

Commissioner Questions Related to Public Comment Period Presentation Midtown Greenway Regional Trail Plan

On July 10, 2024, MPRB project staff for the Midtown Greenway Regional Trail plan provided a mid-public comment period presentation to MPRB Commissioners (presentation starts at 12:50 in this [meeting video](#)). During the meeting, the presentation was completed with questions being the only thing remaining before open time began. After open time, the full Board meeting was adjourned, which concluded the Midtown Greenway agenda item, and committee meetings were convened. Since there was not a question time during the presentation at the meeting, Commissioners could submit questions that project staff would respond to and share publicly.

What might MPRB's roll be in the process for extending the trail across the Mississippi River (Short Line Bridge)? Are there actions the Board could be taking now?

The Metropolitan Council is undergoing a [feasibility study](#) for the Short Line Bridge to see what it would take to connect the Midtown Greenway with the other side of the Mississippi River. Information from the feasibility study will inform future function, ownership, and operations of the bridge. MPRB has requested to participate in an interagency coordination effort for the study being led by Metropolitan Council. It's anticipated that a consultant will be selected and the project will start in Fall of 2024. The project will include a formal Agency Technical Work Group, which MPRB will participate in, that will meet regularly throughout the project. It's anticipated the project will be 12-15 months and include a final report and implementation plan.

There aren't portable restroom locations detailed for public feedback in the survey.

Correct, the draft plan doesn't propose any locations. However, portable restroom enclosures are considered a low-cost amenity, so it was something project staff asked for feedback on during the public comment period.

Donate wayfinding to Three Rivers Park District for inclusion at their entry just past The Depot in Hopkins – hard to get to Kenilworth/Greenway for regional riders here.

This location is outside of the regional trail boundary, which would put it out of scope for this planning process. This topic could be included in future interagency coordination efforts with Three Rivers Park District.

The blue dots combine accessibility and safety. It's hard to give feedback without knowing which is planned.

A portion of the safety and accessibility amenities will have to be funded by sources other than regional trail capital funding from MPRB, as guided by [MPRB Resolution 2023-127](#). These two amenity types were combined for this plan to provide greater flexibility for implementation.

For ecological enhancements that aren't on MPRB land, what are the standards of maintenance for landowners? Does MPRB have a role in setting expectations if providing funding?

If MPRB is providing funding to implement ecological enhancements on non-MPRB land, a party will have to be identified for maintenance prior to implementation, as outlined in the agreement between MPRB, City of Minneapolis, and Hennepin County Regional Railroad Authority. Maintenance will then have to follow any maintenance requirements associated with the funding source(s) used for implementation.

There are several community gardens possibly coming into the MPRB system in the next few years. What's the benefit/liabilities of Soo Line not being in the "community garden" bucket but part of the trail system?

Including Soo Line Garden into the regional trail boundary provides an opportunity for a more consistent funding source for this space. Soo Line Garden is one of the four legacy gardens and doesn't currently receive regular funding through neighborhood or regional sources. The concept plan is developing in parallel with the draft regional trail plan and the regional trail plan is high level enough that it shouldn't hinder the concept plan development process. The concept plan, once approved, would be amended into the regional trail plan and could be eligible for regional funding, should the Board provide guidance to allow for that within the full garden space.

Would it be possible to use anti-graffiti material on all wayfinding?

Yes, that could be possible.