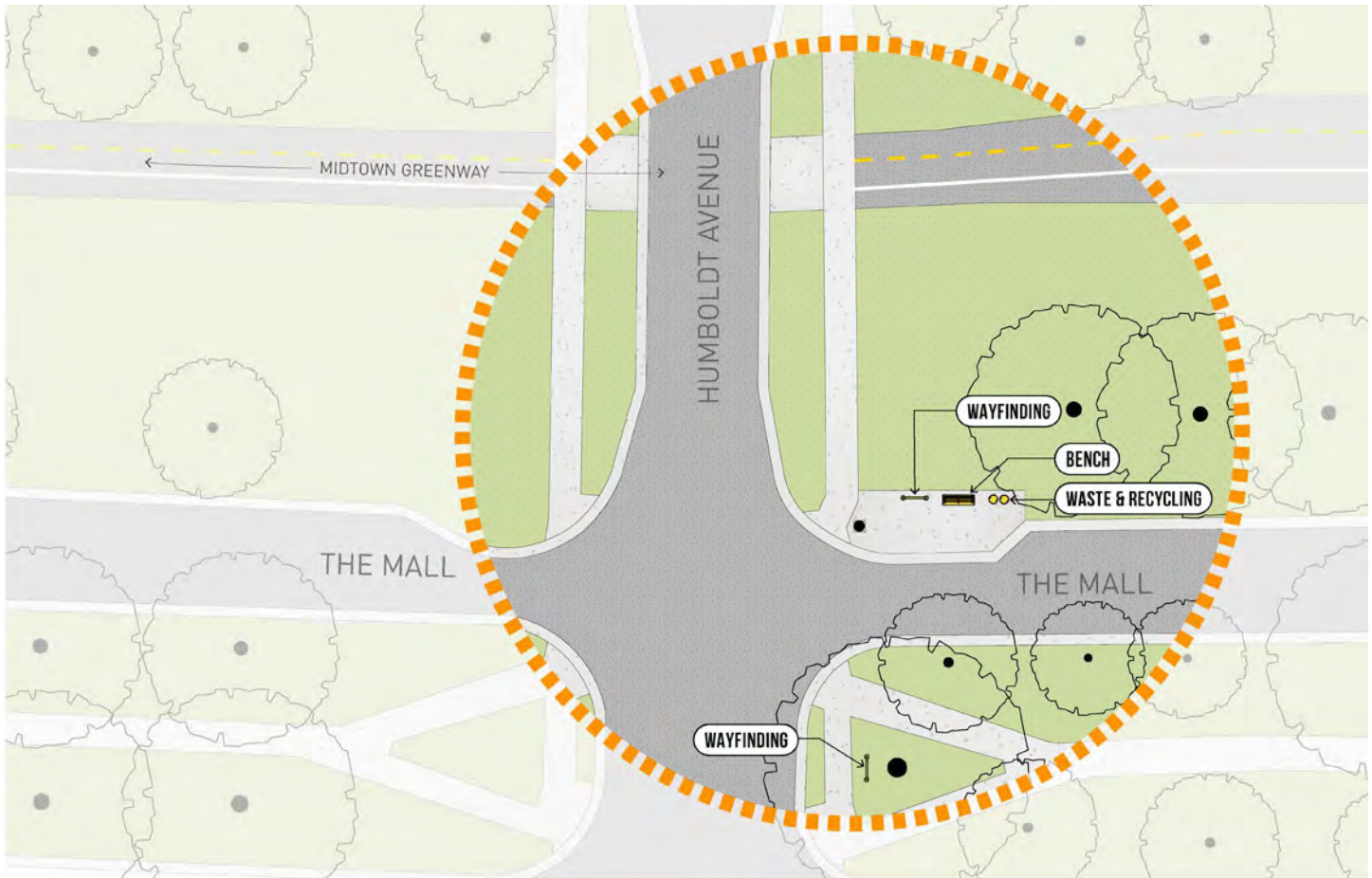


FIGURE 18: AMENITY ZONE 1 - THE MALL - COST ESTIMATE

Category	Qty	Estimated cost (2024)
Sign/Wayfinding	2	\$10,000
Bench	1	\$3,000
Refuse	1	\$1,200
Recycling	1	\$1,200
Concrete Pad (excavation, base, concrete)	LS	\$8,000
Mobilization and Permitting		\$2,000
<b>Total</b>		<b>\$25,400</b>

THE MALL PARK - APPROVED PLAN\*



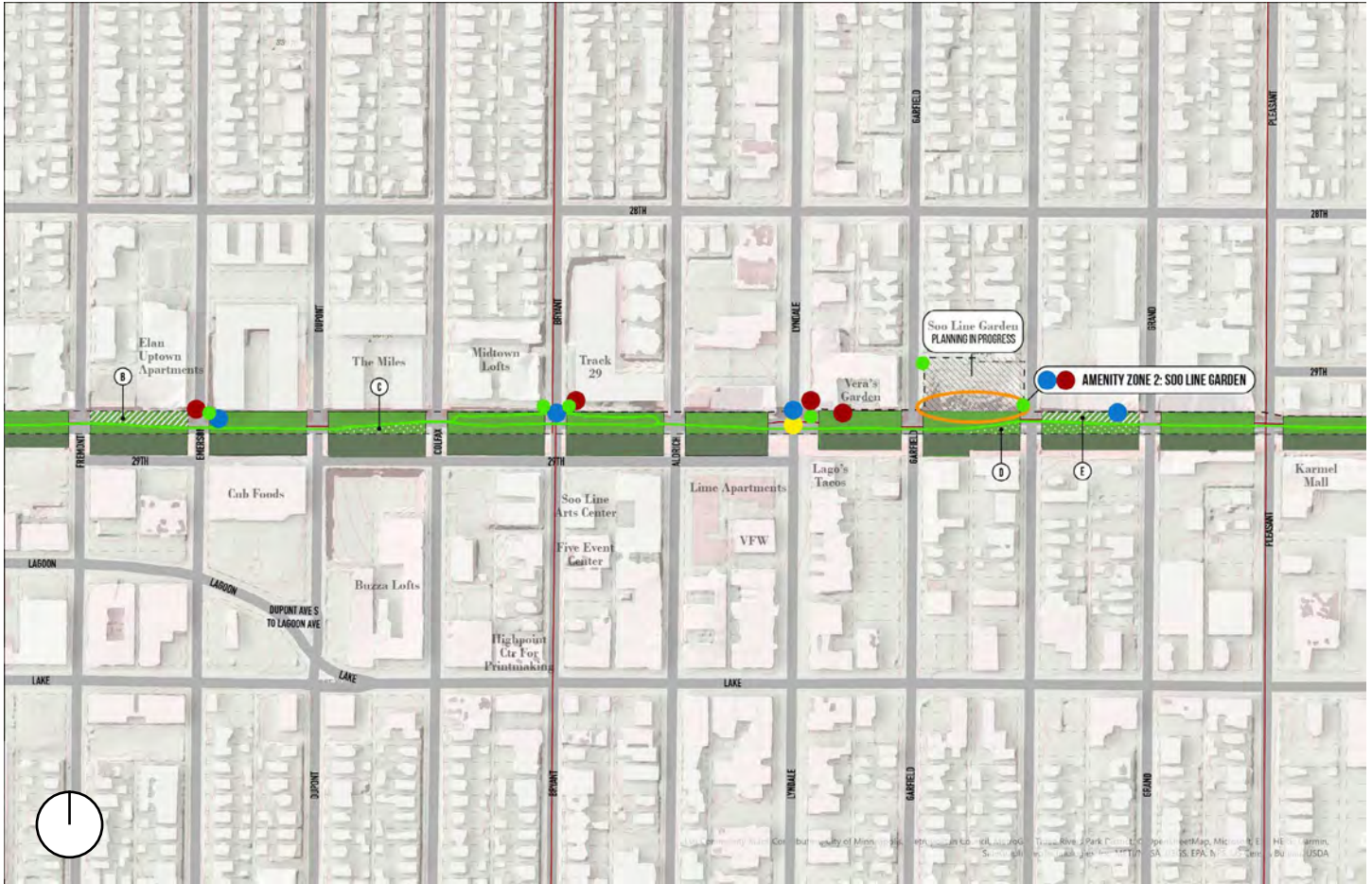
Source: Southwest Service Area Master Plan The Mall Park - Plan, MPRB - Approved November 4, 2020;

\*See Appendix for full park packet details.

### Amenity Zone 1 - The Mall

The Mall Park, spanning five blocks of grass median and roadway from Hennepin Avenue to Bde Maka Ska Parkway, is governed by the adopted park plan in the Southwest Service Area Master Plan approved by the MPRB on November 4, 2020. The designated amenity zone, located adjacent to the Midtown Greenway at Humboldt Avenue on MPRB property, includes standard MPRB improvements for regional parks and trails.

**FIGURE 19: SEGMENT 4 - MIDTOWN GREENWAY REGIONAL TRAIL**



**LEGEND**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>SHARED TRAIL</li> <li>SHARED USE TRAIL - PROPOSED EXTENSION</li> <li>REGIONAL TRAIL BOUNDARY</li> <li>OTHER BIKEWAY</li> <li>PARCEL BOUNDARY</li> <li>STREETS</li> <li>HCRRA PROPERTY IN REGIONAL BOUNDARY</li> <li>HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY</li> <li>MPRB PROPERTY</li> <li>WATER BODY</li> <li>BUILDINGS</li> <li>ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS</li> <li>EXISTING ACCESS POINTS</li> </ul> | <ul style="list-style-type: none"> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> </ul> | <p><b>PROPOSED IMPROVEMENTS:</b></p> <ul style="list-style-type: none"> <li> WAYFINDING</li> <li> SAFETY/ACCESSIBILITY</li> <li> TRANSIT CONNECTIVITY</li> <li> AMENITY ZONES</li> </ul> <p><b>ECOLOGICAL ENHANCEMENT AREAS:</b></p> <ul style="list-style-type: none"> <li> PRAIRIE PLANTING</li> <li> SAVANNA PLANTING</li> </ul> |
|--|--|---|



PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, DUPONT TO COLFAX



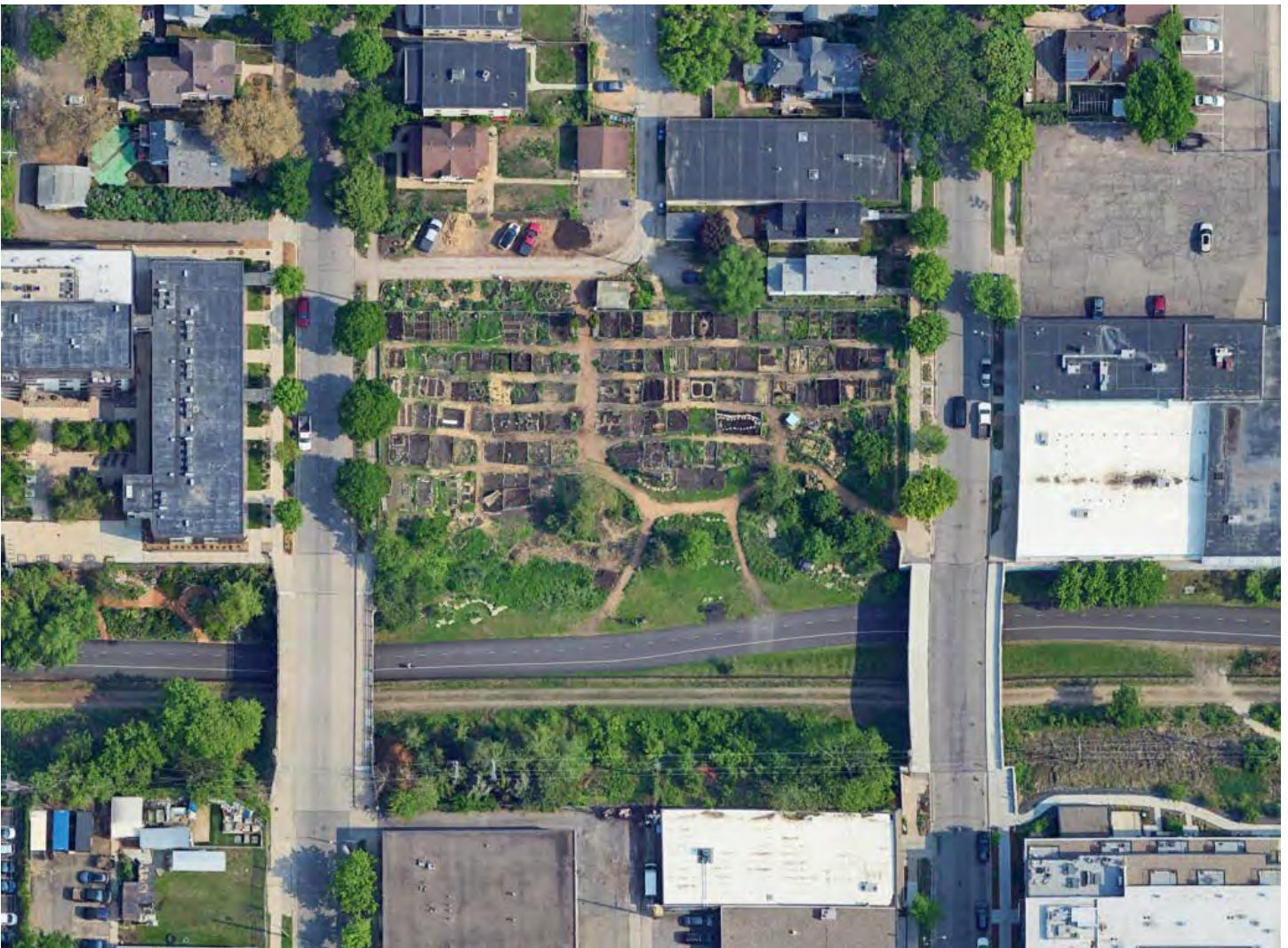
PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, GARFIELD TO GRAND



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, HARRIET TO GRAND

## Amenity Zone 2 - Soo Line Garden

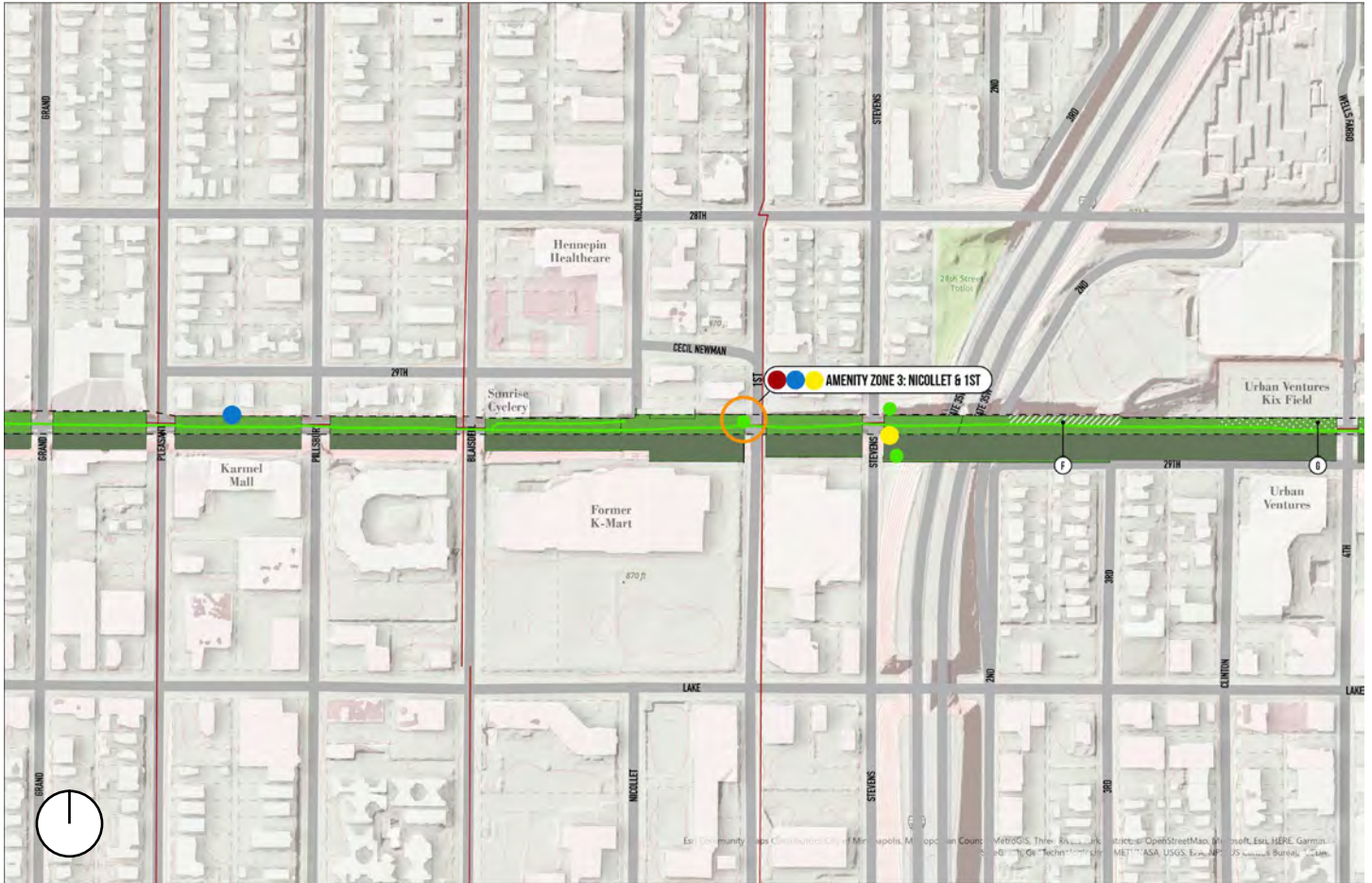
In 2024, MPRB will be undergoing a process to remediate the soils and develop a concept plan for this location. The detailed planning for this area is in progress and will be updated following additional community engagement. The MPRB Board of Commissioners will need to approve a concept plan for the site that will be amended into the Midtown Greenway Regional Trail Plan once adopted. Following a funding allocation, the garden will be reconstructed by MPRB in line with park design standards, community input, and approved plan for the site.



*Existing Conditions*

*This graphic will be updated following future concept plan approval*

**FIGURE 20: SEGMENT 5 - MIDTOWN GREENWAY REGIONAL TRAIL**



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, 2ND TO 3RD

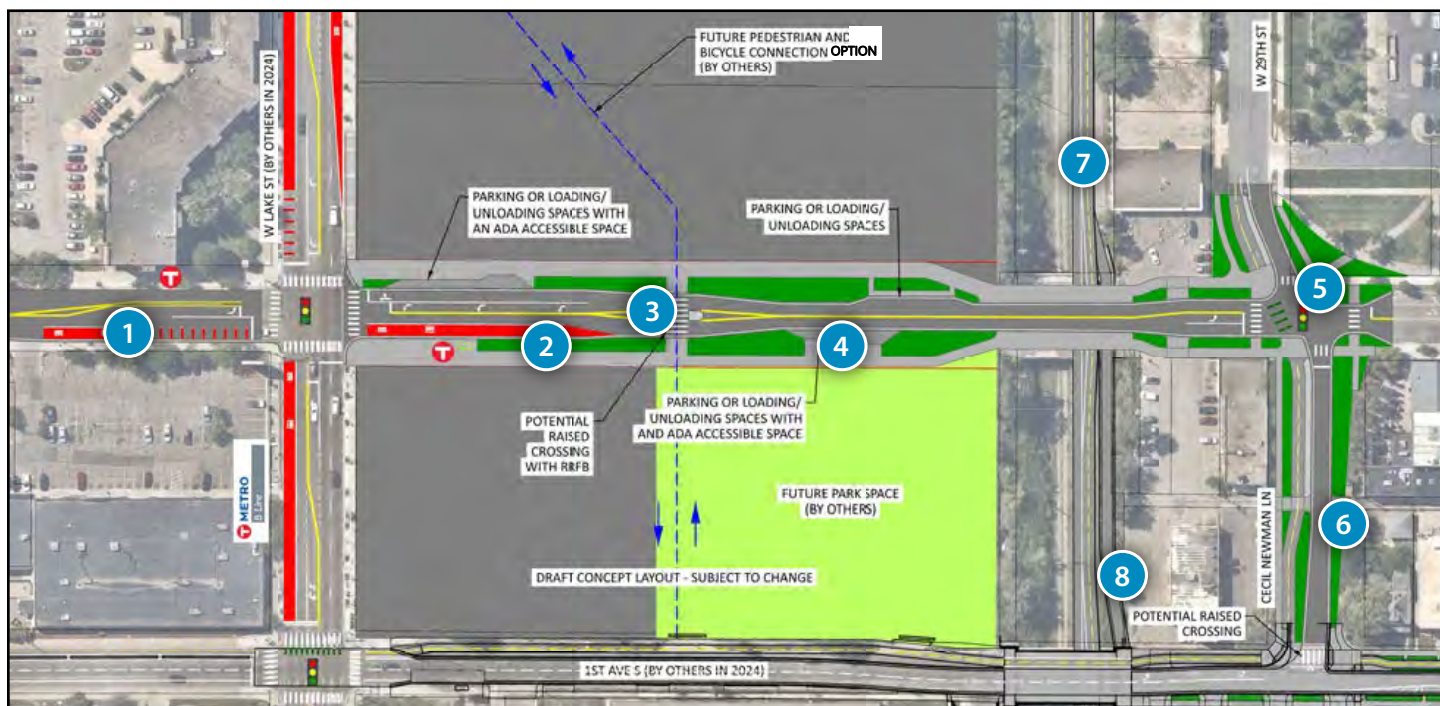


PRAIRIE PLANTING AREA: NORTH SIDE OF TRAIL, CLINTON TO PORTLAND

**LEGEND**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>SHARED USE TRAIL</li> <li>SHARED USE TRAIL - PROPOSED EXTENSION</li> <li>REGIONAL TRAIL BOUNDARY</li> <li>OTHER BIKEWAY</li> <li>PARCEL BOUNDARY</li> <li>STREETS</li> <li>HCRRA PROPERTY IN REGIONAL BOUNDARY</li> <li>HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY</li> <li>MPRB PROPERTY</li> <li>WATER BODY</li> <li>BUILDINGS</li> <li>ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS</li> <li>EXISTING ACCESS POINTS</li> </ul> | <ul style="list-style-type: none"> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> <li></li> </ul> | <p><b>PROPOSED IMPROVEMENTS:</b></p> <ul style="list-style-type: none"> <li>WAYFINDING</li> <li>SAFETY/ACCESSIBILITY</li> <li>TRANSIT CONNECTIVITY</li> <li>AMENITY ZONES</li> </ul> <p><b>ECOLOGICAL ENHANCEMENT AREAS:</b></p> <ul style="list-style-type: none"> <li>PRAIRIE PLANTING</li> <li>SAVANNA PLANTING</li> </ul> |
|--|--|---|

FIGURE 22: AMENITY ZONE 3 - BETWEEN NICOLLET AND 1ST AVENUE



Source: Proposed Concept by the City of Minneapolis  
 Note: Project is still in Planning Stage

**LEGEND**

- 1 - NORTHBOUND TRANSIT LANE
- 2 - LARGE GREEN SPACE
- 3 - MID-BLOCK CROSSING WITH A MEDIAN AND RECTANGULAR RAPID FLASHING BEACON
- 4 - LIMITED PARKING OR LOADING/UNLOADING SPACES
- 5 - REALIGNMENT OF THE NICOLLET AVE, 29TH ST. AND CECIL NEWMAN LN INTERSECTION
- 6 - WIDER SIDEWALK BOULEVARD AND PROTECTED BIKEWAY
- 7 - WIDER MIDTOWN GREENWAY TRAIL
- 8 - NEW ADA COMPLIANT RAMP

**Amenity Zone 3 - Between Nicollet and 1st**

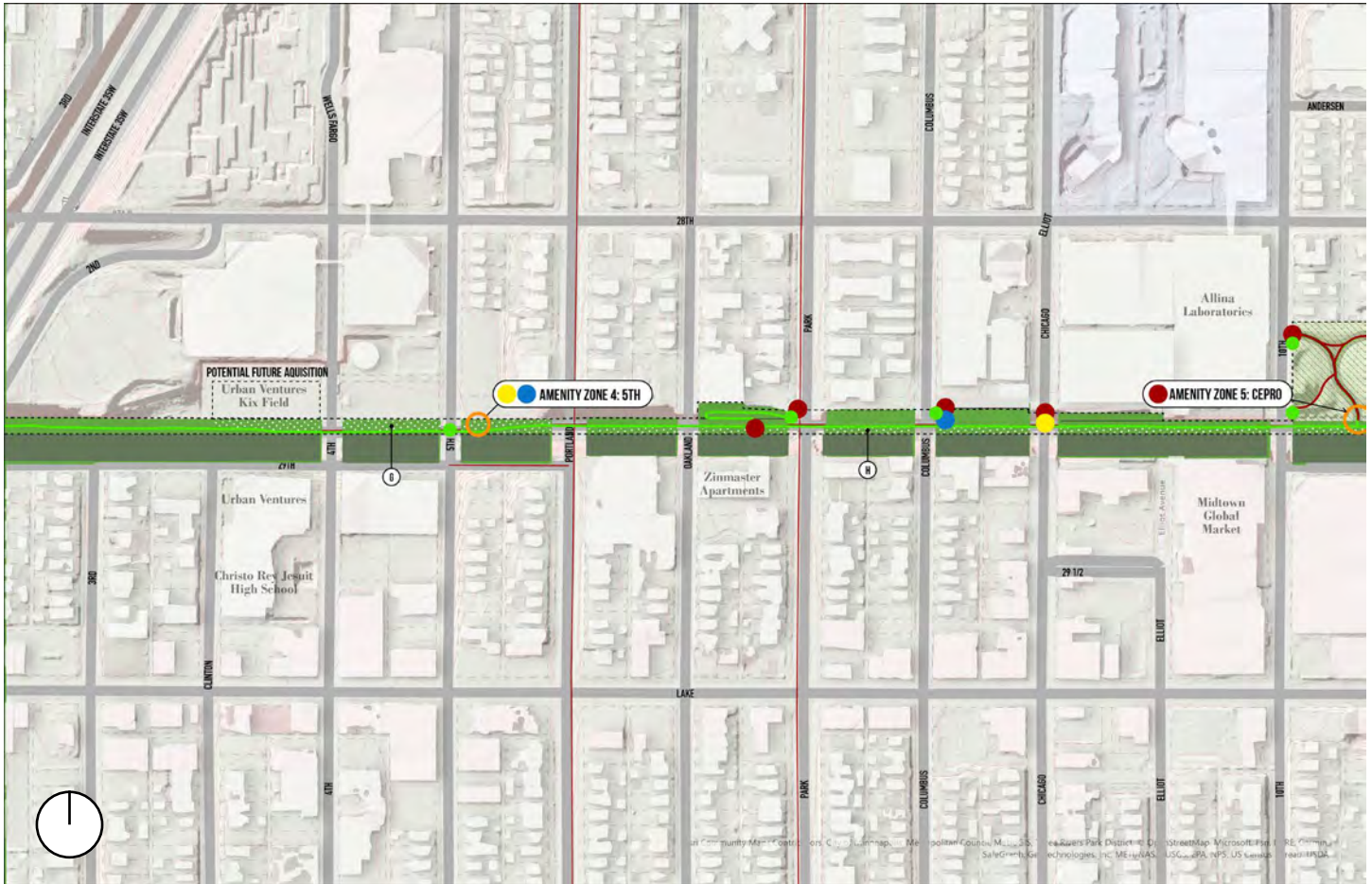
With the removal of KMart, the Nicollet Avenue area adjacent to the Midtown Greenway is in the planning stages led by the City of Minneapolis. As part of this planning process, it has been proposed for the entrance ramp for the Midtown Greenway to be moved from Nicollet Avenue to 1st Avenue. Amenity zone 3 is located at the top of this ramp, with wayfinding signage, bicycle parking, and a bench. The project is still in the planning stage and improvements within the amenity zone incorporate suggestions from community and agency partners involved in the planning process outlined in this plan.

FIGURE 21: AMENITY ZONE 3 - COST ESTIMATE

Category	Qty	Estimated cost (2024)
Wayfinding	1	\$5,000
Bench	2	\$6,000
Refuse	1	\$1,500
Recycling	1	\$1,500
Concrete Pad (excavation, base, concrete)	LS	\$10,000
Drinking Fountain (budget includes water line)		\$6,000
Mobilization and Permitting		\$3,000
<b>Total</b>		<b>\$33,000</b>

\*\* Placeholder costs, amenities will be selected in accordance with the future plan for this area

**FIGURE 23: SEGMENT 6 - MIDTOWN GREENWAY REGIONAL TRAIL**

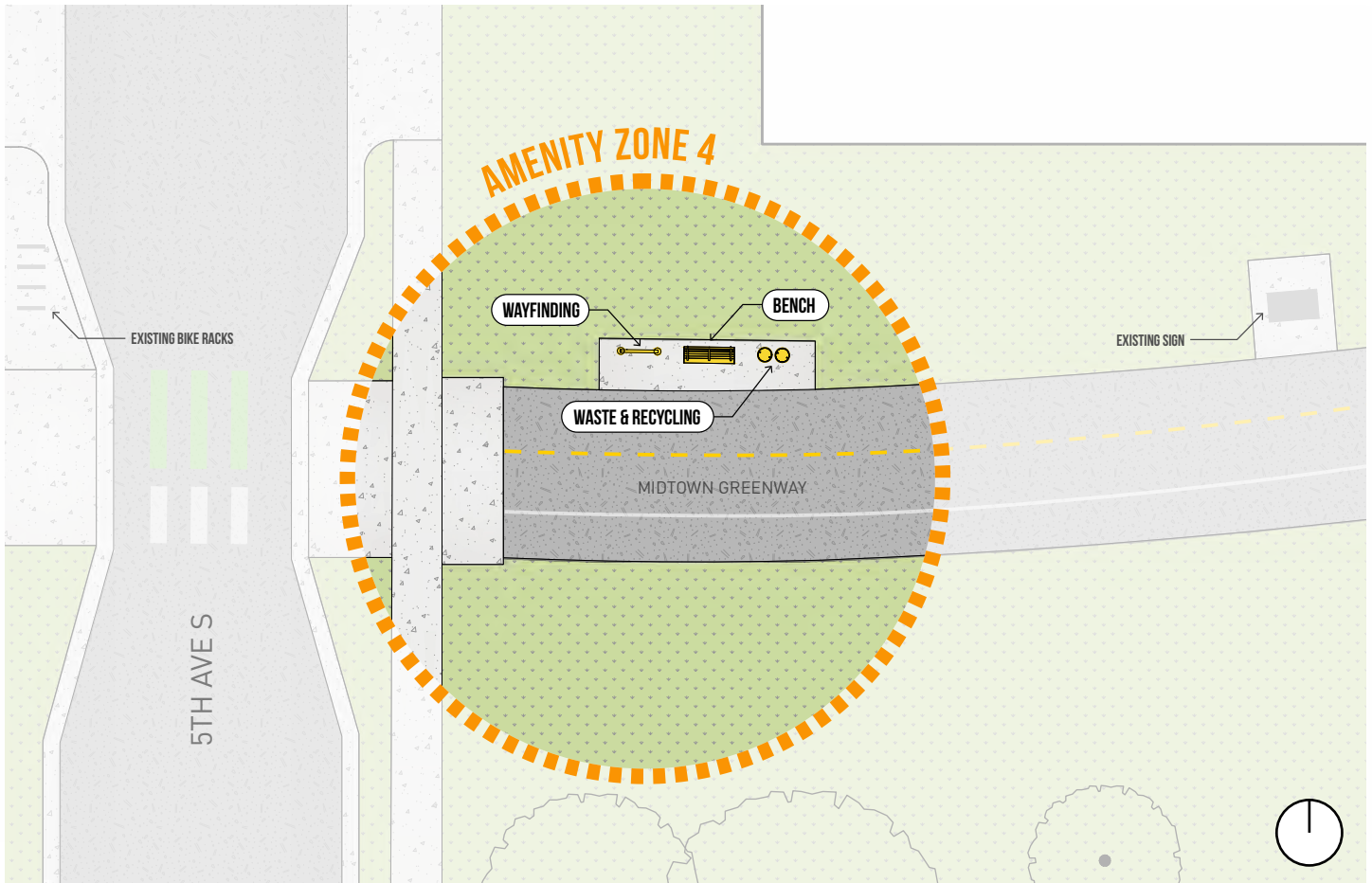


PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, 5TH TO 13TH

**LEGEND**

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>SHARED USE TRAIL</li> <li>SHARED USE TRAIL - PROPOSED EXTENSION</li> <li>REGIONAL TRAIL BOUNDARY</li> <li>OTHER BIKEWAY</li> <li>PARCEL BOUNDARY</li> <li>STREETS</li> <li>HCRRA PROPERTY IN REGIONAL BOUNDARY</li> <li>HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY</li> <li>MPRB PROPERTY</li> <li>WATER BODY</li> <li>BUILDINGS</li> <li>ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS</li> <li>EXISTING ACCESS POINTS</li> </ul> | <ul style="list-style-type: none"> <li>PROPOSED IMPROVEMENTS:</li> <li>WAYFINDING</li> <li>SAFETY/ACCESSIBILITY</li> <li>TRANSIT CONNECTIVITY</li> <li>AMENITY ZONES</li> <li>ECOLOGICAL ENHANCEMENT AREAS:</li> <li>PRAIRIE PLANTING</li> <li>SAVANNA PLANTING</li> </ul> | <ul style="list-style-type: none"> <li>●</li> <li>●</li> <li>●</li> <li>○</li> <li>■</li> <li>■</li> <li>■</li> <li>■</li> <li>■</li> <li>■</li> <li>■</li> <li>■</li> <li>●</li> </ul> |
|--|--|---|

FIGURE 25: AMENITY ZONE 4 - 5TH AVE S



**Amenity Zone 4 - 5th Ave S**

Amenity Zone 4 is located on the east side of 5th Avenue South, adjacent to the Midtown Greenway along the north side, of the trail. The amenity zone is equipped with wayfinding signage, a bench, and waste and recycling receptacles.

FIGURE 24: AMENITY ZONE 4 - COST ESTIMATE

Category	Qty	Estimated cost (2024)
Wayfinding	1	\$5,000
Bench	1	\$3,000
Refuse	1	\$1,200
Recycling	1	\$1,200
Concrete Pad (excavation, base, concrete)	LS	\$8,000
Mobilization and Permitting		\$2,000
<b>Total</b>		<b>\$20,400</b>

**FIGURE 26: SEGMENT 7 - MIDTOWN GREENWAY REGIONAL TRAIL**



**LEGEND**

- SHARED USE TRAIL
  - SHARED USE TRAIL - PROPOSED EXTENSION
  - REGIONAL TRAIL BOUNDARY
  - OTHER BIKEWAY
  - PARCEL BOUNDARY
  - STREETS
  - HCRRA PROPERTY IN REGIONAL BOUNDARY
  - HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY
  - MPRB PROPERTY
  - WATER BODY
  - BUILDINGS
  - ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS
  - EXISTING ACCESS POINTS
- PROPOSED IMPROVEMENTS:
  - WAYFINDING
  - SAFETY/ACCESSIBILITY
  - TRANSIT CONNECTIVITY
  - AMENITY ZONES
  - ECOLOGICAL ENHANCEMENT AREAS:
  - PRAIRIE PLANTING
  - SAVANNA PLANTING



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, 11TH TO 13TH



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, EAST SIDE OF 14TH



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, 17TH TO 18TH

FIGURE 27: AMENITY ZONE 5 - CEPRO SITE

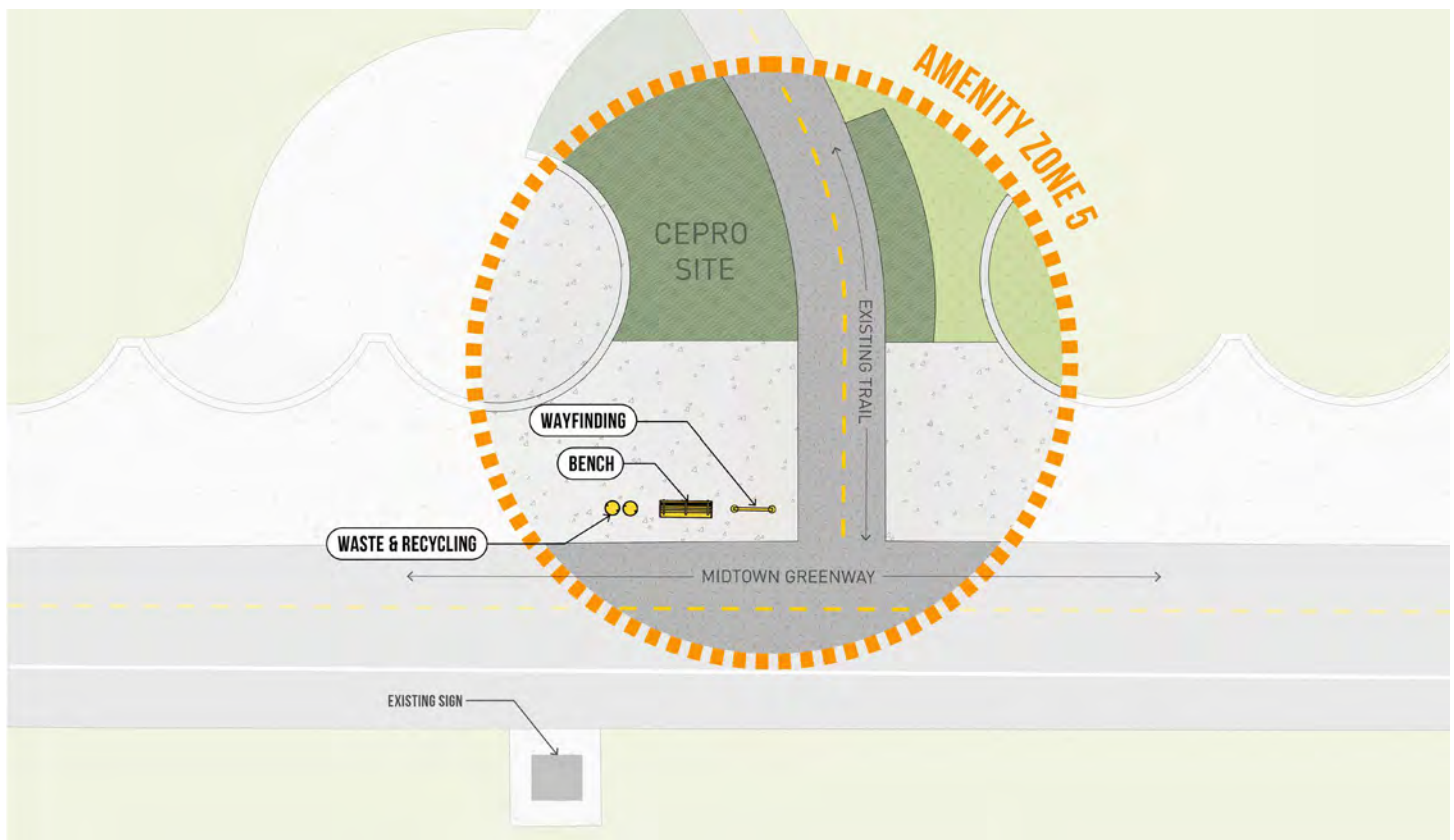


FIGURE 28: AMENITY ZONE 5 - COST ESTIMATE

Category	Qty	Estimated cost (2024)
Sign/Wayfinding	1	\$5,000
Bench	1	\$3,000
Refuse	1	\$1,200
Recycling	1	\$1,200
Concrete Pad (excavation, base, concrete)	LS	\$8,000
Mobilization and Permitting		\$2,000
<b>Total</b>		<b>\$20,400</b>

CEPRO SITE - APPROVED PLAN\*



Source: South Service Area Master Plan CEPRO Site - Approved Plan MPRB - Approved September 28, 2016

\*See Appendix for full park packet details.

### Amenity Zone 5 - CEPRO Site

The CEPRO Site in the Midtown Phillips neighborhood of south Minneapolis is a 1.65-acre green space governed by the adopted park plan under the South Service Area Master Plan approved by the MPRB on September 28, 2016. The designated amenity zone, located adjacent to the Midtown Greenway on MPRB property at the CEPRO site entry path, includes typical MPRB improvements for regional parks and trails.

**FIGURE 29: AMENITY ZONE 6 - BLOOMINGTON**



**Amenity Zone 6 - Bloomington Ave**

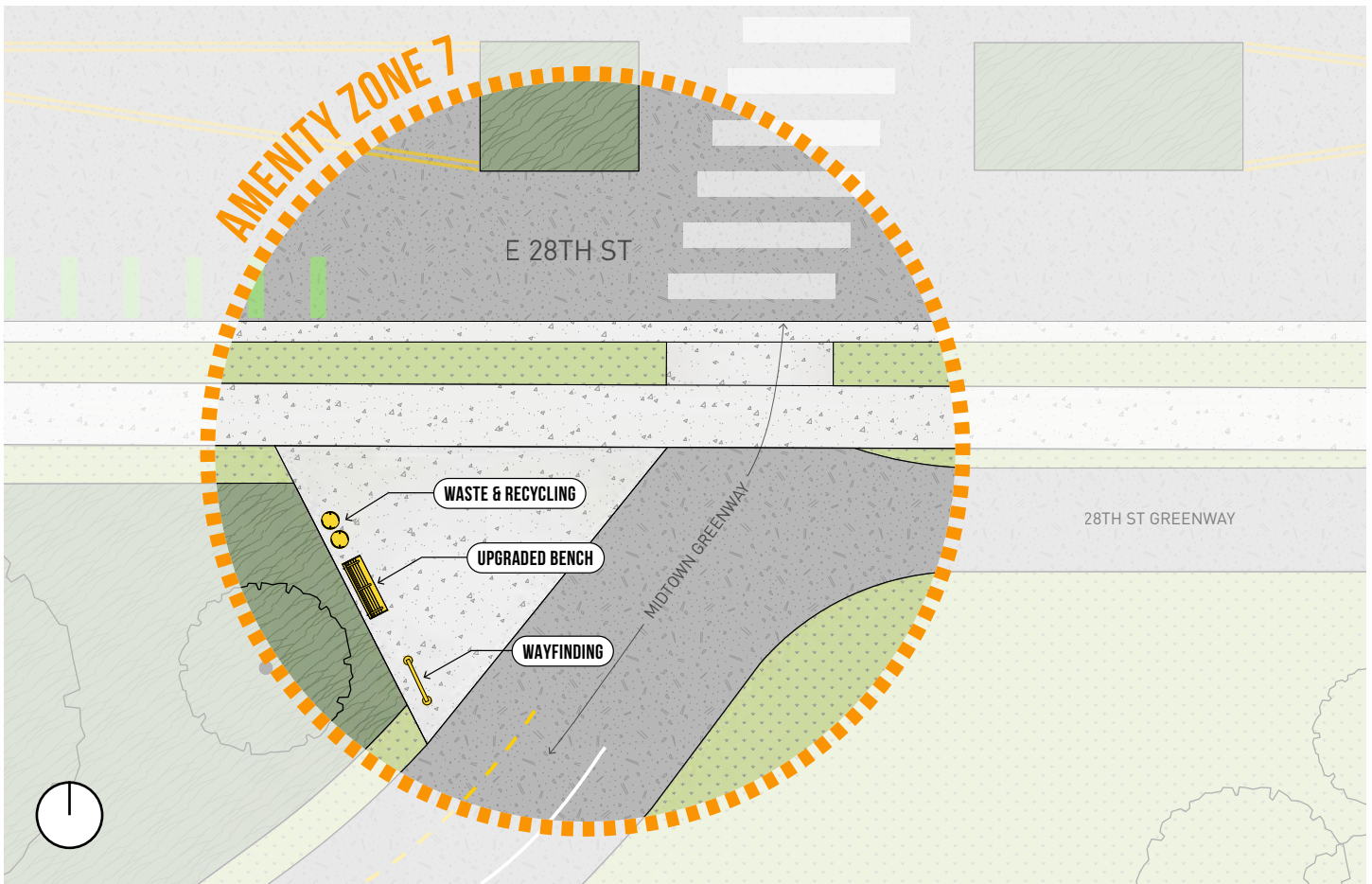
Amenity Zone 6 at Bloomington Avenue, located at both the top and bottom of a planned ADA ramp adjacent to the Midtown Greenway will feature wayfinding signs, a bench, and waste/recycling receptacles. The proposed ADA ramp falls outside of the amenity zone and is not eligible for regional funding at this time, but could be implemented in other ways.

**FIGURE 30: AMENITY ZONE 6 - COST ESTIMATE**

Category	Qty	Estimated cost (2024)
Wayfinding	1	\$5,000
Bench	1	\$3,000
Refuse	1	\$1,200
Recycling	1	\$1,200
Concrete Pad (excavation, base, concrete)	LS	\$8,000
Mobilization and Permitting		\$2,000
<b>Total</b>		<b>\$20,400</b>



**FIGURE 32: AMENITY ZONE 7 - 28TH**



**Amenity Zone 7 - 28th St**

Amenity Zone 7 is situated alongside the south side of East 28th Street, adjacent to the Midtown Greenway, where there is an existing concrete pad and bench. This designated area will feature essential amenities, including wayfinding signage, an upgraded bench, and waste and recycling receptacles.

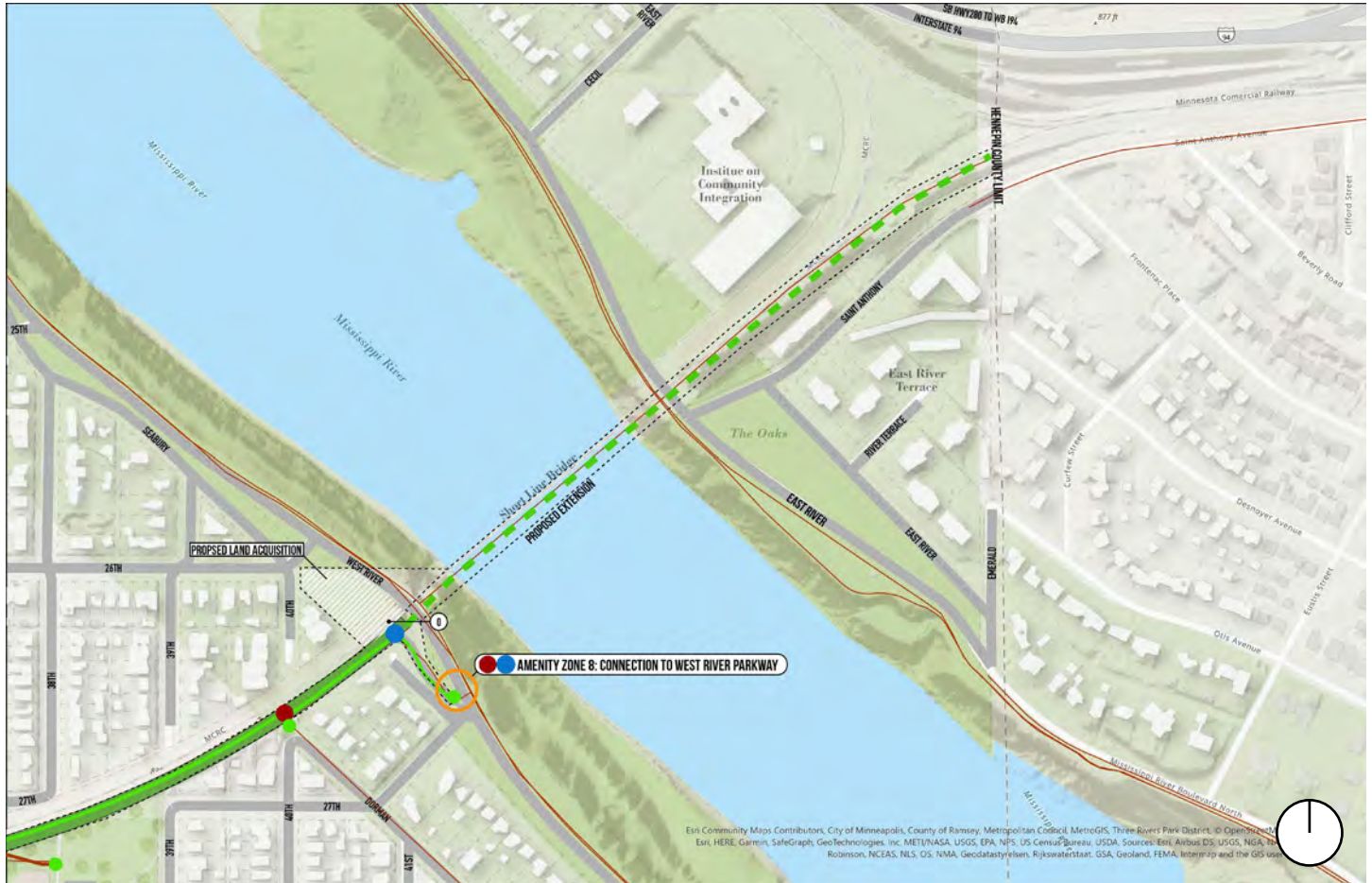
**FIGURE 33: AMENITY ZONE 7 - COST ESTIMATE**

Category	Qty	Estimated cost (2024)
Wayfinding	1	\$5,000
Bench	1	\$3,000
Refuse	1	\$1,200
Recycling	1	\$1,200
Mobilization and Permitting		\$1,500
<b>Total</b>		<b>\$11,900</b>





**FIGURE 36: SEGMENT 11 - MIDTOWN GREENWAY REGIONAL TRAIL**

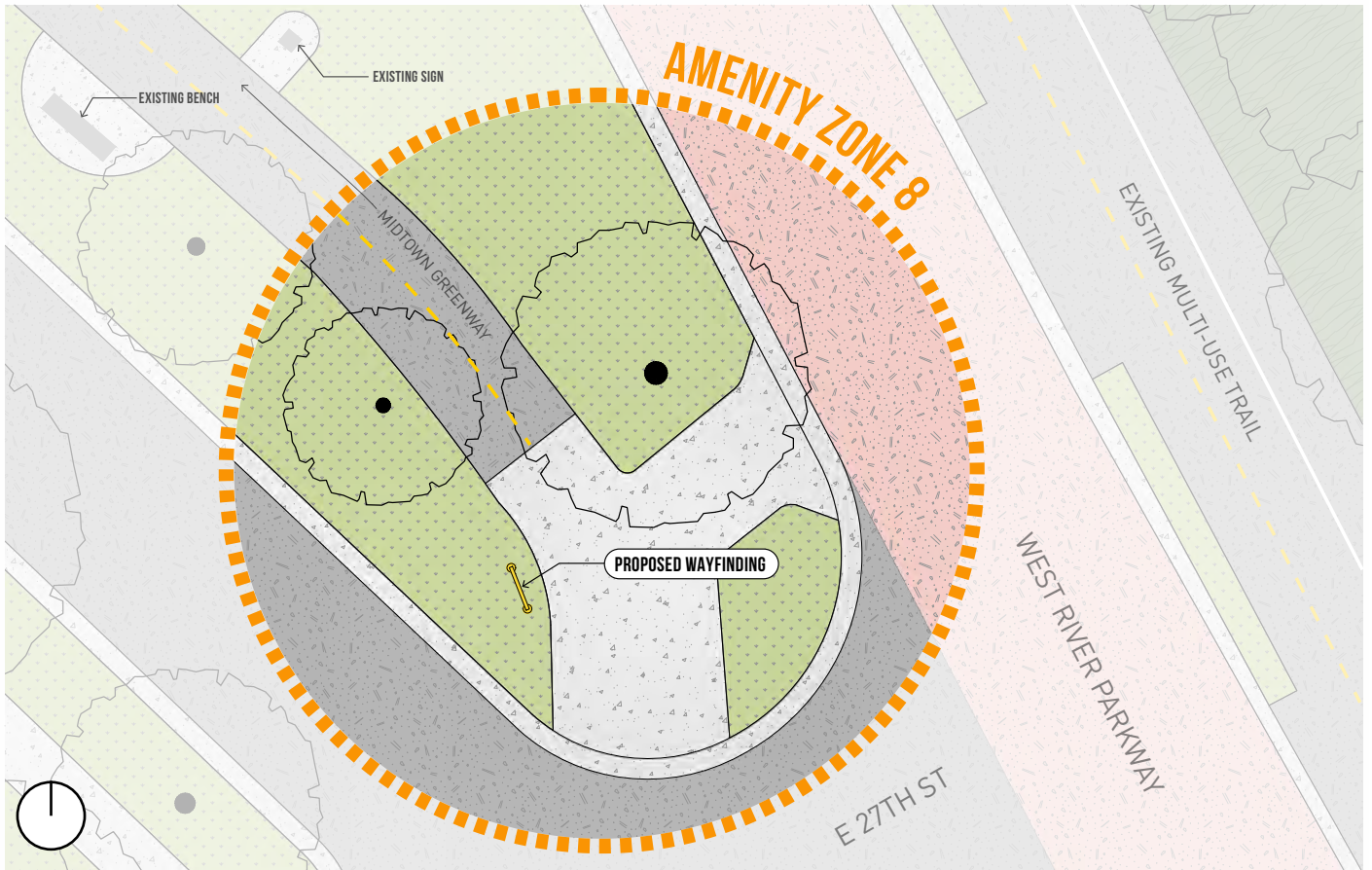


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## LEGEND

- |  |  |                                      |  |
|--|--|--------------------------------------|--|
| SHARED USE TRAIL                               |  | <b>PROPOSED IMPROVEMENTS:</b>        |  |
| SHARED USE TRAIL - PROPOSED EXTENSION          |  | WAYFINDING                           |  |
| REGIONAL TRAIL BOUNDARY                        |  | SAFETY/ACCESSIBILITY                 |  |
| OTHER BIKEWAY                                  |  | TRANSIT CONNECTIVITY                 |  |
| PARCEL BOUNDARY                                |  | AMENITY ZONES                        |  |
| STREETS  |  | <b>ECOLOGICAL ENHANCEMENT AREAS:</b> |  |
| HCRA PROPERTY IN REGIONAL BOUNDARY             |  | PRAIRIE PLANTING                     |  |
| HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY        |  | SAVANNA PLANTING                     |  |
| MPRB PROPERTY                                  |  |                                      |  |
| WATER BODY                                     |  |                                      |  |
| BUILDINGS                                      |  |                                      |  |
| ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS |  |                                      |  |
| EXISTING ACCESS POINTS                         |  |                                      |  |

**FIGURE 37: AMENITY ZONE 8 - WEST RIVER PARKWAY**



**Amenity Zone 8 - West River Parkway**

Amenity Zone 8 is planned for the connection of West River Parkway with the Midtown Greenway. This specific area will include a sign kiosk as a prominent feature. This amenity zone is in line with existing guidance in the Gorge Regional Park Plan vision for this area.

**FIGURE 38: AMENITY ZONE 8 - COST ESTIMATE**

Category	Qty	Estimated cost (2024)
Wayfinding	1	\$5,000
Concrete Pad (excavation, base, concrete)	LS	\$2,000
Mobilization and Permitting		\$1,000
<b>Total</b>		<b>\$8,000</b>

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# Chapter 5 | IMPLEMENTATION

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Implementation Overview

Funding Sources and Partnerships

Future Engagement

Acquisition

Operations and Maintenance Costs

Stewardship

Conflicts and Partner Coordination

Accessibility

Ordinances and Regulations

Public Awareness

Public Service Infrastructure

## Implementation Overview

This planning document outlines long-term strategies for future restoration, features, improvements, and facilities for the project area. This plan will only be completed through the collaboration, coordination, and partnership of many people and agencies over many years. Outlined in this chapter are vital components of the implementation, including funding, operations, maintenance, and stewardship, continued community and partner engagement.

## Funding Sources and Partnerships

Implementation of the Midtown Greenway Regional Trail Plan will require the involvement of a number of partners including the City of Minneapolis, Hennepin County Regional Railroad Authority, as outlined in the Cooperative Agreement, as well as other agencies as applicable, community groups, and volunteers.

MPRB's regional capital funding will only be spent on lower-cost amenities (Trailside Amenities) within the designated amenity zones or on wayfinding or ecological enhancements throughout the regional trail boundary. These include but are not limited to wayfinding, drinking fountains, portable restroom enclosures, picnic tables, landscaping, and sustainability improvements. Based on 2023, MPRB Board of Commissioners' direction, MPRB will not fund, implement, or maintain high-cost capital amenities such as new ramp infrastructure, lighting, permanent restrooms, pavement repaving, and trail expansions. Additionally, MPRB will abstain from making state funding requests for the Greenway, upholding its commitment to existing state funding requests for projects such as the Grand Rounds and other significant regional endeavors.

For amenities implemented with regional funding, all partners will need to abide by current state bonding requirements. When an amenity zone is implemented, it will be completed in its entirety.

## Future Engagement

As MPRB implements projects in the future, identified stakeholder groups will be engaged by the MPRB to complete the next level of design development or construction. Community engagement will continue to follow the equity standards set forth by MPRB in the Community Engagement Policy, which embeds the use of a racial equity toolkit into the community engagement plan required for most projects. Staff will continue to adapt engagement strategies to engage a broad audience and will implement a number of different virtual and in-person strategies to gather feedback.



*View of Midtown Greenway at Bloomington Avenue  
Photo courtesy of Damon Farber Landscape Architects*

## Acquisition

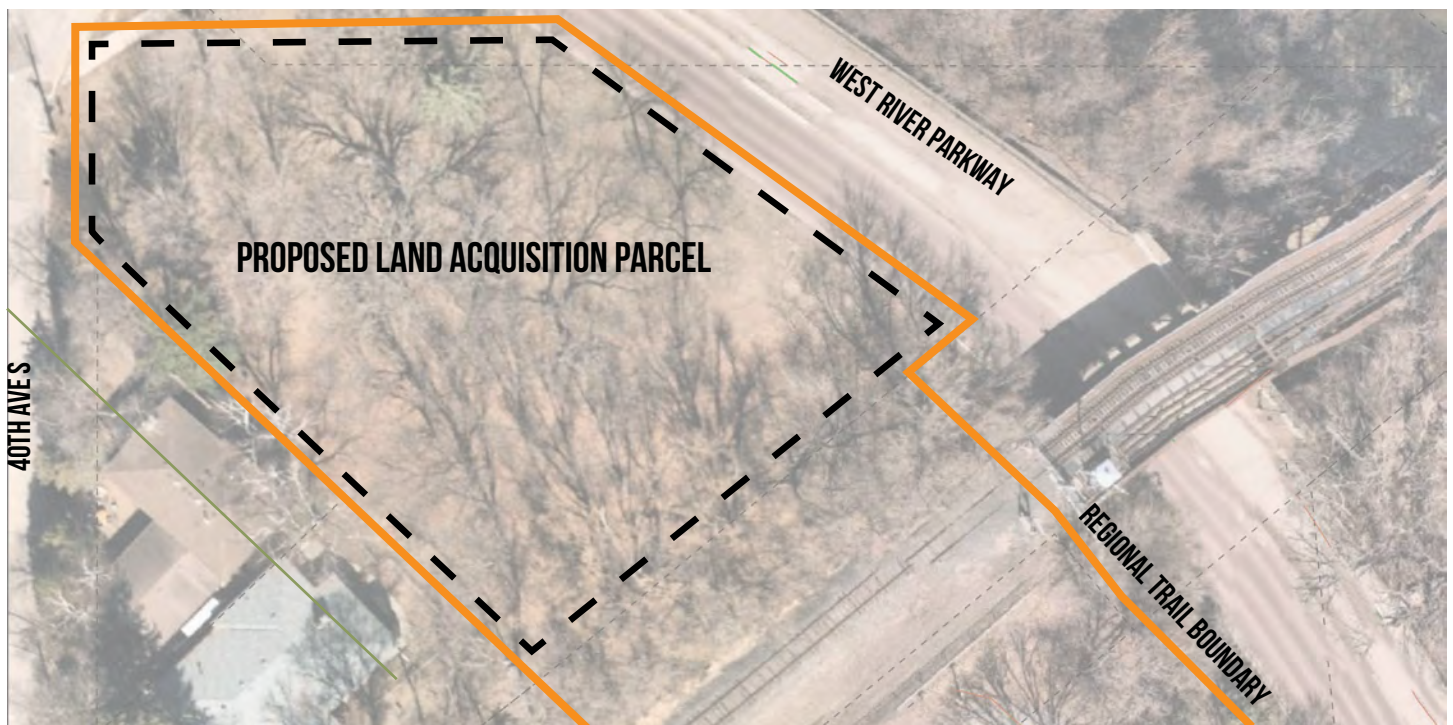
During the development of the plan, one area of land not currently owned or managed by the MPRB was identified as a future acquisition site, "FIGURE 40: Proposed Acquisition Area" on page 54. MPRB would like to gain site control over this area for future improvements. A formal assessment has not been completed at this time and there is currently no timeline for acquisition.

This area, which doesn't currently have a parcel id number, is a 0.55 acre plot of land adjacent to the project area, located on the north side of the Midtown Greenway, adjacent to West River Parkway and East 26th Street. This land is currently owned by the City of Minneapolis. The current landcover is lawn with a grouping of trees on the side further away from the parkway. If site control is obtained, this land may provide a new access point to the Midtown Greenway from the northern side of the trail. This new access point would be an additional access for neighborhood and park users coming from neighboring Mississippi Gorge Regional Park. Site control for this land should be pursued following adoption of this plan.



*View of Proposed Land Acquisition Area  
Photo courtesy of Google Earth*

### FIGURE 39: PROPOSED ACQUISITION AREA



## Operations and Maintenance Costs

The primary operator of the Midtown Greenway is the City of Minneapolis and the primary owner is HCRRA. Ownership and operations responsibilities for the Midtown Greenway are outlined between the two agencies in their operations permit. For land that's not owned by MPRB, maintenance of capital-only low-cost amenities provided by MPRB will be the responsibilities of other agencies. The process for determining ownership and operations responsibilities for these amenities within the regional trail boundary is outlined in the Cooperative Agreement. Portions of the Midtown Greenway Regional Trail that fall on parkland are maintained and operated by the MPRB, which supplies equipment and staffing resources necessary to maintain and operate these areas year-round. On MPRB land, annual operations, maintenance, and public safety costs are funded through MPRB's budget and Metropolitan Council's operations and maintenance funds, as funding allows. The budget is administered by the MPRB's Superintendent and approved annually by the MPRB Board of Commissioners. By state statute, 40% of MPRB operations costs for this park area—being regional facilities—should be borne by the State of Minnesota. The state's obligation has never been met, thereby shifting maintenance burden to local taxpayers. This will continue to result in level of service shortfalls and a likely backlog of maintenance projects throughout this park and the regional system as a whole.

As implementation of recommendations on MPRB land are realized over time, alterations to staffing and funding should be considered in order to accommodate the maintenance of new park features. Because the improvements identified in the plan on MPRB land will be implemented across the 20 to 30-year time horizon of the plan, a simple annual maintenance estimate is not possible. Some improvements on MPRB land may also be funded and maintained in coordination or collaboration with partners.

## Stewardship

The majority of operations and maintenance of land for the Midtown Greenway Regional Trail is and has been the responsibility of HCRRA and the City of Minneapolis. The MPRB will continue to manage and maintain MPRB-owned land, guided through the direction and operation of the MPRB Environmental Stewardship Division.

Today, there are active community and advocacy groups working to advance their special interests along the Greenway. MPRB is committed to coordinating with these groups as needed on volunteerism, outreach, and equitable access to the resources provided by the trail, where these interests align with the future trail plans outlined in this document and agency roles and responsibilities.

## Conflicts and Partner Coordination

Conflicts and partnership coordination on implementation, management, and maintenance of the Midtown Greenway Regional Trail are outlined in the Cooperative Agreement between the City, HCRRA, and MPRB as well as the Operations Permit between the City and HCRRA. For areas where MPRB is the owner and operator, MPRB coordinate efforts on projects. Depending on the location, projects may involve coordination with agencies beyond what's outlined in the Cooperative Agreement. For example, transit services will require coordination with Metro Transit and/or Metropolitan Council.

## Transit Corridor

The Midtown Greenway is located on property acquired by HCRRA for transportation purposes including future rail transit use. The transformation of the Midtown Greenway to a regional trail does not rule out its potential future use by HCRRA. A regional trail and transit corridor can coexist and will require a commitment to ongoing coordination by the City of Minneapolis, HCRRA, and MPRB.

## Accessibility

The Minneapolis Park and Recreation Board is committed to ensuring that parks and park facilities are accessible to all park users. To achieve this goal, the 2021-2036 Comprehensive Plan identifies a number of strategies related to accessibility, including the following:

- 1.13: Support people's ability to age in community through inclusive engagement, programming, facilities and passive, low-impact recreation opportunities.
- 1.15: Embed accessibility and universal design as a fundamental aspect of programming, design of park spaces and facilities, and when making temporary changes to park infrastructure and programming.
- 2.8: Foster a system-wide sustainable trail network that guides user access to parks, is accessible to all ages and abilities, protects core habitat, and curbs erosion.

Implementation of the plan will include meeting requirements of the Americans with Disabilities Act (ADA) as well as principles for universal accessibility to the greatest degree possible.

Cost can also be a barrier for park and recreation use. Most park facilities will not require a fee for public use, as is consistent with MPRB policy throughout the park system. For example, amenities such as trails and community gathering places are provided free of charge. Some existing and proposed amenities such as community gardens and urban agriculture areas may require user fees.

Traveling to and through a space can also be a barrier for use. In many of the Midtown Greenway plans to date, wayfinding and signage has regularly been identified as important for access along the trail. Wayfinding standards should be developed with a multi-lingual and multi-generational audience in mind.

## Ordinances and Regulations

There is an adopted code of ordinances for the MPRB which include park rules and regulations for the Minneapolis park system. They are available online on the MPRB website. Information is also posted throughout the park system and includes park hours, fees, permitted and prohibited activities, maps, and emergency contact information.

The MPRB requires a permit for any construction on MPRB property or use of MPRB property for construction on nearby properties. In addition, the City of Minneapolis reviews all construction projects within parks and parkways for compliance with city zoning ordinances and permit requirements, such as erosion control. Any development that may impact stormwater runoff and water quality may also trigger review and/or permitting by the Minnehaha Creek Watershed District (MCWD) or Mississippi Watershed Management Organization (MWMO).

MPRB recently adopted a new Land Policy that provides specific information on park use, including encroachments. Under this policy, all encroachments must possess a valid license, and these licenses are revocable by the Board of Commissioners at any time. In addition, a 2021 Board-adopted resolution requires that any licensed encroachments adjacent to or within water bodies will see a termination of that license when the property changes hands.

## Public Awareness

Awareness of existing facilities and services is communicated through the MPRB public website, posted on MPRB kiosks within the project area and connecting trails, and through gateway and trail signage. Programs are communicated through similar methods.

## Public Service Infrastructure

Recommendations in the Midtown Greenway Regional Trail Plan can largely be accomplished with the existing non-recreational public services and facilities. Extensions to existing utilities may be needed in some areas to accommodate future visitor amenities along the trail such as drinking fountains.

MPRB will coordinate with the City of Minneapolis, Hennepin County, HCRRA, Metro Transit, and other agencies and organizations as applicable for intersection and trail improvements and connections to other transportation infrastructure as applicable. It will continue to be important to coordinate with the Metropolitan Council as the Southwest Light Rail project nears completion and with Metro Transit as new or improved BRT stations are planned, as well as any future regional transportation access points within or adjacent to the regional trail.

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# Appendix

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Related Planning Efforts

Ongoing Project Communication

NHIS Report

CEPRO Site Park Packet

The Mall Park Packet

## Related Planning Efforts

### **Lake Street Midtown Greenway Corridor Framework Plan (1999)**

This report outlines development opportunities for public agencies and private entities along the Midtown Greenway Corridor. The plan includes high level design ideas and focus area recommendations with action steps for implementation.

### **Bikeway Report (2000)**

The report was a collaboration between MPRB and the City and part of a joint service redesign project that considered the role and responsibility of both agencies for several types of public infrastructure within the city. The Report established a Joint Planning Process (Process) for new trails and also roles and responsibilities for the development, operations, and maintenance of on-street and off-street trails and bikeways in the City of Minneapolis for existing and planned on- and off-street trail infrastructure, which has not been superseded. The Report considered all potential scenarios including the participation of other government partners especially in cases where neither the City nor the MPRB would own the land under the bikeway. The Report documented the responsible parties for all segments of the Midtown Greenway ranging from segments that were already built to those that were in the planning phase and the MPRB was not identified as a responsible party for any of the segments. The Report identifies the Trail Owner, Jurisdiction (Property) Ownership, and Maintenance Responsibility and serves as an overall Cooperative agreement for all of the existing, under construction and planned trails in 2000. The Trail Owner has overall responsibility for the trail including capital improvements and there is an option to define another party with Maintenance Responsibility. For the Midtown Greenway the City of Minneapolis is identified in the role of Trail Owner and Maintenance Responsibility for all segments in the Report.

### **Greenways Alternative Analysis (2014)**

Out of this analysis three primary needs were identified for addressing a transitway within the Midtown Greenway corridor, five primary goals to achieve a transitway were identified, the type of transit to meet the needs was identified, and the demonstrated demand and support for transit was shown.

### **Making the Connection: Midtown Greenway to Lake Street (2016)**

This report details recommendations by Hennepin County based on extensive stakeholder engagement for improvements to the Midtown Greenway related to access, creative placemaking, and access.

### **Midtown Greenway Reevaluation (2017)**

The Minnesota Department of Transportation (MnDOT) completed the Midtown Greenway Reevaluation, a historic reevaluation of the greenway corridor. MnDOT determined the reevaluation was necessary after reviewing recent redevelopment changes in the historic

district. The report recommends further discussion between property owners, interested parties, and state agencies, including the State Historic Preservation Office, on how to proceed based on the reevaluation presented in the report.

### **Midtown Greenway Community Safety Design (2020)**

Creative CityMaking: In 2019-20, the Creative CityMaking program with the City of Minneapolis hired artists to explore and activate the Greenway. The program was only partially completed, but some of the work that was done as part of the program by Diver Van Avery and Masa Kawahara may inform the plan.

### **Wayfinding Inventory (2020)**

The Making the Connection Workgroup completed a wayfinding inventory of the route that will provide an understanding of the current state of signage and wayfinding along the corridor.

### **Lake Street Alignment (2021)**

A community led initiative to reimagine and rebuild Lake Street with racial, economic, and environmental justice at its core. MPRB will consult with community efforts that are already underway in the area rather than build separate engagement efforts to envision the Greenway. This initiative is a good example of the work being done by community and for community, and MPRB hopes to listen, collaborate, and build from work already being done.

### **Truth and Repair on Lake Street (2021)**

This is a community-led effort to heal and build Lake Street as a response to the unrest in 2021 following the murder of George Floyd. MPRB will consult with community efforts that are already underway in the area rather than build separate engagement efforts to envision the Greenway. This initiative is a good example of the work being done by community and for community, and MPRB hopes to listen, collaborate, and build from work already being done.

### **Lake Street Recovery (2022)**

This is one of several community-led initiatives to heal and build Lake Street and the surrounding area in response to the unrest following the murder of George Floyd. MPRB will work to build off community organizing being done in the area during the plan.

### **Bridge L8921**

This bridge is a contributing factor to the Midtown Corridor. To go along with the historic designation for this corridor, MnDOT keeps information on the national register nomination, a bridge report, and a bridge management plan. These documents are currently located here: <https://www.dot.state.mn.us/historicbridges/L8921.html>

## **Ongoing Project Communication**

### **Project Page**

The Midtown Greenway Regional Trail project page, located on the MPRB website, was the primary location for information related to the project. The page included contact information, an email subscription, draft materials, and ways to provide input.

Project page: <https://www.minneapolisparcs.org/park-care-improvements/park-projects/current-projects/midtown-greenway-trail-plan/>

### **Email Announcements**

The project team employed GovDelivery emails as a primary means of information distribution throughout the planning process.

### **Direct Communication**

Throughout the planning process, project staff received emails and phone calls with questions, concerns, ideas, and general feedback. These inquiries were incorporated into the community engagement for the project.

### **Lawn Signs**

Signs were put up within the project area directing people to share feedback during the public comment period.



## Formal Natural Heritage Review - Cover Page

See next page for results of review. A draft watermark means the project details have not been finalized and the results are not official.

**Project Name:** Midtown Greenway

**Project Proposer:** MPRB

**Project Type:** Planning, Other

**Project Type Activities:** Other

**TRS:** T28 R24 S5, T28 R24 S6, T29 R23 S31, T29 R24 S32, T29 R24 S33, T29 R24 S34, T29 R24 S35, T29 R24 S36

**County(s):** Hennepin

**DNR Admin Region(s):** Central

**Reason Requested:** Local Government Permit

**Project Description:** This project is a study determining whether the Midtown Greenway Trail could qualify for a regional trail as defined by the Metropolitan Council. This ...

**Existing Land Uses:**

**Landcover / Habitat Impacted:**

**Waterbodies Affected:**

**Groundwater Resources Affected:**

**Previous Natural Heritage Review:** No

**Previous Habitat Assessments / Surveys:** No

### SUMMARY OF AUTOMATED RESULTS

Category	Results	Response By Category
<b>Project Details</b>	No Comments	No Further Review Required
<b>Ecologically Significant Area</b>	Comments	Potential RNC - Will Require Consultation
<b>State-Listed Endangered or Threatened Species</b>	Needs Further Review	State-protected Species in Vicinity
<b>State-Listed Species of Special Concern</b>	Comments	Recommendations
<b>Federally Listed Species</b>	Comments	Visit IPaC for Federal Review RPBB High Potential Zone



February 6, 2023

**Project Name:** Midtown Greenway

**Project Proposer:** MPRB

**Project Type:** Planning, Other

**Project ID:** MCE #2023-00082

**AUTOMATED RESULTS: FURTHER REVIEW IS NEEDED**

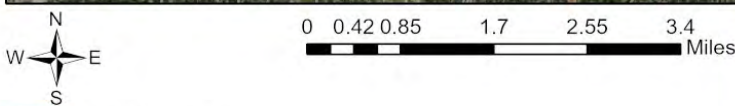
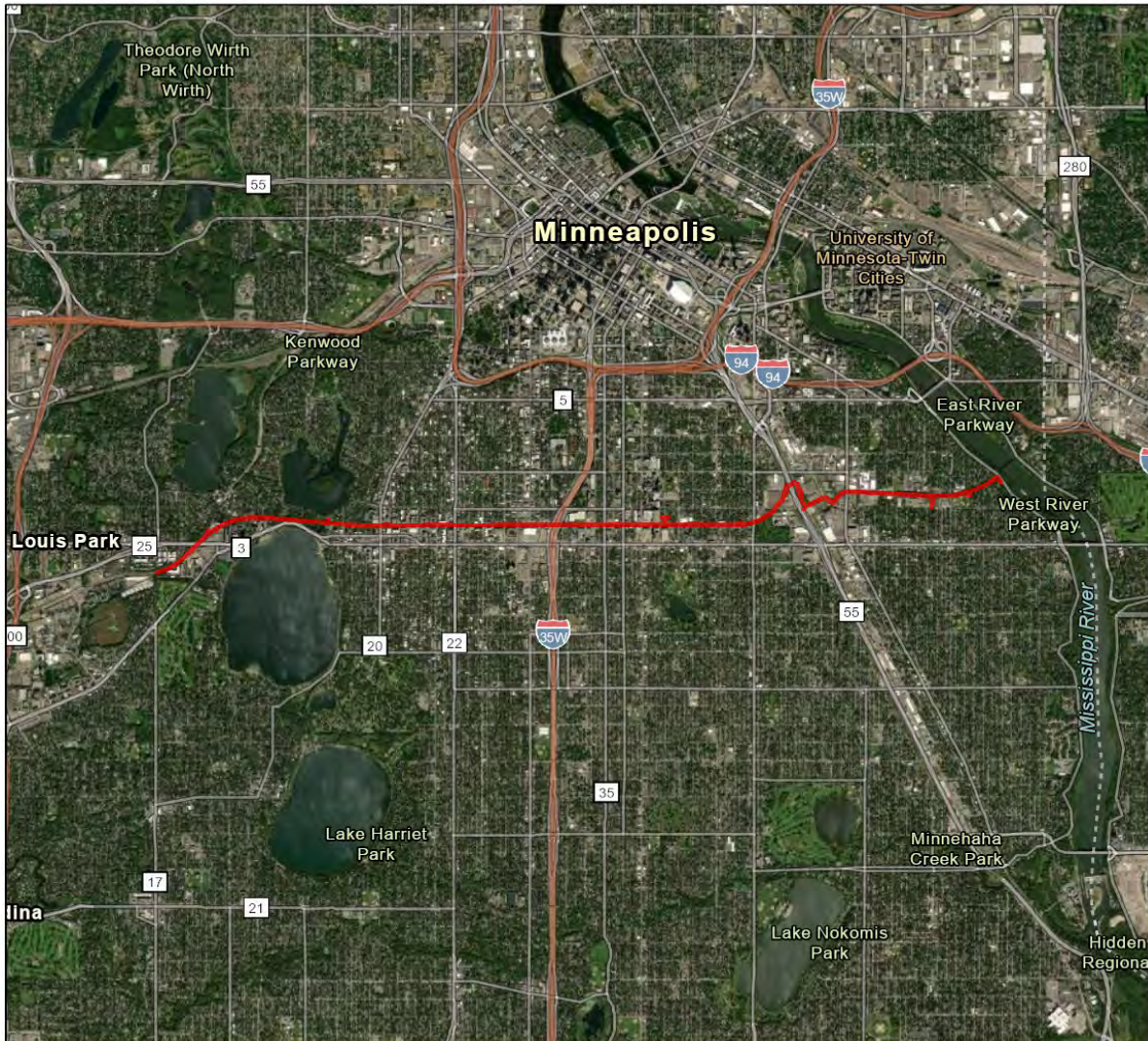
As requested, the above project has undergone an automated review for potential impacts to rare features. Based on this review, one or more rare features may be impacted by the proposed project and further review by the Natural Heritage Review Team is needed. You will receive a separate notification email when the review process is complete and the Natural Heritage Review letter has been posted.

Please refer to the table on the cover page of this report for a summary of potential impacts to rare features. For additional information or planning purposes, use the Explore Page in Minnesota Conservation Explorer to view the potentially impacted rare features or to create a Conservation Planning Report for the proposed project.

If you have additional information to help resolve the potential impacts listed in the summary results, please attach related project documentation in the Edit Details tab of the Project page. Relevant information includes, but is not limited to, additional project details, completed habitat assessments, or survey results. This additional information will be considered during the project review.

# Midtown Greenway

Aerial Imagery With Locator Map



 Project Boundary

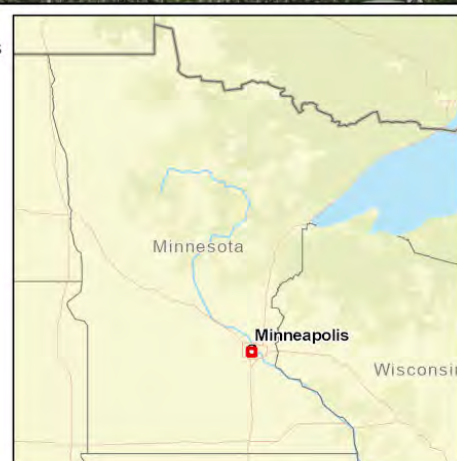
Project Type: Planning, Other

Project Size (acres): 22.41

County(s): Hennepin

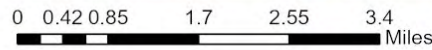
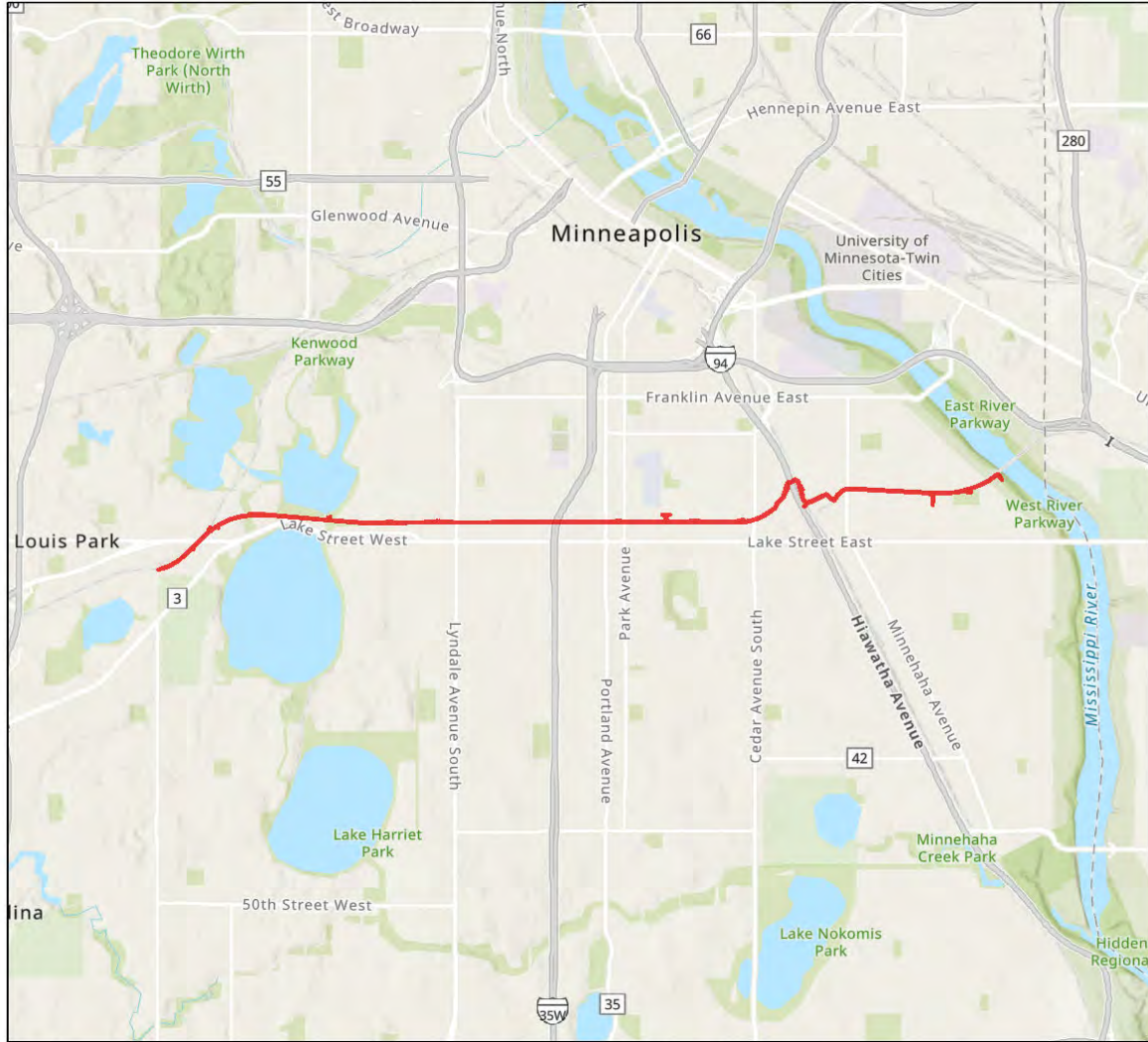
TRS: T28 R24 S5, T28 R24 S6, T29 R23 S31, T29 R24 S32, T29 R24 S33 +

Earthstar Geographics  
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA  
City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District,



# Midtown Greenway

## USA Topo Basemap With Locator Map



 Project Boundary

Project Type: Planning, Other

Project Size (acres): 22.41

County(s): Hennepin

TRS: T28 R24 S5, T28 R24 S6, T29 R23 S31, T29 R24 S32, T29 R24 S33 +

Esri, NASA, NGA, USGS  
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA  
City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District,



## CEPRO Site Park Packet

### Excerpt from Adopted MPRB South Service Area Master Plan

## Appendix I: CEPRO Site

### Site Location and History

The Cepro Site is located in the Midtown Phillips neighborhood of south Minneapolis. The 1.65-acre green space is bounded by 10th and 11th Avenues South on the west and east, the Midtown Greenway on the south, and residential properties on the north. It lies in very close proximity to the Midtown Global Market and the Allina Health Campus. Hennepin County purchased the site in 2000 to support implementation of Phase 2 of the Midtown Greenway. It was the former home of the Stewart Cepro Grain Elevator, which was demolished in 2004. The elevator was the last rail customer in the Greenway and the County needed to buy it out in order to acquire rights to the railway. In all, the County spent \$7.5 million on acquisition, demolition, and phase 1 construction of the Cepro Site.

In 2004 Hennepin County initiated a community input process to determine how to use the site. The community overwhelmingly felt the site should be entirely used for open space, because the surrounding neighborhoods are highly dense and have lower percentages of green space than other neighborhoods. The

community vision for the site at that time included universal design and accessibility, bike and pedestrian safety, healthy foods, physical activity, and community and family programming. To begin implementing this vision, in 2007 the County constructed paved pathways and stairs to establish an accessible route from neighborhood streets down to the Greenway. From 2011 through 2016, it continued improving the site with seating, sidewalks, plantings, and trees.

In 2017, with the Midtown Greenway nearing 20 years old, Hennepin County decided to closeout the original Midtown Community Works program, which had provided management and funding to greenway-associated initiatives. Along with this closure came the need to divest from properties being maintained by the program. It is this closure that initiated conversations between MPRB and the County about possible land transfer.

### Existing Conditions

Today the Cepro site is a mostly open green space with relatively steep grades descending from surrounding streets to the Midtown Greenway. Hennepin County's improvements (all of which are considered the "phase 1" improvement of the site) allow for both pass-through and stay-a-while use. A Y-shaped trail occupies the center of the site and provides the only fully accessible ramp into the sunken

portion of the Greenway. On the eastern edge of the site are a variety of seating options—picnic tables, benches, and swing benches—located on several different terraced elevations. Native landscaping and trees cover the eastern slopes, while a small grouping of fruit trees offer fresh snacks at the northern edge of the site. Adjacent to the Greenway at the lowest edge of the site, a portion of the old elevator has been preserved as a seating wall. Stairways descend into the site adjacent to both 10th and 11th Avenues.

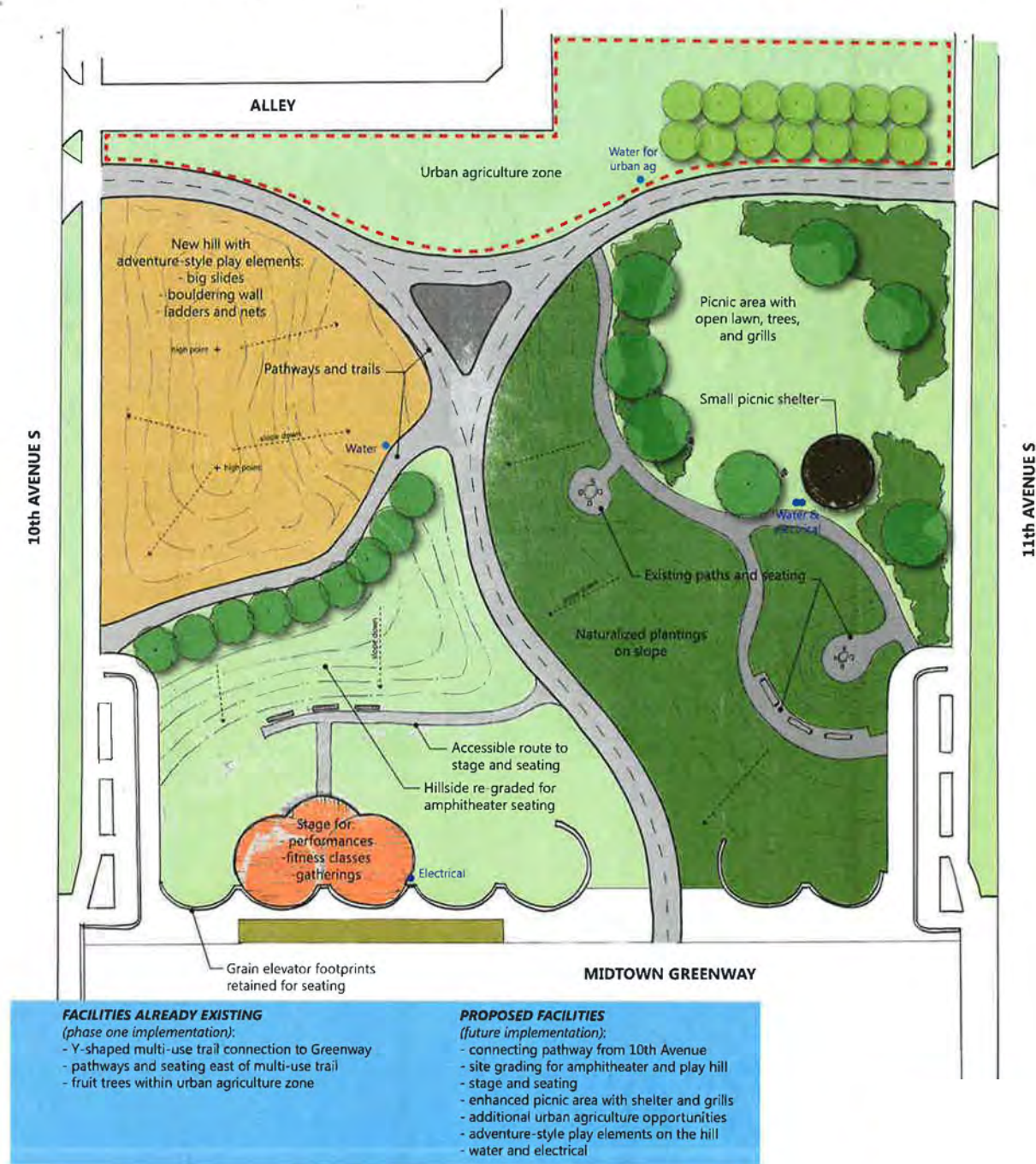
The Cepro site comes with an environmental covenant (Attachment B). Hennepin County, upon purchasing the site, did some environmental investigation and mitigation on the site. The covenant places restrictions on the property and requires careful consideration during site improvements. Because MPRB would intend to operate the park as an open space and expects to perform limited grading and earthwork, the covenant is not a concern for staff.

### Proposed Design

In 2016 Hennepin County and the neighborhood organization approached MPRB about the potential divestment of the Cepro Site. The three entities worked together to finalize the ultimate complete design of the site and a cost estimate for improvements (Attachment C). Building on years of engagement organized by Hennepin



# Cepro Green Space Concept Plan



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County (in which the neighborhood organization and local community had been involved), the three entities convened a design charrette to create a concept level master plan for the site. The charrette involved representatives of Hennepin County, MPRB, the Midtown Phillips neighborhood, and other area stakeholders. After the charrette, MPRB assisted the process by finalizing drawings and preparing a cost estimate for the property.

The proposed design retains the phase 1 improvements implemented by the County but adds several desired amenities and further improves accessibility. The picnicking and seating area is enhanced with the addition of a small open air picnic shelter. The small orchard forms the foundation for a larger designated urban agriculture zone occupying the northern edge of the property—an area that could see additional fruit trees or garden plots. The stairways and Greenway trail access are unchanged, but a new accessible path connects a clear desire line between 10th Avenue and the northeastern corner of the site.

The western half of the site is home to a new stage for performances, fitness classes, and /or group gatherings. The stage utilizes the elevator footprint and is connected to the main trail by an accessible path. Seating for the stage is on a slightly re-graded south-facing slope, with accessible seating at its base. Atop the slope (and utilizing the

significant grade change on the site) is a small adventure playground, which could feature bouldering, big slides, net climbers, and other play options focused on physical activity and challenge. Water and electrical services provide additional functionality to the picnic shelter, urban agriculture area, and stage.

Due to the environmental covenant referenced under existing conditions, careful design and consultation will be necessary for any re-grading for the amphitheater and play area.

This concept builds on good community-engaged implementation work performed by Hennepin County over the years, but adds amenities not found nearby. All additions respect the initial community desires for the site: accessibility, healthy foods, physical activity, and community and family programming.

## CEPRO SITE

Park Name	Asset Type	Project	2017 ESTIMATED COST
Cepro Site	n/a	Site and Boundary Survey	\$ 40,000
Cepro Site	Play	Adventure Play Area	\$ 698,158
Cepro Site	Landscape	Naturalized areas within park	\$ 12,320
Cepro Site	Landscape	Tree plantings	\$ 24,641
Cepro Site	Landscape	Urban Agriculture Area	\$ -
Cepro Site	Landscape	Grading and Earthwork	\$ 164,273
Cepro Site	Other	Outdoor stage, gathering space, and seating	\$ 43,861
Cepro Site	Other	New connecting path	\$ 9,856
Cepro Site	Other	Group picnic shelter	\$ 90,350
Cepro Site	Other	Renovate existing walking paths	\$ 74,908
Cepro Site	Other	Utilities	\$ 41,068
Cepro Site	Other	Miscl. Signs and furniture	\$ 23,189
Cepro Site		<b>TOTAL</b>	<b>\$ 1,199,435</b>

# The Mall Park Packet

## Excerpt from Adopted MPRB Southwest Service Area Master Plan



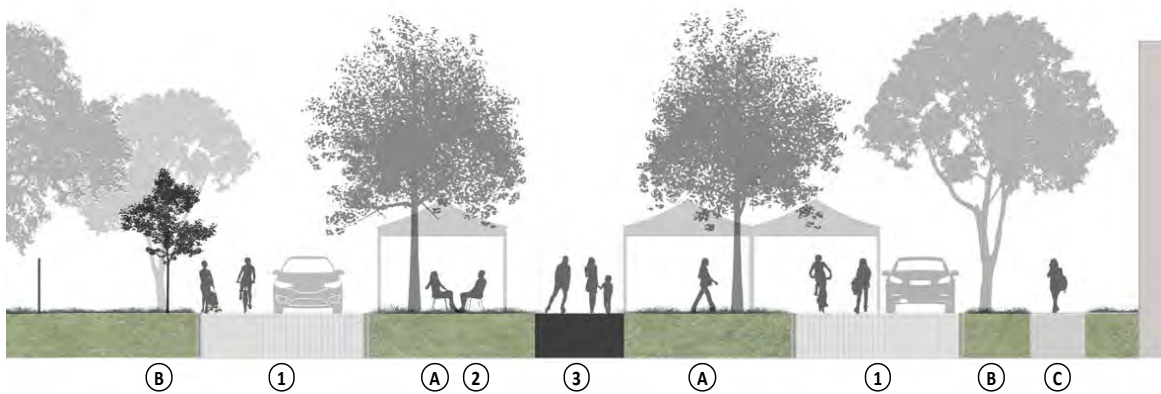
### PROPOSED DESIGN FEATURES

1. INFORMAL PLAY AREA (with option for small play spots to be incorporated along The Mall)
2. PLAZA WITH PLANTINGS (design based on proposed Hennepin County and MPRB plan)
3. SHARED USE WOONERF/FLEXIBLE MARKET STREET (potential temp. road closures, permeable surface, vehicles and parking accommodated but guided by urban design features focused on pedestrians)
4. MIDTOWN GREENWAY MULTI-USE TRAIL CONNECTION AND UPDATED WALKWAY
5. ENHANCED NATURALIZED AREAS AND PEDESTRIAN CROSSINGS (stewardship gardens near north-south and east-west crossings)
6. COMMUNITY GARDEN/URBAN AGRICULTURE (work with Hennepin County to explore opportunity to engage with Midtown Greenway)
7. NATIVE PLANTINGS AND/OR RAINGARDENS (in collaboration with Hennepin County)
8. ENHANCED PEDESTRIAN CROSSING TO MINNEAPOLIS CHAIN OF LAKES REGIONAL PARK
9. FORESTED AND OPEN GREEN SPACE
10. RELOCATED PATH
11. THROUGH-ALLEYS (one-way through-alleys without parking)

### EXISTING FEATURES

- A. ONE-WAY ROAD CONFIGURATION WITH ON-STREET PARKING

**THE MALL PARK- PROPOSED PLAN**



PROPOSED DESIGN FEATURES

1. SHARED USE WOONERF/FLEXIBLE MARKET STREET (potential temp. road closures, permeable surface, vehicles and parking accomodated but guided by urban design features focused on pedestrians)
2. FLEXIBLE SEATING AREAS
3. MIDTOWN GREENWAY MULTI-USE TRAIL CONNECTION AND UPDATED WALKWAY

EXISTING FEATURES

- A. FLEXIBLE OPEN PLAY/MARKET AREA AND TREES
- B. BOULEVARD/TREES
- C. SIDEWALK

Looking East

This section depicts a shared-use woonerf and flexible market street. This proposed concept would be located between Humboldt Avenue and the plaza adjacent to Hennepin Avenue. See The Mall park proposed plan for more information.



THE MALL PARK - SECTION VIEW

	<b>1: General Input</b> <b>Spring-Winter 2018</b> <i>Input themes prior to initial concepts</i>	<b>2: Initial Concepts</b> <b>Winter-Spring 2019</b> <i>Input themes on initial concepts</i>	<b>3: Preferred Concept</b> <b>Now</b> <i>Key elements of the concept</i>
<b>aquatics</b>	No comments	No comments	No aquatics facilities planned at this park
<b>play</b>	Interest in nature play Need more activities near library	Support for adding play areas or features	Play area at the eastern end of the park with play spots incorporated along The Mall Plaza with Plantings
<b>athletics</b>	No comments	Divided interest in field space here	Open green space added but not a formal field
<b>courts</b>	Nothing here to engage people	Divided interest in sand volleyball	No court facilities planned at this park; instead recommended for adjacent regional park
<b>winter</b>	No comments	No comments	No winter facilities planned at this park
<b>landscape</b>	Like trees and shade Like flowering gardens Interest in pollinator habitat Interest in community gardens Consider no-mow grass Like quiet green space here Needs open plaza space	Keep tree canopy Support for existing gardens Support for native plantings Support for urban agriculture	Preserve and protect tree canopy Enhanced stewardship gardens included Native plantings/raingardens included Community gardens and urban agriculture included Vegetated buffer added to protect pedestrians from street traffic Move pathway to one side to create forested green space Flexible market street including permeable surface and plaza added
<b>other</b>	Bikes on sidewalks are a concern Great farmers market space – expand it Good space for events- need more! Speeding traffic Need better pedestrian crossings  Need usable park features, benches Interest in public art, color Need gateway entry at Hennepin  Like walking path Like west end quiet and east end active	Like connection to Greenway, separation of bikes from cars and peds  Like space for farmers market, events Some concern woonef is confusing Support flexible street–cars, bikes, peds Support enhanced pedestrian crossings Concern about loss of parking Concern for north-south & alley access  Support for plaza at eastern end	Trail connection to Midtown Greenway  Shared use woonef for market and events (accommodates vehicles and parking but focused on pedestrians) Enhanced pedestrian crossings included Direction to explore with City resident parking options nearby North-south through streets remain open Preserve through-alleys on west end  Plaza with amenities included near Hennepin  Keep walking path, adjust route at west end of park Green space added to west end, plaza to east end

## THE MALL PARK PROCESS



**PROPOSED DESIGN FEATURES**

1. INFORMAL PLAY AREA (with option for small play spots to be incorporated along The Mall)
2. PLAZA WITH PLANTINGS AND CENTRAL LAWN (design based on proposed Hennepin County and MPRB plan)
3. SHARED USE WOONERF/FLEXIBLE MARKET STREET (potential temp. road closures, permeable surface, vehicles and parking accommodated but guided by urban design features focused on pedestrians)
4. MIDTOWN GREENWAY MULTI-USE TRAIL CONNECTION AND UPDATED WALKWAY

**EXISTING FEATURES**

- A. FLEXIBLE OPEN PLAY/MARKET AREA AND TREES
- B. BOULEVARD/TREES
- C. SIDEWALK

**NOTE**

*This design originated from the Uptown Mall Study by Close / Landscape Architecture and VJAA for Hennepin County and MPRB, 2011.*

**THE MALL PARK - ENLARGED PLAN**

Park Name	Asset Type	Project	2020 Estimated Cost/Project	Notes
The Mall Park	Play	Traditional Play in New Container	\$ 216,830	
The Mall Park	Landscape	Community Garden/Urban Agriculture	\$ 61,223	Urban Agriculture Areas will be implemented in partnership with specific programs or community members. Estimate includes water service
The Mall Park	Landscape	Naturalized Areas: includes native plantings and/or raingardens, plantings, and stewardship gardens	\$ 51,253	
The Mall Park	Other	Plaza with Plantings	\$ 233,919	Cost of plantings estimated under naturalized areas
The Mall Park	Other	Shared Use Woonerf/Flexible Market Street	\$ 494,629	Implemented in collaboration with City
The Mall Park	Other	Renovate paths: includes relocated walking path and multi-use trail	\$ 847,418	Some funding through collaboration with partners
The Mall Park	Other	Miscl. signs, trees, furniture	\$ 38,105	
<b>The Mall Park</b>		<b>TOTAL</b>	<b>\$ 1,943,378</b>	

## COST ESTIMATE

