



Midtown Greenway Regional Trail Plan

Adopted December 2024



Minneapolis
Park & Recreation Board

ACKNOWLEDGMENTS

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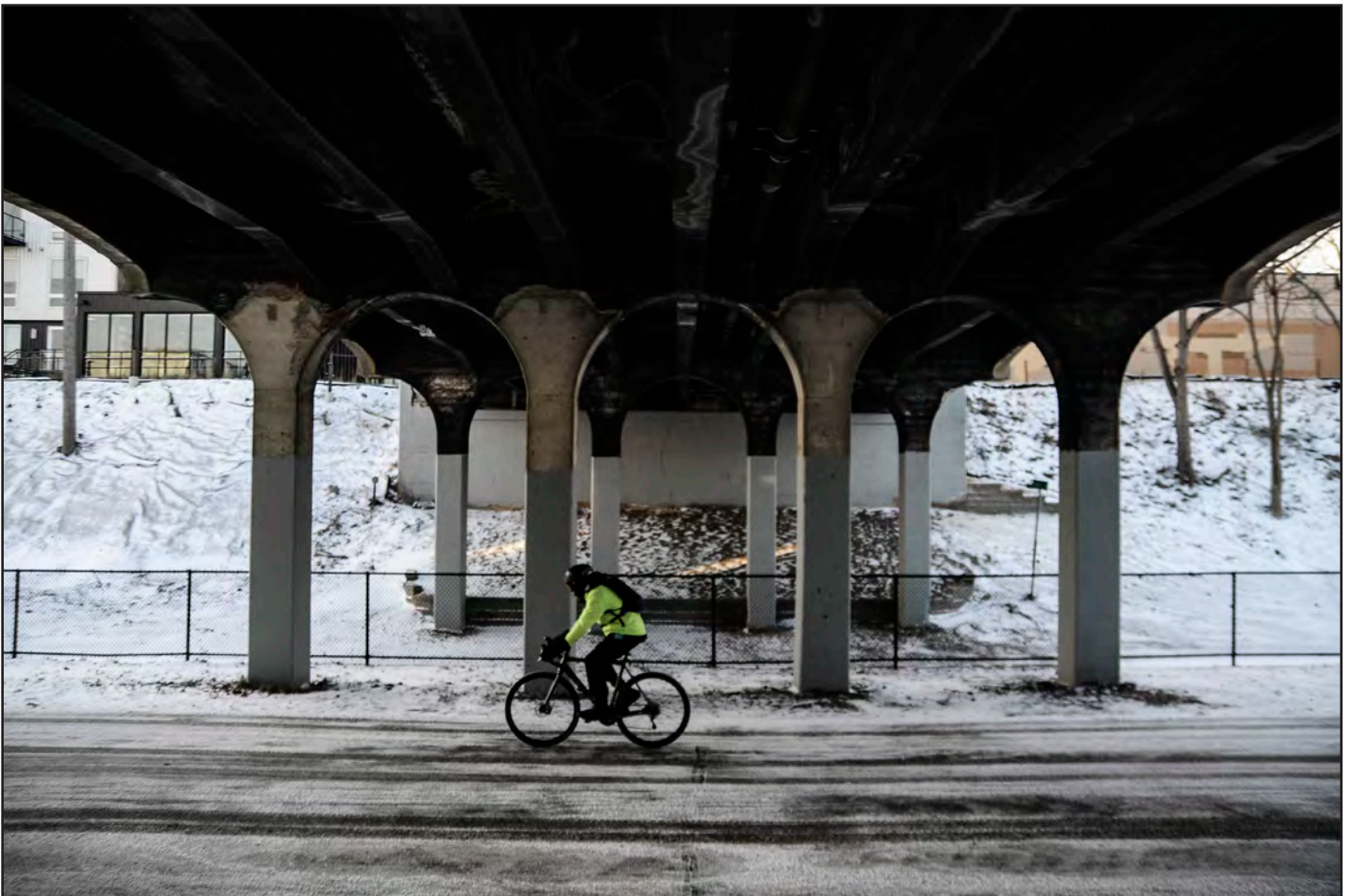
Minneapolis
Park & Recreation Board

CONSULTANT TEAM

DF/ DAMON FARBER LANDSCAPE ARCHITECTS

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

The Midtown Greenway Regional Trail connects to the East Phillips neighborhood, which is home to the largest population of American Indian or Alaska Native people within Minneapolis. The MPRB is continuing to work on Indigenous reconciliation, acknowledgment, and commitments.



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

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, and seamlessly weaves through the urban landscape. Established in 2000, the trail is a vital part of the city's bicycle network providing a key east/west connection across Minneapolis between St. Louis Park and the Mississippi River. The Midtown Greenway Regional Trail boundary also includes five existing park areas that connect to the Midtown Greenway trail. They include The Mall, Soo Line Garden, Cepro Site, the ramp connecting to Brackett Park, and a small part of West River Parkway.

The Midtown Greenway has an uninterrupted route, mostly free from car traffic, thanks to a grade-separated setup situated beneath bridges or on a levee. Over a million visits annually attest to its popularity.** Looking ahead, the Hennepin County Regional Railroad Authority (HCRRA) is the primary underlying landowner and the City of Minneapolis operates the trail. This plan lays the foundation for Minneapolis Park and Recreation Board to bring the Midtown Greenway into the regional trail system.

The idea for the trail emerged from community-driven efforts and advocacy. One of the groups heavily involved in its initial development was the Midtown Greenway Coalition, a non-profit organization that remains deeply engaged with the Midtown Greenway today. Their mission is 'to empower communities to develop, improve, protect, and enjoy the Midtown Greenway as a green urban corridor that enhances people's lives.'*

The regional trail plan covers the existing paved trail 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.***

**Source: Midtown Greenway Coalition, About the Coalition and About the Greenway: <https://midtowngreenway.org/>*

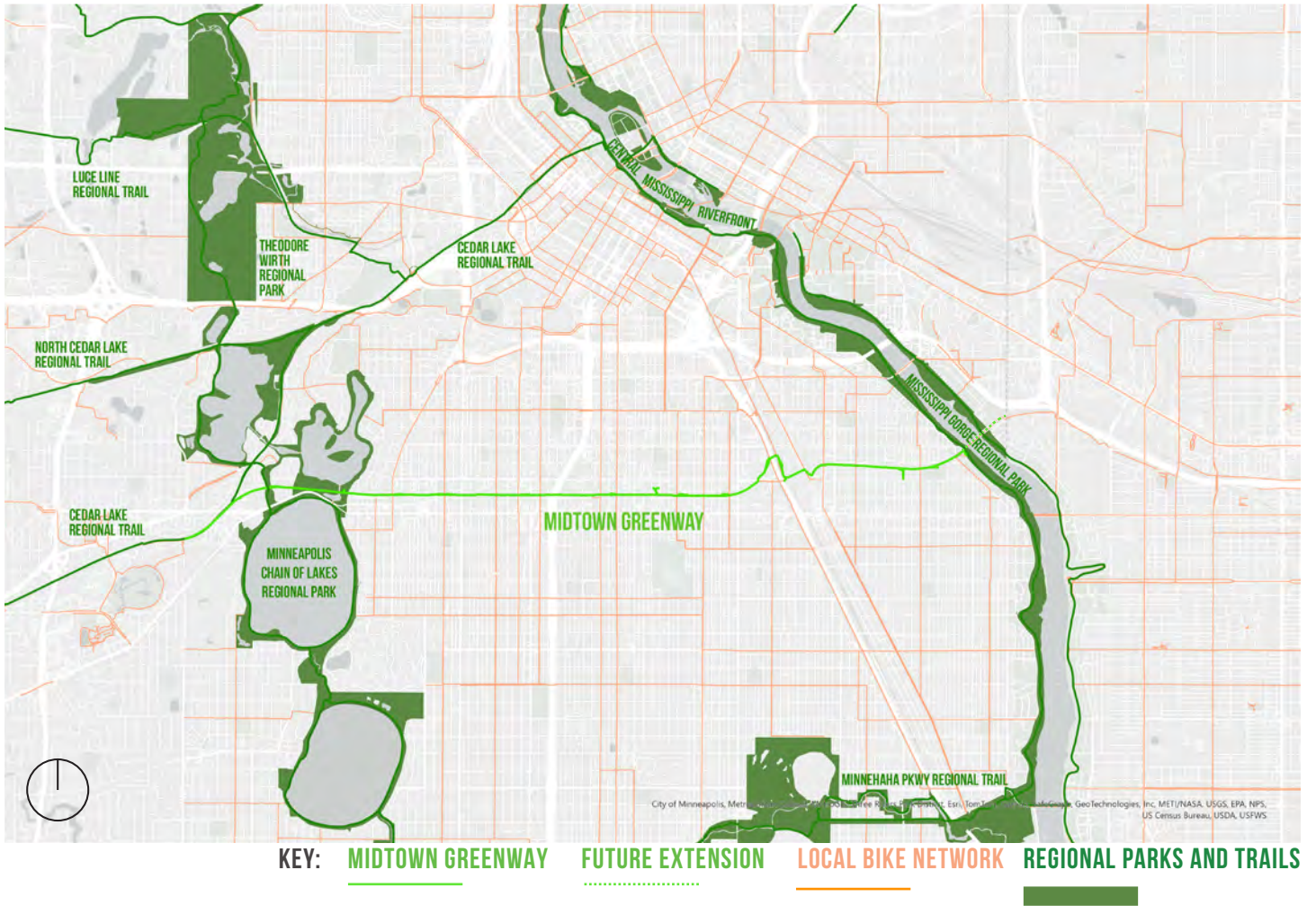
***Source: U.S. Department of Transportation, Federal Highway Administration: A Crown Jewel of Bikeways: <https://highways.dot.gov/public-roads/novemberdecember-2016/crown-jewel-bikeways>*

****See "FIGURE 1: Context Map - Midtown Greenway Regional Trail" on page 9, and "FIGURE 13: Segment 1 - Midtown Greenway Regional Trail" on page 34 through "FIGURE 23: Segment 11 - Midtown Greenway Regional Trail" on page 44*



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
- Achieve approval by the Minneapolis Park and Recreation Board (MPRB) of Commissioners and Metropolitan Council.

The completed regional trail plan will direct policy and design implementation for the parkland within the regional boundary for the next 20 to 30 years. This plan will also guide how regional capital funding is spent throughout the entire regional trail boundary in accordance with Cooperative Agreement between MPRB, City of Minneapolis (City), and HCRRA.

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 led the development of a regional trail plan as the only eligible regional park implementing agency for regional parks and trails within Minneapolis.

Most of the Midtown Greenway is on land owned by HCRRA with a few segments owned by others. HCRRA and the City 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 align with MPRB Resolution 2023-127, regional funding will only be for low-cost capital improvements. Any low-cost capital improvements constructed by MPRB located on land not owned by MPRB must be maintained by other agencies. To clearly identify the roles and responsibilities between the City, HCRRA, and the MPRB for the Midtown Greenway, a Cooperative Agreement was developed between the three agencies focused on ownership, operations, and use of regional funding. This agreement is in addition to the existing operations permit agreement between the City and HCRRA.



View 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. Prior plans and initiatives include:

- Lake Street Midtown Greenway Corridor Framework Plan (1999)
- Bikeway Report (2000)
- Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District (2005)
- Greenways Alternative Analysis (2014)
- Making the Connection: Midtown - Greenway to Lake Street (2016)

- Midtown Greenway Reevaluation (2017)
- Midtown Greenway Community Safety Design (2020)
- Creative CityMaking (2020)
- Wayfinding Inventory (2020)
- Lake Street Alignment (2021)
- Truth and Repair on Lake Street (2021)
- Lake Street Recovery (2022).

See the Appendix for more information about these plans and initiatives.

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, Mississippi Gorge Regional Park (adopted 2019) has a plan and 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.

New Nicollet Redevelopment (In Progress)

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 (City). As part of this planning process, it has been proposed by the City for the entrance ramp for the Midtown Greenway to be moved from Nicollet Avenue to 1st Avenue. As the project continues to unfold, the Amenity Zone proposed in this area will adjust as needed.

Midtown Greenway Bicycle and Pedestrian Trail Expansion Project (In Progress)

The Metropolitan Council is conducting this project, as directed by the State Legislature, to develop a conceptual implementation plan for extending the Greenway across the Mississippi River to provide a new regional transportation connection between the Twin Cities and an enhanced recreational opportunity for the region. In the future, the Short Line Bridge may become a potential addition to the Midtown Greenway Regional Trail. The bridge is included within the regional trail boundary and shown as a dashed line to demonstrate this possibility. However, operations and ownership of this segment are not in the regional trail plan at this

time. This planning project includes exploring options to retrofit or replace the Short Line rail bridge which may inform the future function, ownership, and operations of the bridge.

Chapter 2 | COMMUNITY ENGAGEMENT

Overview and Process

Advisory Committees

Community Context

Project Stakeholders

Summary of Engagement

Plan Approval

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 does not 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 took place primarily during a 45-day comment period on the Draft Plan document. During this time, MPRB engaged a number of stakeholder groups to ensure the plan reflected a diversity of voices. This chapter goes into detail about identified stakeholders, engagement strategies, and how feedback was incorporated into the development of this plan. The Metropolitan Council's Equity Analysis requirement is embedded throughout this chapter as its requirements closely overlap with this reporting. During engagement for this project, participation from stakeholders was at the consult level of the IAP2 Spectrum of Public Participation.

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.

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 shared 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. Representatives on the TAC worked for agencies and non-profit organizations that have a relationship to the Midtown Greenway and 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 the City, HCRRA, and the MPRB that have a direct role in operations and ownership of the Midtown Greenway. 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 Midtown Greenway, such as Bloomington, Chicago, Hennepin, Hiawatha, and Lyndale Avenues. There are also a number of bike connections, including but not limited to: Cedar Lake Regional Trail, Minneapolis Chain of Lakes Regional Park and the Grand Rounds, Bryant Avenue S, Portland Avenue, 18th Avenue S, Hiawatha, 26th Avenue S, and Mississippi Gorge Regional Park. Notably, the eastern segment of the Midtown Greenway, starting just west of Hiawatha Avenue, exhibits a less dense residential pattern, marked by fewer multifamily units and a substantial allocation of land to industrial uses as well as a cemetery.

The Midtown 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 Midtown 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 and surrounding cities.

However, 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

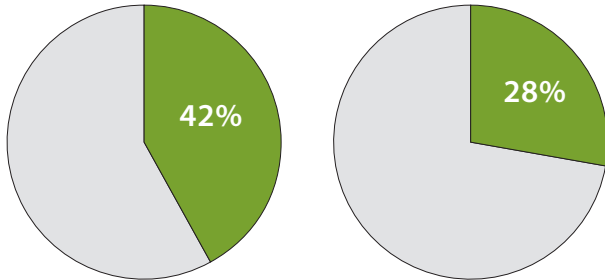


Image of Midtown Greenway
Photo credit: Phillip Hussong, courtesy of Hennepin County

FIGURE 3: DEMOGRAPHICS

AGE

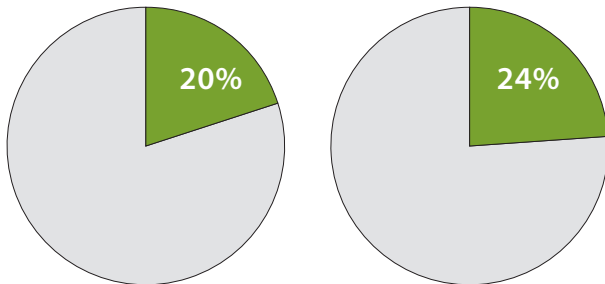
BETWEEN AGES 25-45



Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

UNDER 18

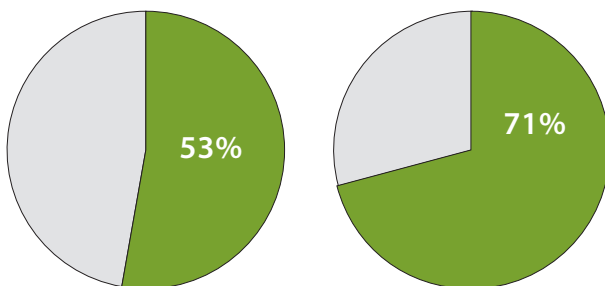


Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

RACE/ETHNICITY

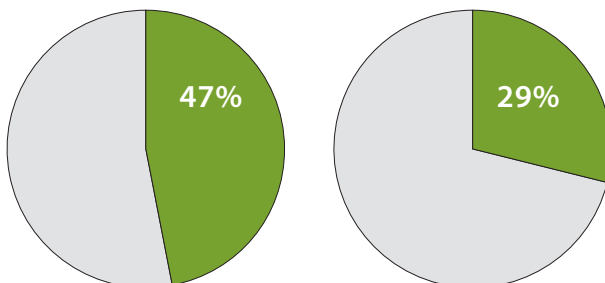
IDENTIFIES AS WHITE



Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

IDENTIFIES AS BLACK, INDIGENOUS, AND PEOPLE OF COLOR (BIPOC) OR MULTI-RACIAL



Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

LANGUAGE

SPEAKS A LANGUAGE OTHER THAN ENGLISH

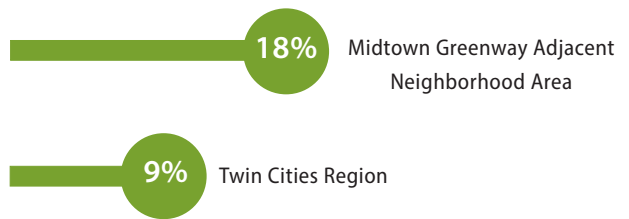


Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

INCOME

PEOPLE BELOW THE POVERTY LINE

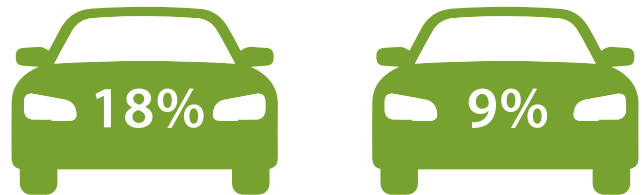


Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

TRANSPORTATION

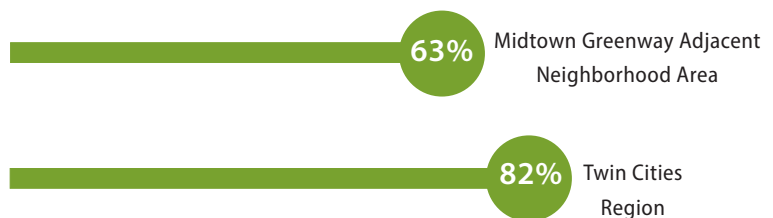
DOESN'T OWN A CAR



Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

DRIVES TO WORK



Midtown Greenway Adjacent Neighborhood Area

Twin Cities Region

FIGURE 4: CORRIDOR POPULATION DENSITY

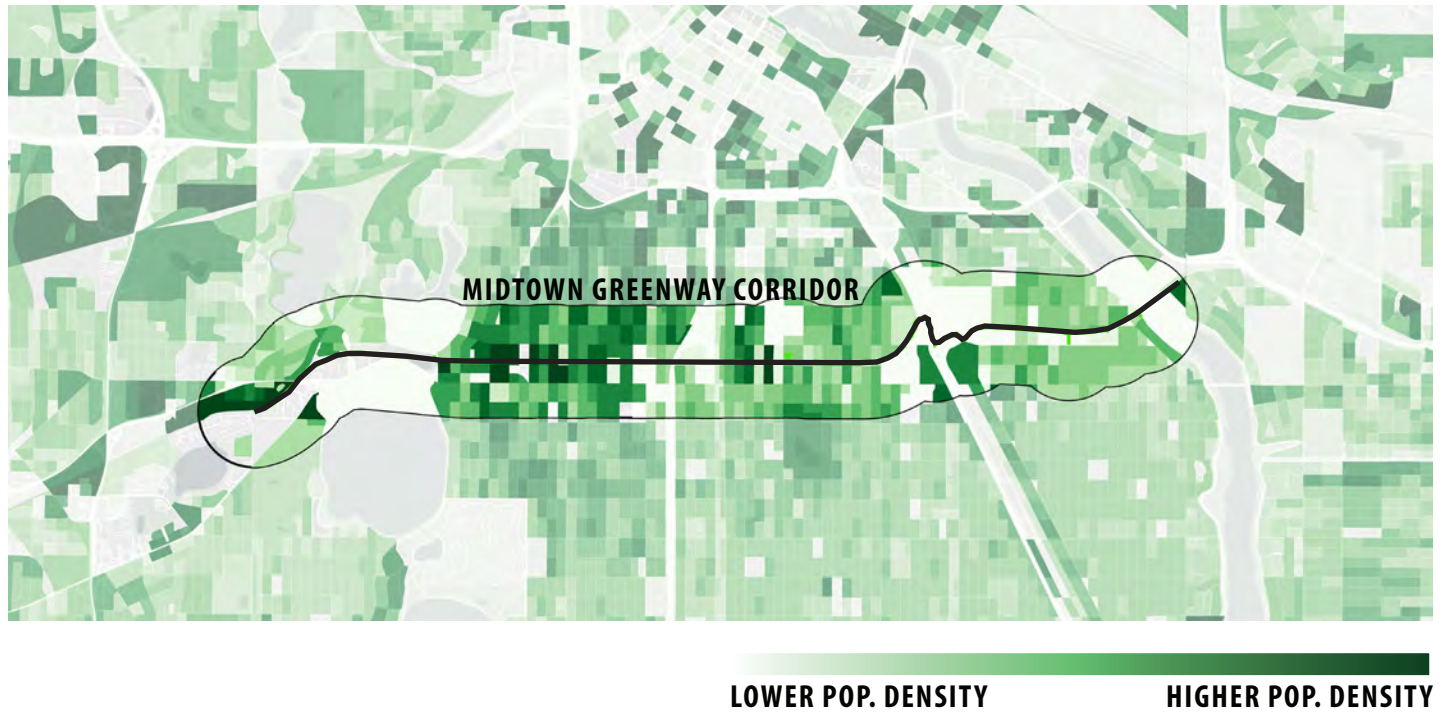


FIGURE 5: CORRIDOR POPULATION PERCENT PEOPLE OF COLOR

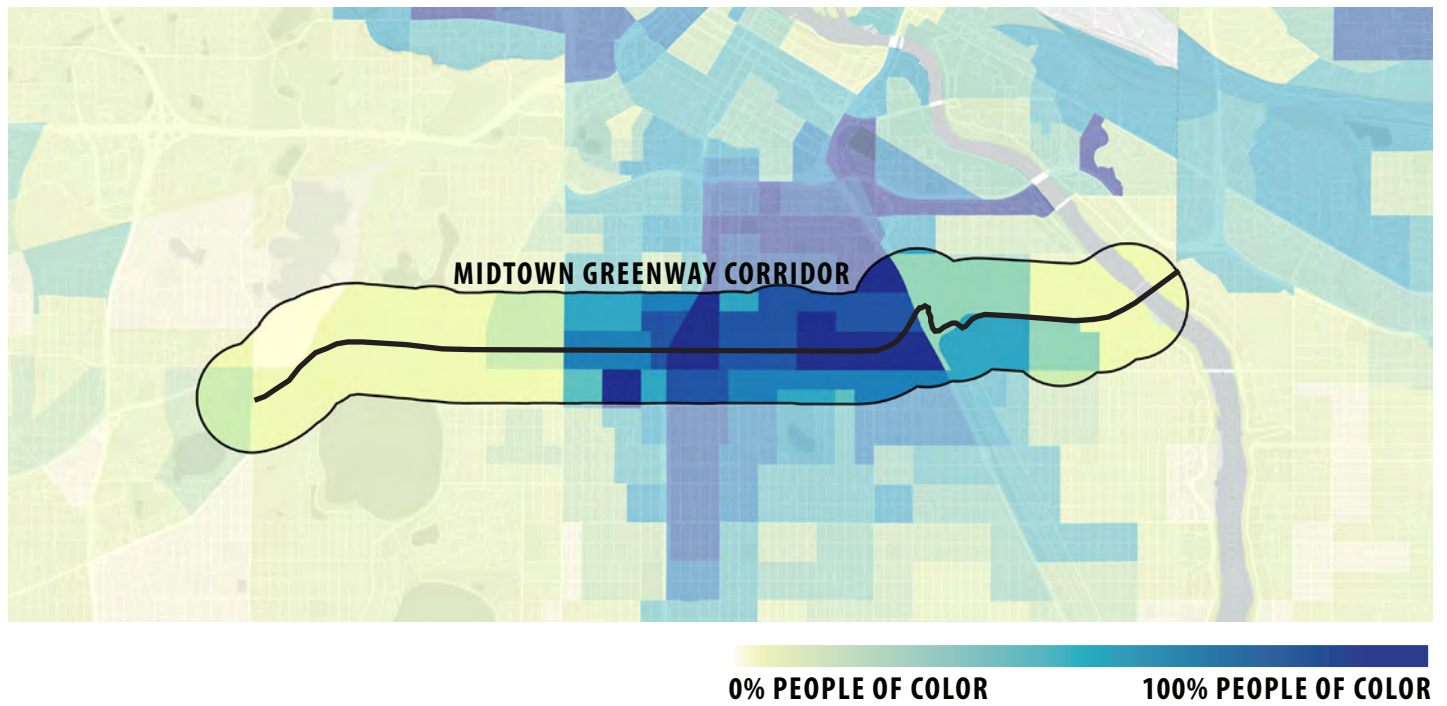
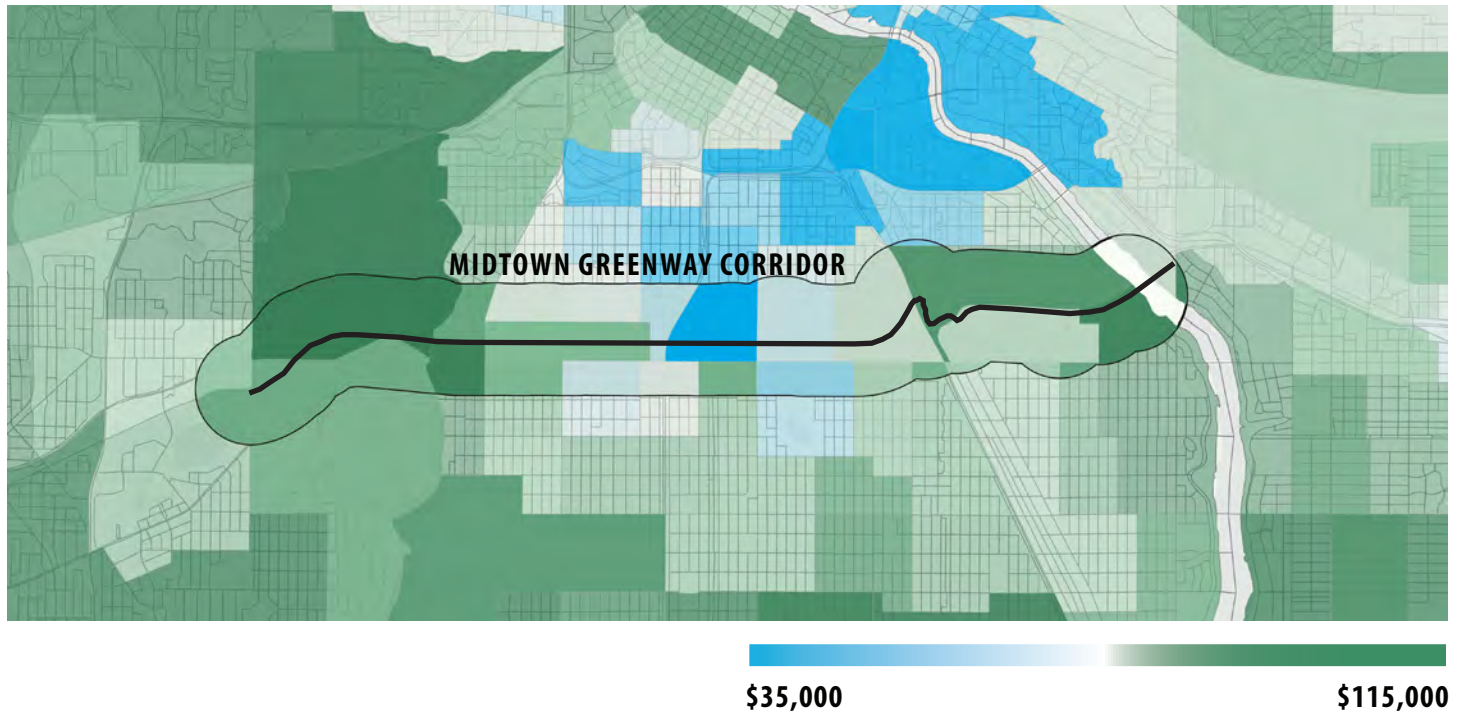


FIGURE 6: CORRIDOR HOUSEHOLD MEDIAN INCOME



Project Stakeholders

The Midtown Greenway Regional Trail Plan involved 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

Project Stakeholder	Outreach: How will you reach out to the stakeholder?	Engagement: How will they participate?	Reflecting Back: 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 and in person feedback. Input opportunities will be limited to low cost 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 and in person feedback. Input opportunities will be limited to low cost capital improvements. Slow Roll engagement hosted by Cultural Wellness Center.	Circle back online with final plan when adopted by MPRB and Met Council
Residents along Midtown Greenway	Signage on Midtown Greenway, at key project milestones, presentations to resident boards and share out news alerts with neighborhood newspapers and social media	Review of draft. Survey and in person feedback. Input opportunities will be limited to low cost capital improvements. Latino and Somali focus groups at cultural centers along the Greenway and Lake Street convened by Midtown Greenway Coalition.	Circle back online with final plan when adopted by MPRB and Met Council
Cyclists and Pedestrians and Advocates	City Bike and Pedestrian Committees, Hennepin County Active Transportation Committee meeting presentations, project website, news releases, and signage on Midtown Greenway	Review of draft. Survey and in person feedback. Input opportunities will be limited to low cost 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 Midtown Greenway and multilingual outreach	Review of draft. Survey and in person feedback. Input opportunities will be limited to low cost capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council
Partner Agencies	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, website and meetings	Review of draft. Survey and in person feedback. Input opportunities will be limited to low cost capital improvements.	Circle back online with final plan when adopted by MPRB and Met Council

Summary of Engagement

The project team developed a draft plan document that built on a number of previous plans that provided a wealth of context, analysis, community engagement, and recommendations. This was used as the starting point in recognition that the community around the Midtown Greenway Regional Trail has been engaged in a number of planning efforts since its inception and this plan could utilize the feedback and recommendations from those plans as the starting point. A summary of these related planning efforts is included in the Appendix. The draft plan also included information provided through the project's advisory committees and operations workgroup along with community feedback gathered to date. Once completed, the draft document

was shared for public review and comment from June 20, 2024, to August 5, 2024.

During the public comment period, there was extensive engagement to share the plan document with key stakeholders for feedback. The following is a summary of the engagement strategies used:

- Sharing the draft plan online with an online survey in Spanish, Somali and English.
- Distributing printed copies of the plan to area recreation centers.
- Posting lawn signs along the Midtown Greenway advertising the plan and comment period.
- Slow Roll bike rides along the Midtown Greenway hosted by the Cultural Wellness Center and



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

Melanin in Motion.

- Somali and Spanish language focus groups hosted by the Midtown Greenway Coalition.
- Two online open houses hosted by MPRB staff and the project's Operations Workgroup staff.
- Outreach to neighborhood organizations, project email list, and media advisory.
- Presentations to the City of Minneapolis Bicycle and Pedestrian Advisory Committees and Hennepin County Active Transportation Committee.
- Meetings with the Project Advisory Committee, Technical Advisory Committee, and Operations Workgroup.

The engagement for this plan focused on the Amenity Zones, wayfinding and ecological enhancements throughout the regional trail, and the regional trail boundary to align with Park Board of Commissioner direction in fall of 2023. The focus on Amenity Zones created a structure for feedback on low-cost amenities. The Amenity Zone graphics and information about project communication are located in the Appendix. The following are themes that came out of the engagement period. Note: Items in bold were noted with higher frequency.

Summary of Themes from Spanish Language Focus Group:

- **Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means.**
- Suggestion to add restrooms along Greenway
- Concern related to safety on the Greenway
- Suggestion for additional trash cans
- Suggestion to add picnic tables

Summary of Themes from Somali Language Focus Group:

- **Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means.**

- Suggestion to add drinking fountains along the Greenway
- Suggestion related to Greenway trail design
- Suggestion to add restrooms along Greenway
- Suggestion to add or relocate amenity zones
- Suggestion related to wayfinding form and content

Summary of Themes from Other Public Comment Feedback:

- **Suggestion related to Soo Line Garden future improvements**
- **Question or General statement**
- Support for the plan
- Suggestion to prioritize trail user safety at vehicle crossings
- Support for Greenway extension across the river
- Suggestion to clarify/modify document text or graphics
- Suggestion related to wayfinding form and content
- Suggestion to add drinking fountains along the Greenway
- Concern about the park planning process
- Suggestion to add or relocate amenity zones
- Suggestion to improve safety on the Greenway through lighting, staffing, cameras, maintenance, and other means.

At the close of the public comment period, MPRB staff compiled and reviewed all comments. Feedback that aligned with the focused engagement for this plan was used to revise the plan as warranted. Feedback for other agencies or projects was shared accordingly. A few things that changed as a result of this engagement period include:

- Adding additional amenity zones, with a particular focus on the eastern end of the trail.
- Incorporating funding for some additional low-

cost amenities into the cost estimates for each amenity zone.

- Expansion of guiding principles to support design and implementation.

Overall, this plan brings together a synthesis of a number of plans developed across a number of years to create a vision for the regional trail coordinated across multiple agencies. By developing this plan and a Cooperative Agreement, the MPRB will be positioned to provide some financial support to this fully built trail for park-like amenities. MPRB funding for this regional trail will be allocated through the six-year capital improvement program for all MPRB regional parks and trails. The MPRB has a limited role in ownership and operations of the Greenway, which is detailed in roles and responsibilities for implementation within the Cooperative Agreement.

Plan Approval

The Midtown Greenway Regional Trail Plan, which included commissioner amendments, was approved by the MPRB Board of Commissioners on December 4, 2024.

Chapter 3 | EXISTING AND FUTURE CONDITIONS

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 a former 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. When a construction project occurs, proposed construction documents should be submitted and a detailed review with comments and recommendations will be provided.



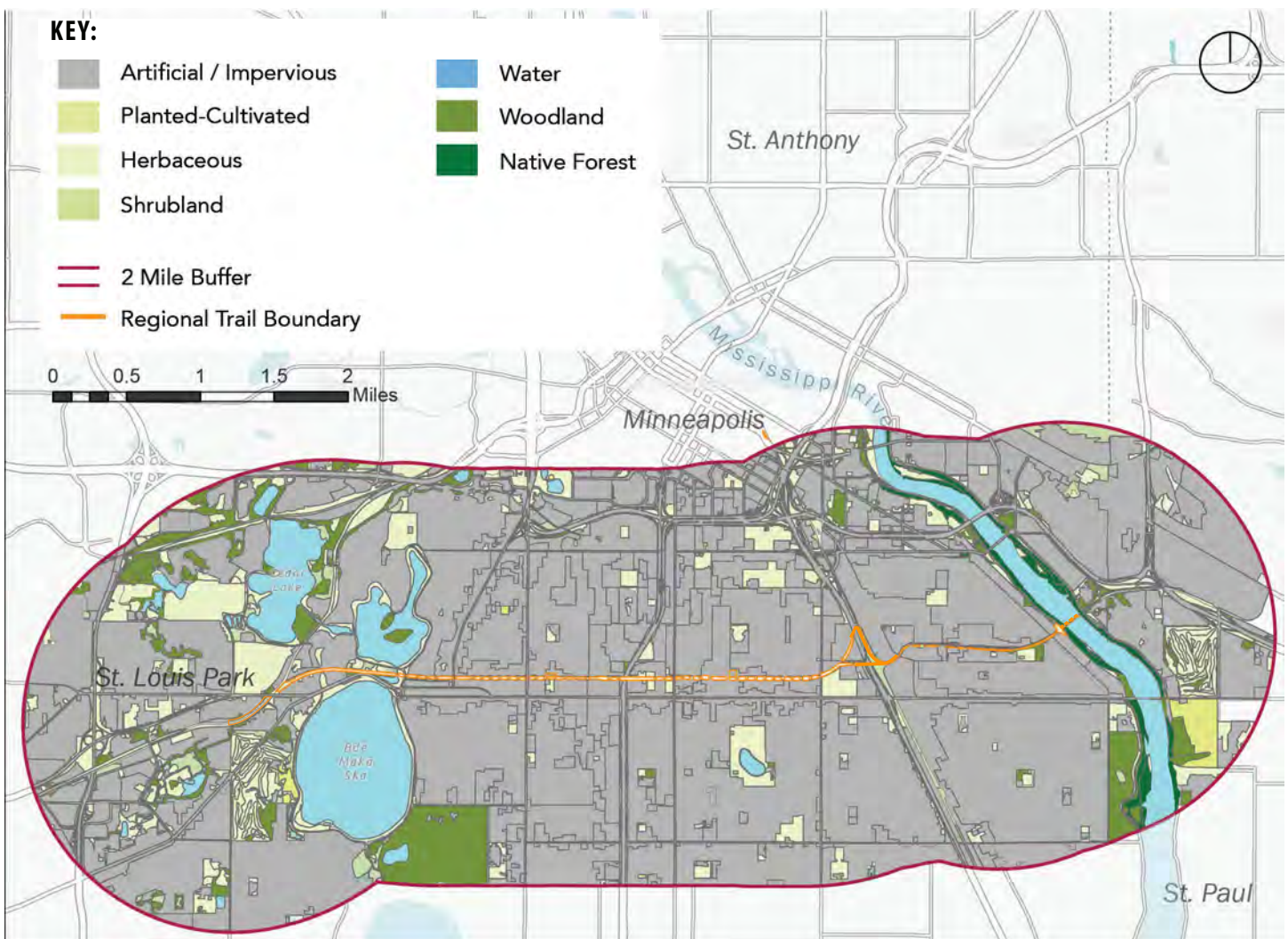
*Image of Midtown Greenway at 5th Avenue South
Photo credit: Damon Farber Landscape Architects*

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 project, 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 avoid any potential wetland impacts. 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

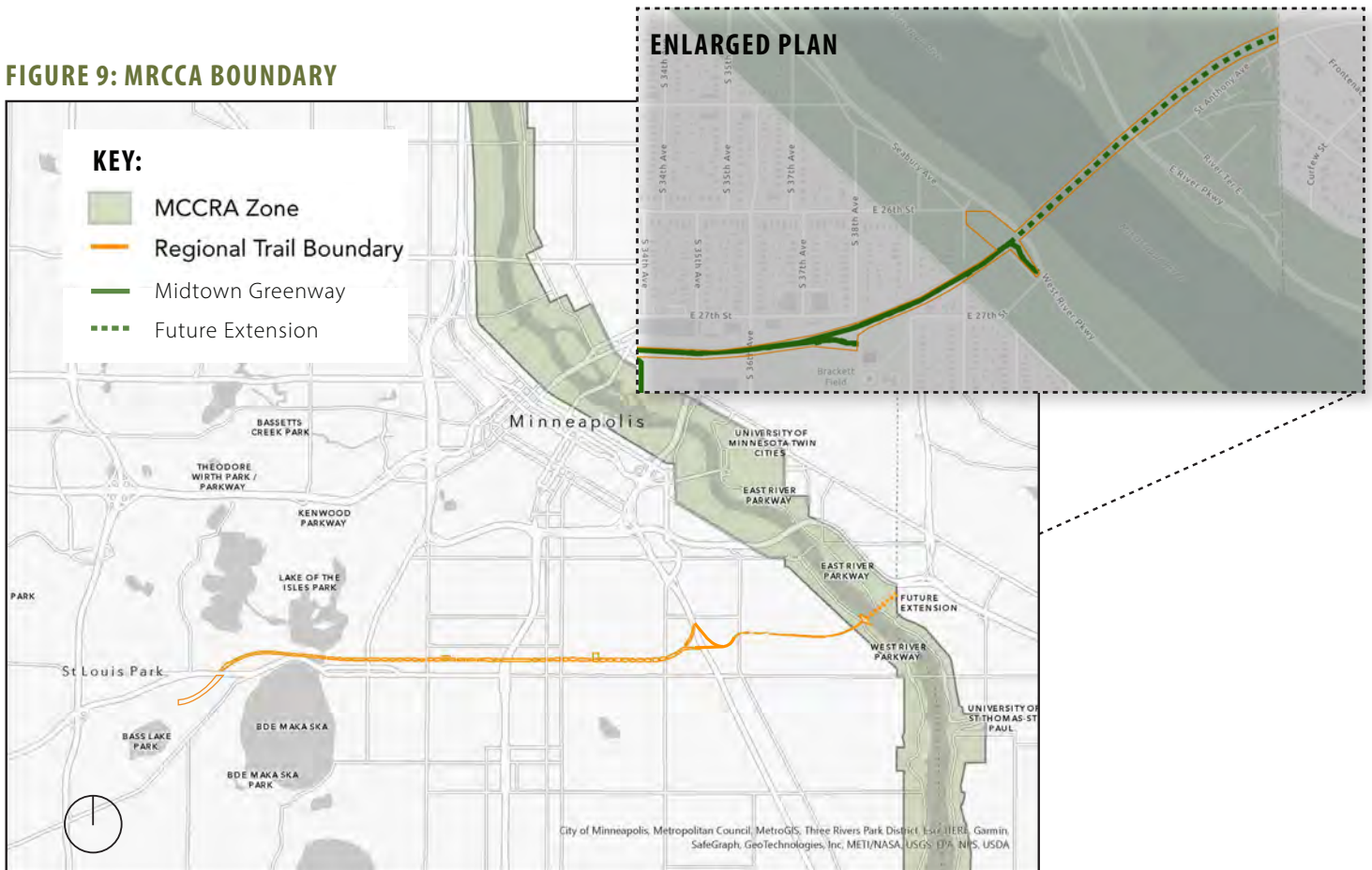


Mississippi River Corridor Critical Area

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 an essential connection for Minneapolis residents to the river. The entire length of the Greenway from the lakes to the river can be considered a connection to the MRCCA from the urban fabric. 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 3,820,000 by 2050, indicating a growth of about 25%. Concurrently, annual visits to regional parks and trails have shown a consistent upward trend. The 2023 Metropolitan Council’s annual park and trail use estimate recorded the highest number of visits on record at 69.4 million. Additionally, 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 have gained 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 accommodate the diverse population adjacent to the trail, park-like amenities are proposed for the corridor. These amenities include things like: wayfinding/information signage, bike repair stations, benches, bike racks, trash and recycling receptacles, and plantings. Incorporating these amenities over time will enhance the overall user experience.

FIGURE 10: METCOUNCIL FORECASTS FOR CITY OF MINNEAPOLIS

Year	2020	2030	2040
Population	429,956	451,354	484,847
Households	187,671	203,087	218,020
Employment	294,467	323,631	332,116

Source: Metropolitan Council [https://metro council.org/Data-and-Maps/Research-and-Data/Thrive-2040-Forecasts/2050-Proposed-Local-Forecasts-\(PDF\).aspx](https://metro council.org/Data-and-Maps/Research-and-Data/Thrive-2040-Forecasts/2050-Proposed-Local-Forecasts-(PDF).aspx)

*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

Trail Plan Overview

Guiding Principles

Trail Plan Content

Cost Estimates

Trail Plan Maps

Amenity Zone Descriptions

MPRB Park Areas within the Regional Trail Boundary

Planning Efforts In Progress by Others

Trail Plan Overview

Maps contained in this chapter illustrate the current land ownership along the Midtown Greenway Regional Trail, and highlight connections to the local trail networks, other regional parks and trails, the existing trail and access points, and proposed improvements. Improvements are shown both in focused amenity zone locations, as well as along 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.

1. Welcome all trail users to the Greenway, including our most vulnerable populations.
2. Support community driven programming and activities along the Greenway.
3. Recognize the important role public art plays in creating a sense of place along the Greenway.
4. Incorporate wayfinding for a multi-lingual and multi-generational audience.
5. Design and install amenities in collaboration with agency partners to ensure sustainable maintenance.
6. Implement a unified design approach to trailside amenities to foster a consistent character for the trail corridor
7. Include tree planting and green infrastructure to enhance ecological benefits along the trail corridor and provide shade.
8. Provide park like amenities throughout the trail corridor to enhance user experience.
9. Center sustainable and resilient design throughout the corridor
10. Design wayfinding signage so it can be easily updated to reflect changes over time.
11. Abide by the Cooperative Agreement between the City of Minneapolis, Hennepin County Regional Railroad Authority, and Minneapolis Park and Recreation Board.
12. Design and implement site improvements that enhance safety for Midtown Greenway users.
13. Locate seating near areas with other amenities and between amenity zones as needed.
14. Prioritize trail user safety at roadway crossings to reduce conflicts and enhance the experience along the trail.

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**

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



Source: Midtown Greenway Making the Connections Plan

ecological enhancement throughout the regional trail boundary are the only areas and amenity types that will receive regional capital funding from the Park Board, as directed by the Board of Commissioners during the regional trail planning process (Resolution 2023-127). 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.

Amenity Zone Overview

The term “amenity zone” denotes a designated area that offers park amenities for the convenience and enjoyment of trail users. These trailside amenities are intended to enhance the overall experience of individuals using the trail for recreation, exercise, or transportation. Features in an amenity zone will vary depending on the location and will be determined upon implementation. The low-cost amenities within these zones will include things like bike racks, ecological enhancements, informational and wayfinding signage, trash and recycling bins, and benches.

Amenity zones are located on land owned by the City of Minneapolis (City) and Hennepin County Regional

Railroad Authority (HCRRA) who are the primary owner and operator. There are also amenity zones located at many of the existing park areas incorporated into the regional trail boundary that are owned by the Minneapolis Park and Recreation Board (MPRB). The MPRB is responsible for building the trailside amenities within designated amenity zones. For land that is not owned by MPRB, maintenance of capital-only low-cost amenities constructed 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. 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 that are currently undergoing concept planning 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.

Wayfinding/Signage

Hennepin County's 'Making the Connection' 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 locations and destinations along the route including streets, neighborhoods, and other key geographic features along the route such as parks and bodies of water that the Midtown Greenway transects from the western to eastern city limits. Each area boasts distinct destinations and local businesses poised to gain from the substantial customer base the adjacent Midtown Greenway could offer—with wayfinding designed to guide individuals on where to go and how to reach their destinations. Wayfinding will also guide people to other park amenities that may not be offered along the trail like restrooms or additional gathering and seating spaces.

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, through graphics, wording, art-based, and being multi-lingual. The design should also consider the surrounding community along with the identified locations.

Safety/Accessibility

Safety and accessibility refer to measures and infrastructure proposed in previous planning efforts to ensure the well-being of users and that amenities are reachable and usable by a diverse range of people, include those with mobility challenges. While safety and accessibility are critical to examine individually, they have been coupled to provide greater flexibility for implementation since a portion of these amenities will have to be funded by sources other than regional trail capital funding from MPRB. Safety on the Midtown

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

Safety

Safety improvements include 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 Midtown Greenway. These safety measures will need to be funded by sources other than the regional trail capital funding from the Park Board, as directed by the Board of Commissioners during the regional trail planning process (Resolution 2023-127).

Accessibility

The Midtown 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 Midtown 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, which aim to facilitate seamless connections with both Light Rail Transit (LRT) and bus lines with the Midtown Greenway recognizing the importance of regional transportation connections to equitable park access.

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 higher quality plant communities and habitat.

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 invasive vegetation, often exhibiting eroding soil, debris, or deteriorating pavement. Much of the remaining habitat space within the corridor, particularly along steep slopes, has established higher quality plant communities. Exact design and plant selection details will be determined during a later stage of design in accordance with MPRB standards and maintenance expectations with partner agencies.

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. They also include costs for wayfinding/signage and ecological enhancements throughout the entire regional trail boundary. **Costs for improvements beyond the Amenity Zones, wayfinding/signage, and ecological enhancements are not included in this document because regional capital funding from MPRB will not be spent on these items, as directed by the Board of Commissions during the regional trail planning process (Resolution 2023-127). Improvements that won't receive regional capital funding from MPRB include high-cost items like new ramp infrastructure, lighting, permanent restrooms, trail repaving, and trail expansions.**

Cost estimates for improvements to MPRB owned land with approved park plans within the regional trail boundary are located in the Appendix. Amenities within these adopted plans that are not included in the Amenity Zone will continue to be funded through neighborhood sources to align with Resolution 2023-

127.

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. Maintenance and operations costs are not included in these cost estimates. See the Implementation chapter for details on operations and maintenance costs. Total estimated costs for all projects are about **\$2,469,100**. Of the total cost, the average cost per amenity zone will be approximately \$120,100. Improvements will happen incrementally over several years as capital improvement program allocations from MPRB are determined.

Trail Plan Maps

The following pages show the trail segment maps featuring proposed improvements are shown in "FIGURE 13: Segment 1 - Midtown Greenway Regional Trail" on page 34 through "FIGURE 23: Segment 11 - Midtown Greenway Regional Trail" on page 44.

FIGURE 12: AMENITY ZONE LOCATIONS

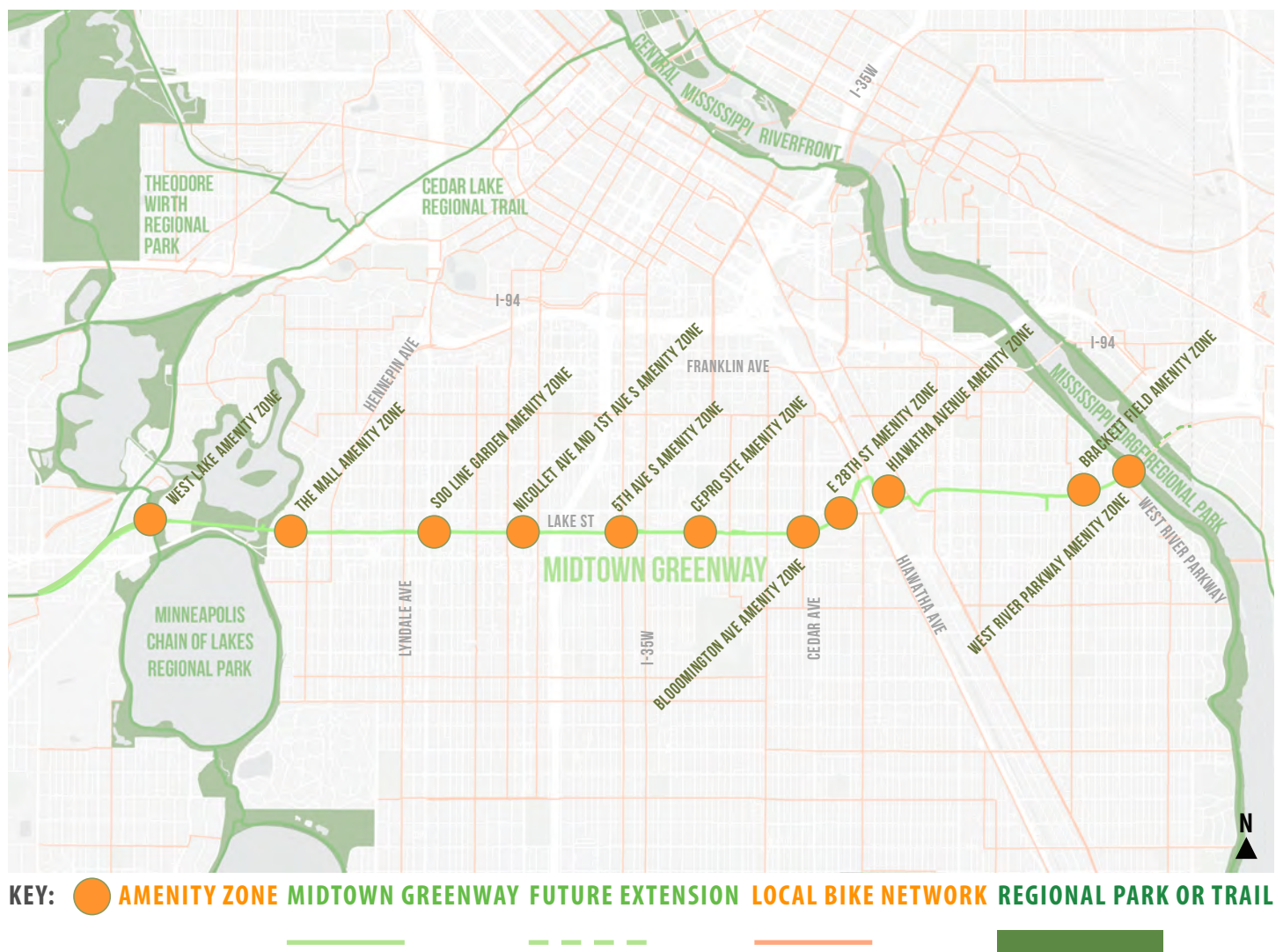


FIGURE 13: SEGMENT 1 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

- | | | | |
|--|---------|--|---|
| SHARED USE TRAIL | — | EXISTING ACCESS POINTS | ● |
| SHARED USE TRAIL - PROPOSED EXTENSION | - - - | EXISTING PUBLIC ART | ● |
| REGIONAL TRAIL BOUNDARY | - - - - | PROPOSED IMPROVEMENTS: | |
| OTHER BIKEWAY | - - - - | WAYFINDING | ● |
| PARCEL BOUNDARY | - - - - | SAFETY/ACCESSIBILITY | ● |
| STREETS | — | TRANSIT CONNECTIVITY | ● |
| HCRRA PROPERTY IN REGIONAL BOUNDARY | — | AMENITY ZONES | ○ |
| HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY | — | ECOLOGICAL ENHANCEMENT AREAS: | |
| MPRB PROPERTY | — | PRAIRIE PLANTING | ▨ |
| MET COUNCIL PROPERTY | — | SAVANNA PLANTING | ▨ |
| CITY OF MINNEAPOLIS PROPERTY | — | ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS | ▨ |
| WATER BODY | — | | |
| BUILDINGS | — | | |

FIGURE 14: SEGMENT 2 - MIDTOWN GREENWAY REGIONAL TRAIL



Esri Community Maps Contributors, City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District, © OpenStreetMap, Microsoft, Esri, Fujitsu, Garmin, SafeGraph, GeoTechnologies, Inc, MET/UNASA, USGS, EPA, NPS, US Census Bureau, USDA, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGAR, N Robinson, NZ EA, Esri.com, NLS, OS, NMA, Geocastatysreisen, Rijkswaterstaat, OSA, Geoland, FEMA, Intermap and the G3 user community

KEY

- | | | |
|---|--|---|
| SHARED USE TRAIL | EXISTING ACCESS POINTS | ● |
| SHARED USE TRAIL - PROPOSED EXTENSION | EXISTING PUBLIC ART | ● |
| REGIONAL TRAIL BOUNDARY | PROPOSED IMPROVEMENTS: | ● |
| OTHER BIKEWAY | WAYFINDING | ● |
| PARCEL BOUNDARY | SAFETY/ACCESSIBILITY | ● |
| STREETS | TRANSIT CONNECTIVITY | ● |
| HCRA PROPERTY IN REGIONAL BOUNDARY | AMENITY ZONES | ○ |
| HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY | ECOLOGICAL ENHANCEMENT AREAS: | ○ |
| MPRB PROPERTY | PRAIRIE PLANTING | ▨ |
| MET COUNCIL PROPERTY | SAVANNA PLANTING | ▨ |
| CITY OF MINNEAPOLIS PROPERTY | ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS | ▨ |
| WATER BODY | | |
| BUILDINGS | | |

FIGURE 15: SEGMENT 3 - MIDTOWN GREENWAY REGIONAL TRAIL



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

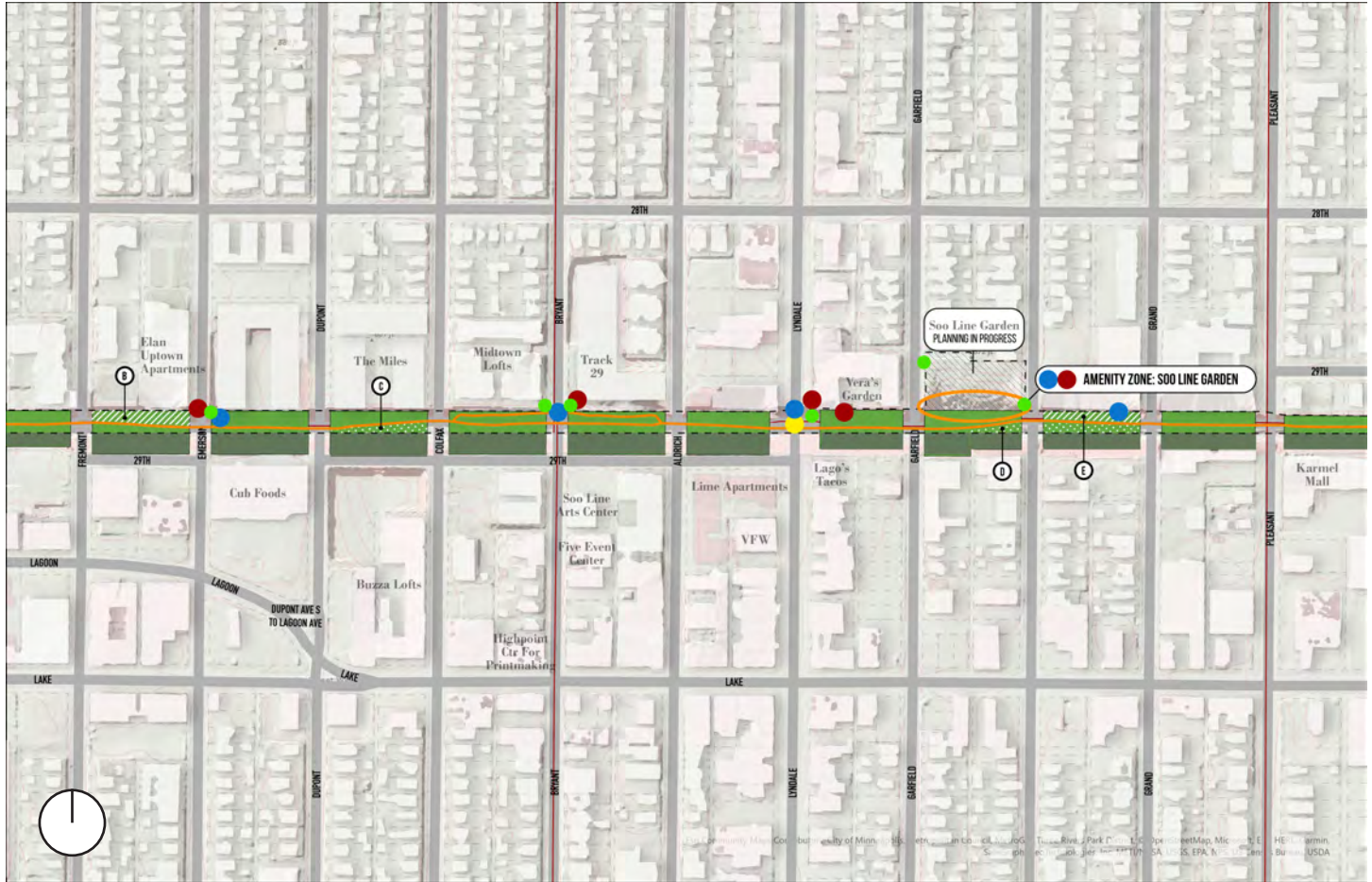


SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, FREMONT TO EMERSON

KEY

- 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 —
 - MET COUNCIL PROPERTY —
 - CITY OF MINNEAPOLIS PROPERTY —
 - WATER BODY —
 - BUILDINGS —
-
- EXISTING ACCESS POINTS ●
 - EXISTING PUBLIC ART ●
 - PROPOSED IMPROVEMENTS:
 - WAYFINDING ●
 - SAFETY/ACCESSIBILITY ●
 - TRANSIT CONNECTIVITY ●
 - AMENITY ZONES ○
 - ECOLOGICAL ENHANCEMENT AREAS:
 - PRAIRIE PLANTING ▨
 - SAVANNA PLANTING ▨
 - ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS ▨

FIGURE 16: SEGMENT 4 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

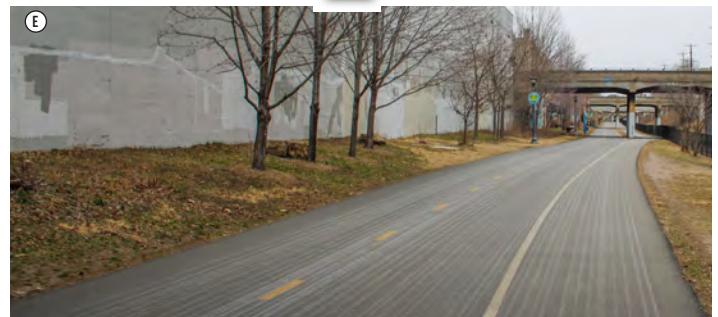
- SHARED USE TRAIL —
- SHARED USE TRAIL - PROPOSED EXTENSION - - -
- REGIONAL TRAIL BOUNDARY - - -
- OTHER BIKEWAY —
- PARCEL BOUNDARY - - -
- STREETS —
- HCRRA PROPERTY IN REGIONAL BOUNDARY █
- HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY █
- MPRB PROPERTY █
- MET COUNCIL PROPERTY █
- CITY OF MINNEAPOLIS PROPERTY █
- WATER BODY █
- BUILDINGS █
- EXISTING ACCESS POINTS ●
- EXISTING PUBLIC ART ●
- PROPOSED IMPROVEMENTS:
- WAYFINDING ●
- SAFETY/ACCESSIBILITY ●
- TRANSIT CONNECTIVITY ●
- AMENITY ZONES ○
- ECOLOGICAL ENHANCEMENT AREAS:
- PRAIRIE PLANTING ▨
- SAVANNA PLANTING ▨
- ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS ▨



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

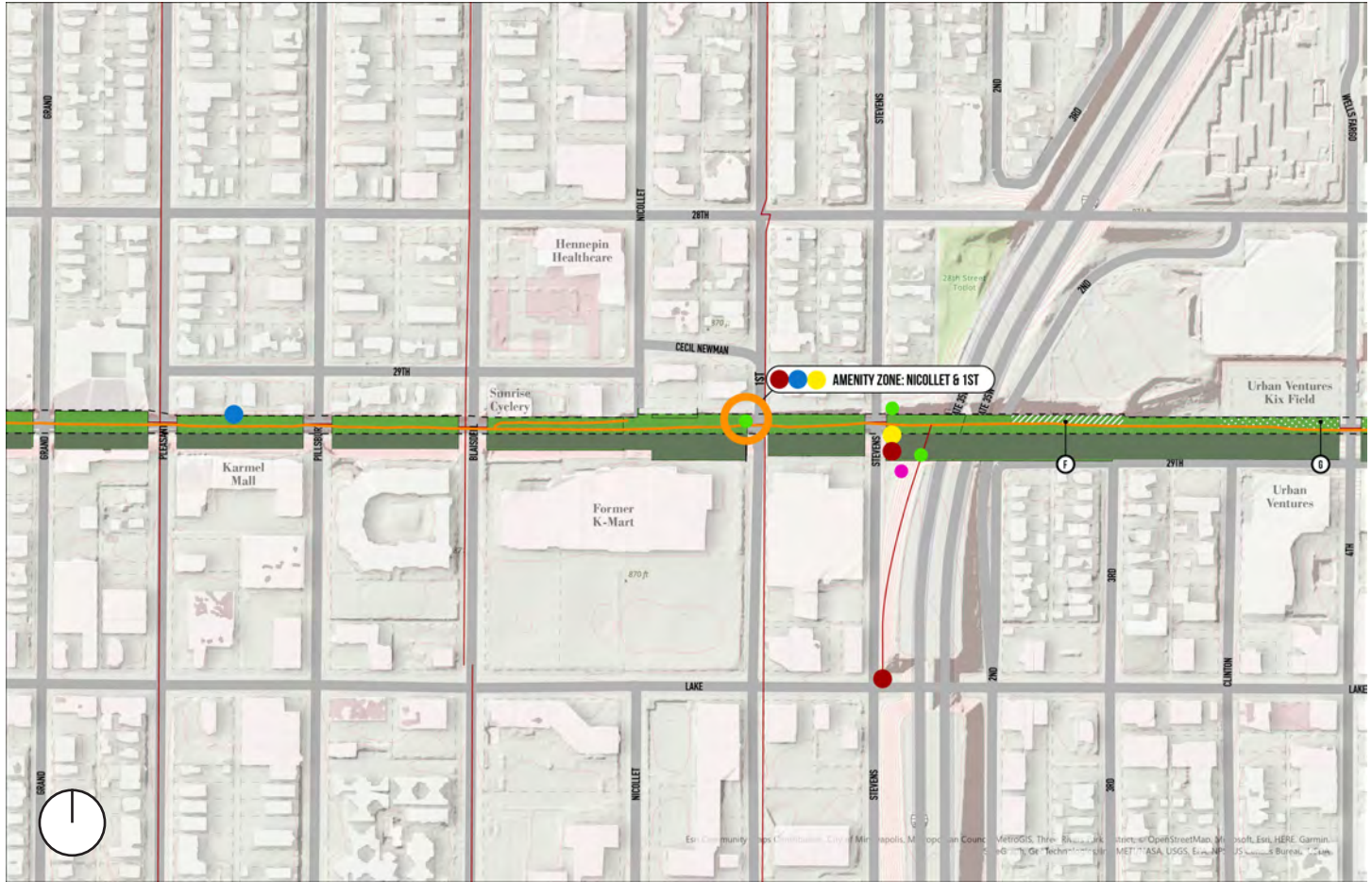


PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, GARFIELD TO GRAND



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

FIGURE 17: SEGMENT 5 - MIDTOWN GREENWAY REGIONAL TRAIL



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

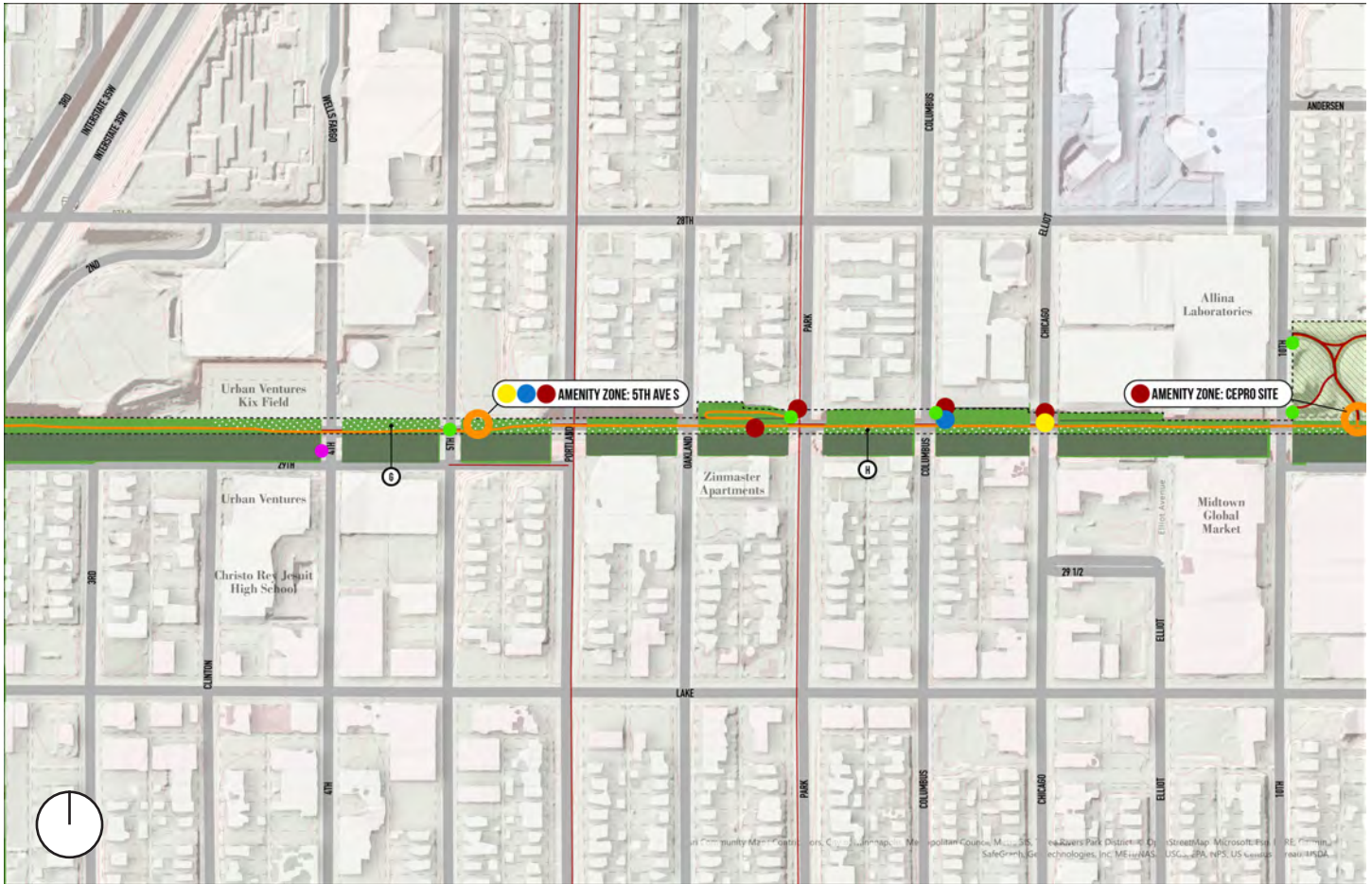


PRAIRIE PLANTING AREA: NORTH SIDE OF TRAIL, CLINTON TO PORTLAND

KEY

- 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
 - MET COUNCIL PROPERTY
 - CITY OF MINNEAPOLIS PROPERTY
 - WATER BODY
 - BUILDINGS
- EXISTING ACCESS POINTS
 - EXISTING PUBLIC ART
 - PROPOSED IMPROVEMENTS:
 - WAYFINDING
 - SAFETY/ACCESSIBILITY
 - TRANSIT CONNECTIVITY
 - AMENITY ZONES
 - ECOLOGICAL ENHANCEMENT AREAS:
 - PRAIRIE PLANTING
 - SAVANNA PLANTING
 - ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS

FIGURE 18: SEGMENT 6 - MIDTOWN GREENWAY REGIONAL TRAIL

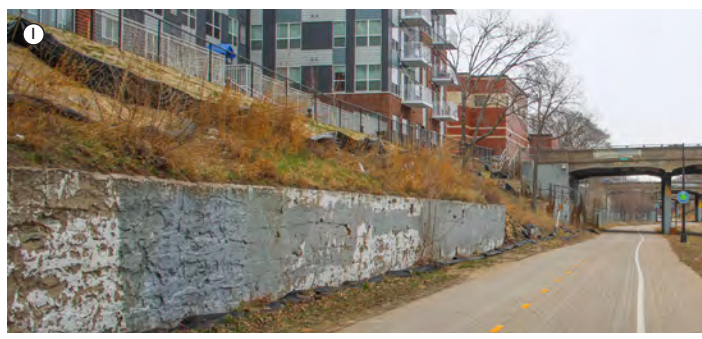


PRAIRIE PLANTING AREA: SOUTH SIDE OF TRAIL, 5TH TO 13TH

KEY

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

FIGURE 19: SEGMENT 7 - MIDTOWN GREENWAY REGIONAL TRAIL



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



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

KEY

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



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

FIGURE 20: SEGMENT 8 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

- 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 ■
- MET COUNCIL PROPERTY ■
- CITY OF MINNEAPOLIS PROPERTY ■
- WATER BODY ■
- BUILDINGS ■
- EXISTING ACCESS POINTS ●
- EXISTING PUBLIC ART ○
- PROPOSED IMPROVEMENTS:
- WAYFINDING ●
- SAFETY/ACCESSIBILITY ●
- TRANSIT CONNECTIVITY ●
- AMENITY ZONES ○
- ECOLOGICAL ENHANCEMENT AREAS:
- PRAIRIE PLANTING ■
- SAVANNA PLANTING ■
- ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS ■



SAVANNA PLANTING AREA: NORTH SIDE OF TRAIL, CEDAR TO 28TH



SAVANNA PLANTING AREA: BOTH SIDES OF TRAIL, 28TH TO HIAWATHA



SAVANNA PLANTING AREA: BOTH SIDES OF TRAIL, EAST SIDE OF HIAWATHA

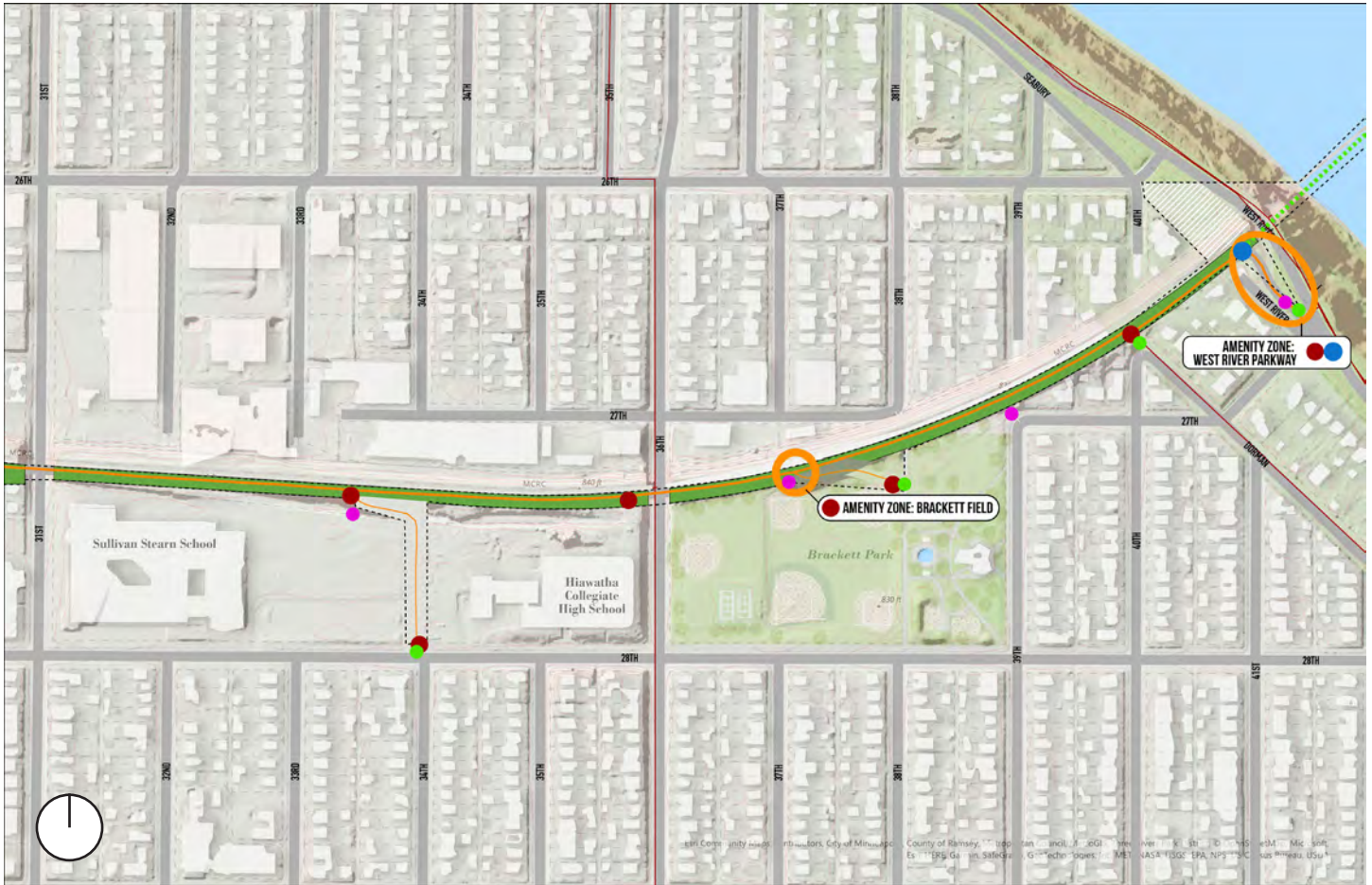
FIGURE 21: SEGMENT 9 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

- | | | | |
|--|---------|--|---|
| SHARED USE TRAIL | — | EXISTING ACCESS POINTS | ● |
| SHARED USE TRAIL - PROPOSED EXTENSION | - - - | EXISTING PUBLIC ART | ● |
| REGIONAL TRAIL BOUNDARY | - - - - | PROPOSED IMPROVEMENTS: | |
| OTHER BIKEWAY | - - - - | WAYFINDING | ● |
| PARCEL BOUNDARY | - - - - | SAFETY/ACCESSIBILITY | ● |
| STREETS | — | TRANSIT CONNECTIVITY | ● |
| HCRRA PROPERTY IN REGIONAL BOUNDARY | ■ | AMENITY ZONES | ○ |
| HCRRA PROPERTY OUTSIDE REGIONAL BOUNDARY | ■ | ECOLOGICAL ENHANCEMENT AREAS: | ○ |
| MPRB PROPERTY | ■ | PRAIRIE PLANTING | ■ |
| MET COUNCIL PROPERTY | ■ | SAVANNA PLANTING | ■ |
| CITY OF MINNEAPOLIS PROPERTY | ■ | ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS | ■ |
| WATER BODY | ■ | | |
| BUILDINGS | ■ | | |

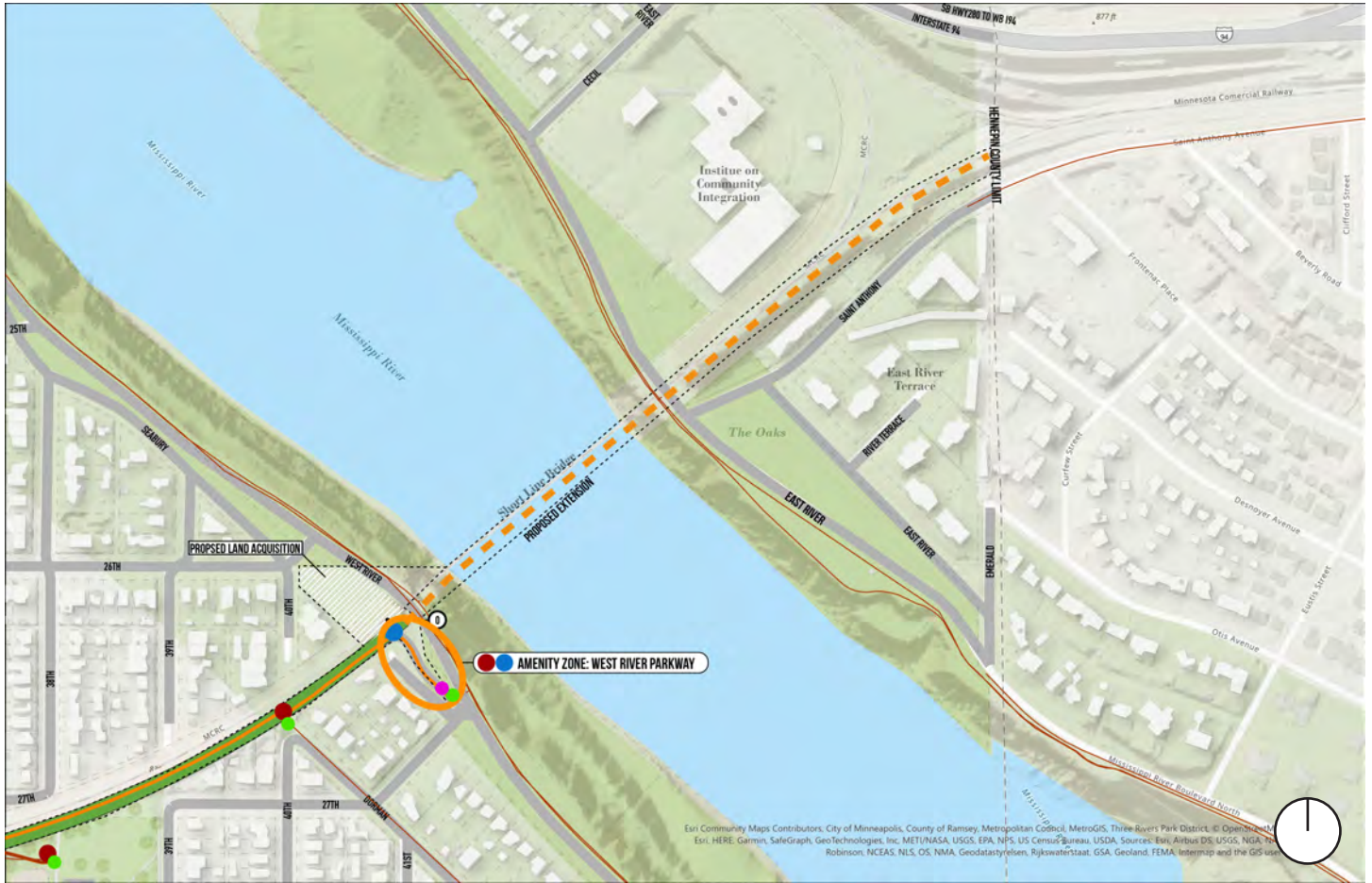
FIGURE 22: SEGMENT 10 - MIDTOWN GREENWAY REGIONAL TRAIL



KEY

- | | | | |
|---|---------|--|---|
| SHARED USE TRAIL | — | EXISTING ACCESS POINTS | ● |
| SHARED USE TRAIL - PROPOSED EXTENSION | - - - | EXISTING PUBLIC ART | ● |
| REGIONAL TRAIL BOUNDARY | - - - - | PROPOSED IMPROVEMENTS: | |
| OTHER BIKEWAY | - - - - | WAYFINDING | ● |
| PARCEL BOUNDARY | - - - - | SAFETY/ACCESSIBILITY | ● |
| STREETS | — | TRANSIT CONNECTIVITY | ● |
| HCRA PROPERTY IN REGIONAL BOUNDARY | ■ | AMENITY ZONES | ○ |
| HCRA PROPERTY OUTSIDE REGIONAL BOUNDARY | ■ | ECOLOGICAL ENHANCEMENT AREAS: | ○ |
| MPRB PROPERTY | ■ | PRAIRIE PLANTING | ■ |
| MET COUNCIL PROPERTY | ■ | SAVANNA PLANTING | ■ |
| CITY OF MINNEAPOLIS PROPERTY | ■ | ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS | ■ |
| WATER BODY | ■ | | |
| BUILDINGS | ■ | | |

FIGURE 23: SEGMENT 11 - MIDTOWN GREENWAY REGIONAL TRAIL



- KEY**
- 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
 - MET COUNCIL PROPERTY
 - CITY OF MINNEAPOLIS PROPERTY
 - WATER BODY
 - BUILDINGS
- EXISTING ACCESS POINTS
 - EXISTING PUBLIC ART
 - PROPOSED IMPROVEMENTS:
 - WAYFINDING
 - SAFETY/ACCESSIBILITY
 - TRANSIT CONNECTIVITY
 - AMENITY ZONES
 - ECOLOGICAL ENHANCEMENT AREAS:
 - PRAIRIE PLANTING
 - SAVANNA PLANTING
 - ADOPTED PARK PLAN AREA OR PLANNING IN PROGRESS

Amenity Zone Descriptions

Amenity Zones are distributed throughout the regional trail corridor and will include low-cost park amenities.

Low-cost amenities include:

- **Bench**
- **Bike rack**
- **Bike repair station**
- **Drinking fountain**
- **Outdoor fitness equipment**
- **Picnic tables and grills**
- **Trash and recycling bins**
- **Portable restroom enclosure**
- **Wayfinding**

The exact placement and compliment of the low-cost amenities within an amenity zone will be determined upon implementation. The eleven Amenity Zones locations are described below:

West Lake

- The West Lake Site Amenity Zone includes an area on the south side of the trail by an entrance that's close to the Kenilworth Regional Trail.

The Mall

- The Mall Amenity Zone includes an area where Humboldt Avenue South intersects with the internal park road in The Mall Park.

Soo Line Garden

- The Soo Line Garden Amenity Zone includes the area where the garden connects to the trail.

Nicollet Avenue and 1st Avenue South

- The Nicollet Avenue and 1st Avenue South Amenity Zone includes the area at the top of a proposed ramp that would connect the trail to 1st Avenue South instead of at Nicollet Avenue. This proposed ramp is part of the New Nicollet Redevelopment project led by the City of

Minneapolis. This project is the planning stages and the exact location for this amenity zone will adjust, as needed, to align with the final project plans.

5th Avenue South

- The 5th Avenue South Amenity Zone includes an area of the trail just to the east of 5th Avenue South.

CEPRO Site

- The CEPRO Site Amenity Zone includes an area where the paths through the CEPRO Site connect to the primary paved trail.

Bloomington Avenue

- The Bloomington Avenue Amenity Zone includes an area at the top and bottom of a planned ramp that would connect to the trail on the north side. The proposed ramp falls outside of the amenity zone and is not eligible for regional funding at this time but could be implemented in other ways.

East 28th Street

- The East 28th Street Amenity Zone includes an area on the west side of the Martin Olav Sabo bridge where the trail branches to cross Hiawatha Avenue via the Martin Olav Sabo bridge as well as along East 28th Street at grade.

Hiawatha Avenue

- The Hiawatha Avenue Amenity Zone includes an area on the east side of the Martin Olav Sabo bridge where the trail branches to cross Hiawatha Avenue via the Martin Olav Sabo bridge as well as straight across Hiawatha Avenue connecting to the trail segment along East 28th Street.

Brackett Field

- The Brackett Field Amenity Zone includes the area located at the top of the entrance ramp from Brackett Field Park.

West River Parkway

- This West River Parkway Amenity Zone includes the area between the two West River Parkway segments that intersect with East 27th Street.

MPRB Park Areas within the Regional Trail Boundary

The proposed regional trail boundary includes a few existing MPRB park areas. Some of these areas have existing plans and others are currently being planned. Each of the parks listed below has an associated amenity zone to focus the low cost capital improvements for trail users, but in some cases the entire park is included in the regional trail boundary including the Mall Park, the Cepro Site, and the Soo Line Garden. Full parks were included when they are contiguous with the trail and create a park benefit for trail users. Including the entire park will streamline administrative efforts like park counts, maximize the protections of regional park designation for the Midtown Greenway and areas where MPRB has site control, and allow for operations, design, and funding flexibility during plan implementation.

The Mall Park and CEPRO Site

The Mall Park, spans five blocks from Hennepin Avenue to Bde Maka Ska Parkway and includes a grassy central area with walking paths surrounded by an internal park road. This park has an adopted long-term park plan that was developed as part of the Southwest Service Area Master Plan, which was adopted by the MPRB on November 4, 2020.

The CEPRO Site in the Midtown Phillips neighborhood of south Minneapolis is a 1.65-acre green space that currently includes gathering spaces, paved paths, urban agriculture, and a stage. This park has an adopted long-term park plan that was developed as part of the South Service Area Master Plan, which was adopted by the MPRB on September 28, 2016.

Both of these parks have amenity zones that make up a small portion of the park nearest the paved trail. To

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.

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.

align with Resolution 2023-127, improvements within the amenity zone will be funded with regional capital funding and amenities within the adopted plan that are not included in the amenity zone will continue to be funded through neighborhood sources.

Soo Line Garden

In 2024-2025, MPRB will be undergoing a process to remediate the soils and develop a concept plan for Soo Line Garden, which MPRB owns. The concept plan for this area is currently being developed. The MPRB Board of Commissioners will need to approve the concept plan for this site which will be amended into the Midtown Greenway Regional Trail Plan once the concept plan is 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.

Brackett Field Park and Mississippi Gorge Regional Park

Brackett Field Park is located on the south side of the Midtown Greenway Regional Trail between 36th and 29th Avenues S. Roughly in the middle of the park on the north side, a ramp connects the Midtown Greenway

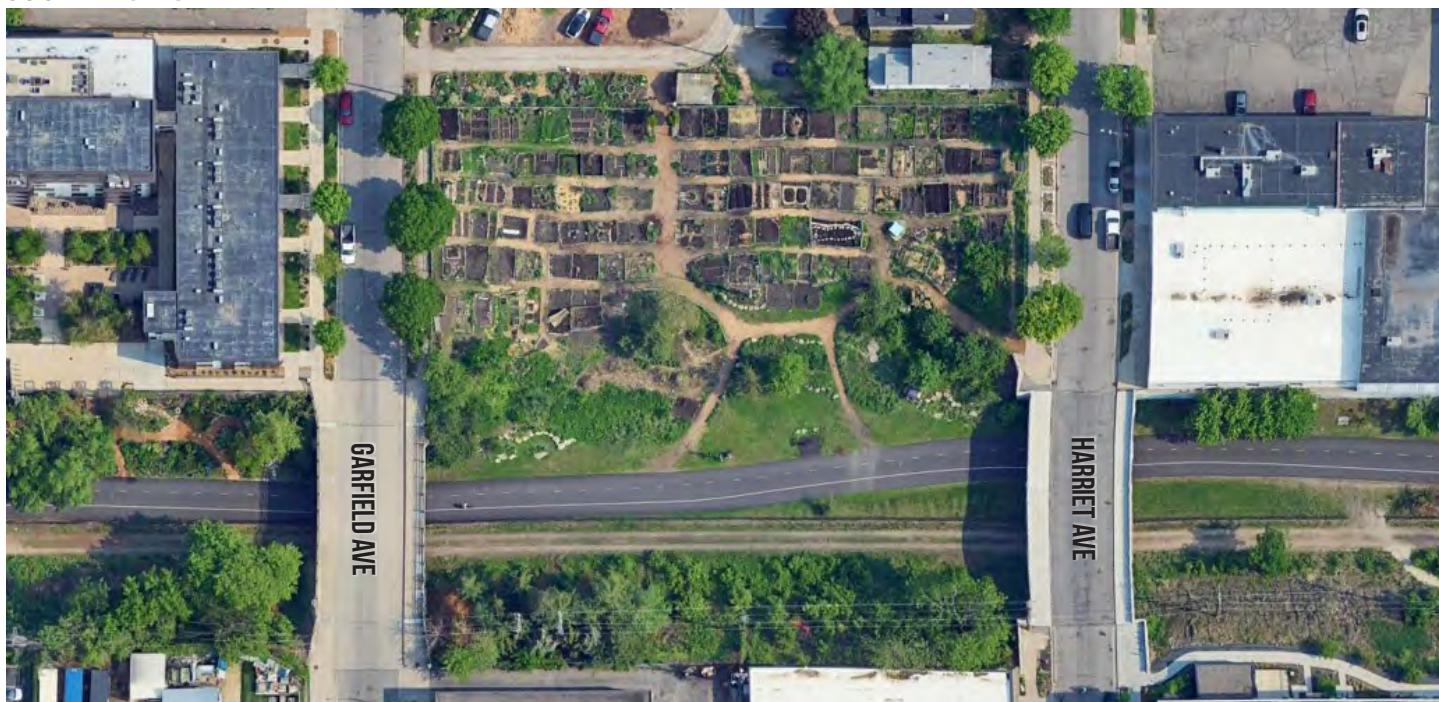
Regional Trail to the park. This connection is included in the Midtown Greenway Regional Trail boundary, however the remainder of the park is not.

Mississippi Gorge Regional Park includes land along both side of the Mississippi River between the central riverfront in downtown Minneapolis to the city limits on the east side of the river and Minnehaha Regional Park and the west side. This regional park currently includes some of the land leading up to the entrance to the Midtown Greenway trail near 27th Street East. This small portion of West River Parkway will now be included within the Midtown Greenway Regional Trail boundary. The plan for this area shown in the adopted Mississippi Gorge Regional Park Plan will continue to be reflected in this regional trail plan document.

Planning Efforts In Progress by Others

As described in the Related Planning Efforts section in Chapter 1, the New Nicollet Redevelopment project, led by the City of Minneapolis, and the Midtown Greenway Bicycle and Pedestrian Trail Expansion Project, led by the Metropolitan Council are currently underway. This plan can be amended as needed if the regional trail plan is impacted by the plan or findings from those projects.

SOO LINE GARDEN



Existing Conditions: This graphic will be updated following future concept plan approval

Chapter 5 | IMPLEMENTATION

Implementation Overview

Funding Sources and Partnerships

Future Engagement

Amending the Plan

Public Awareness

Acquisition

Operations and Maintenance Costs

Stewardship

Conflicts and Partner Coordination

Accessibility

Ordinances and Regulations

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, community groups, and volunteers, as applicable.

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. Low-cost amenities include but are not limited to wayfinding, drinking fountains, 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, trail repaving, and trail expansions. Amenities within MPRB park areas that are not included in the amenity zones will continue to be funded through neighborhood or other sources. Additionally, MPRB will not make state funding requests for the Midtown 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 park funding from Met Council, all partners will need to abide by current state bonding requirements. When an amenity zone is implemented, it will be completed in its entirety. The plan will be implemented over several years, and for each amenity zone that is designed and constructed, approvals and permits for ownership and maintenance will need to be secured prior to implementation when not on parkland.

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 required community engagement plan. 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 on site improvements and impacts to the Greenway.

Amending the Plan

In order to remain a living, useful document for future park planners, designers, elected officials, partners, and community members, the Midtown Greenway Regional Trail Plan must be able to change when necessary.

Any departure from the guiding principles and MPRB governed plans contained in this document must be accomplished by an action of the elected Board of Commissioners according to applicable policies and procedures. The affected community should also be involved in that decision-making, per Minneapolis Park and Recreation Board (MPRB) community engagement policy.

There are several potential reasons the Midtown Greenway Regional Trail Plan may need to be amended. As part of the amendment process, it is critical that the Midtown Greenway Regional Trail Plan document and resources are updated after amendment approval, so MPRB staff and the general public have only the most up-to-date plan. Appropriate MPRB staff shall perform the necessary amendment related tasks when an amendment is contemplated.

The following are potential reasons the plan may need to be amended:

- The use or design for the Greenway corridor changes.
- The use or design for one or more included MPRB park areas changes.
- The Cooperative Agreement between the City of Minneapolis, HCRRA, and MPRB substantially changes.
- MPRB Commissioners modify stipulations related to spending regional funds on the Midtown Greenway Regional Trail.
- Hennepin County Regional Railroad Authority (HCRRA) conveys land within the regional trail boundary and/or the trench to MPRB or another entity.
- Operations and ownership for the Short Line Bridge are identified and align with the functions of a regional trail.

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. The Midtown Greenway Regional Trail will have a page on the public MPRB website with information about the trail. Programs run by MPRB will be advertised through the MPRB website and social media channels. Facilities and programs run by other organizations and partner agencies will be advertised through other channels. Within the regional trail boundary, the City of Minneapolis and Hennepin County Regional Railroad Authority as the primary owners and operators, will continue to take the lead on permitting and programming for areas that do not fall on park land.



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

Acquisition

In an effort to maximize park site control along the Greenway corridor, several existing park properties along the route have been incorporated into the regional trail boundary and two areas of land not currently owned or managed by the MPRB were identified as future acquisition sites, "FIGURE 24: Proposed Acquisition area" on page 51, and "Figure 25: Parcel 3602924310039" on page 51. MPRB would like to gain site control over these areas for future improvements. Formal appraisals have not been completed for either area at this time and there is currently no timeline for acquisition.

Proposed Acquisition Area

This area, which does not 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

FIGURE 24: PROPOSED ACQUISITION AREA



View of Proposed Land Acquisition Area Photo courtesy of Google Earth

Park. Site control for this land should be pursued following adoption of this plan.

Parcel 3602924310039

This area, parcel id number 3602924310039, is 5.02 acres of land that a portion of the existing paved trail **traverses** for the Midtown Greenway. It's located on the east side of Hiawatha Avenue next to the Martin Olav Sabo bridge. This land is currently owned by the Metropolitan Council. The current landcover includes lawn and a number of trees. There's also a portion of the Midtown Greenway trail along with a connection to the Hiawatha LRT Trail. If site control is obtained by MPRB, this land may provide an opportunity to create an expanded amenity zone area and additional park features for the Hiawatha Avenue Amenity Zone located within this parcel. It also provides additional site control for MPRB within the regional trail boundary. Acquisition for this land should be pursued following adoption of this plan.

FIGURE 25: PARCEL 3602924310039



View of Parcel 3602924310039 Photo courtesy of Google Earth

Operations and Maintenance Costs

The primary operator of the Midtown Greenway is the City of Minneapolis (City) and the primary owner is Hennepin County Regional Railroad Authority (HCRRA). Ownership and operations responsibilities for the Midtown Greenway are outlined between the City and HCRRA in their operations permit, which includes things like year-round maintenance and security.

For land that's not owned by the Minneapolis Park and Recreation Board (MPRB), maintenance of capital-only low-cost amenities constructed by MPRB will be the responsibilities of other agencies. Before detailed design and construction of an amenity zone outside of park property occurs, ownership and maintenance responsibilities will need to be assigned. The process for determining ownership and operations responsibilities for these amenities within the regional trail boundary is outlined in the Cooperative Agreement between MPRB, the City of Minneapolis, and HCRRA.

Portions of the Midtown Greenway Regional Trail fall on MPRB land (The Mall, Soo Line Garden, CEPRO Site, ramp connecting to Brackett park, a small portion of West River Parkway) and 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 within the regional system, 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 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 the regional system.

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 located on MPRB

land. Because the low-cost amenities, wayfinding, and ecological enhancements identified in the plan will be implemented across a 20 to 30-year time horizon of the plan, a simple annual maintenance estimate is not possible. Some improvements 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 has and will continue to be the responsibility of HCRRA and the City of Minneapolis. Land owned by MPRB within the regional trail boundary will continue to be maintained by MPRB, guided through the direction and operation of the MPRB Environmental Stewardship Division.

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 will 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, Metro Transit, and MPRB. There is no timeline or details related to mode of the future transit corridor set by HCRRA at the time the regional trail plan was developed.

Future Land Use Coordination

In addition to coordination on the items described above, the following are some other land use related items that may need some level of coordination in the future.

- Related planning efforts that are in progress as described in Chapter 1.
- New Nicollet Redevelopment
- Short Line Bridge
- Metropolitan Council owned property along the regional trail corridor on the western end near the West Lake lightrail station and on the eastern half of the corridor near the Sabo Bridge and Hiawatha Avenue/Highway 55.
- If HCRRRA became interested in conveying land within the regional trail boundary and/or trench to MPRB or another entity.

Accessibility

The Minneapolis Park and Recreation Board (MPRB) is committed to ensuring that parks and park facilities owned and/or operated by MPRB, are accessible to all park users. To achieve this goal, "Parks for All", MPRB's 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.

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.

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

The primary operator of the Midtown Greenway is the City of Minneapolis (City) and the primary owner is Hennepin County Regional Railroad Authority (HCRRRA). For land owned by the Minneapolis Park and Recreation Board (MPRB), there is an adopted code of ordinances which include park rules and regulations for the Minneapolis park system. Policy and procedures differ by agency, and for MPRB 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. In the case of the Midtown Greenway, emergency services are provided by the City and HCRRRA.

MPRB requires a permit for any construction on MPRB property or use of MPRB property for construction on nearby properties. In addition, the City 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 on MPRB land. Under this policy, all

encroachments on MPRB owned land must possess a valid license, and these licenses are revocable by the MPRB Board of Commissioners at any time.

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.

The primary operator of the Midtown Greenway is the City of Minneapolis (City) and the primary owner is Hennepin County Regional Railroad Authority (HCRRA). 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

Related Planning Efforts

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.

Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District (2005)

A transportation district between Humboldt Ave S and 20th Ave S. This district encompasses the depressed railroad trench, which has partially become a portion of the Midtown Greenway paved trail. The district is entered in the National Register for Historic Places and includes contributing and noncontributing buildings and structures.

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 Midtown 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)

This study uses a variety of methods to identify and understand the community safety concerns along the Midtown Greenway. The process was rooted in research and site analysis, stakeholder engagement, and an in-depth precedent study of similar greenway corridors across the United States.

Creative CityMaking (2020)

In 2019-20, the Creative CityMaking program with the City of Minneapolis hired artists to explore and activate the Midtown 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 Midtown 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 Midtown 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.

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 attending meetings and received emails 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.

Amenity Zone Graphics

During the public comment period, amenity zone graphics were used to show how low-cost amenities

within an amenity zone could be distributed and what may be included in them. The exact placement and compliment of the low-cost amenities within an amenity zone will be determined upon implementation. The information in the amenity zones was translated into Spanish and Somali in addition to English.

FIGURE 25: THE MALL AMENITY ZONE

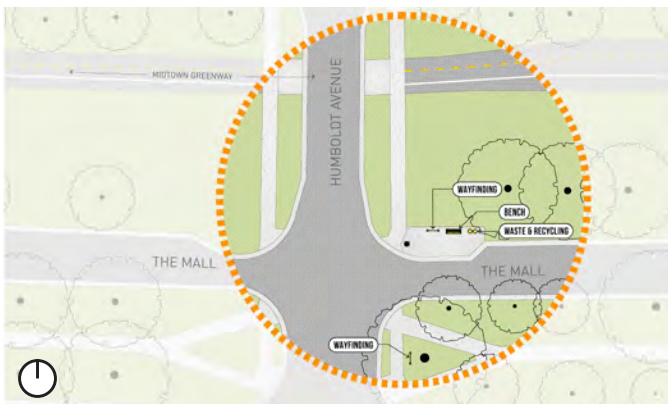


FIGURE 27: CEPRO SITE AMENITY ZONE



FIGURE 29: 28TH ST AMENITY ZONE

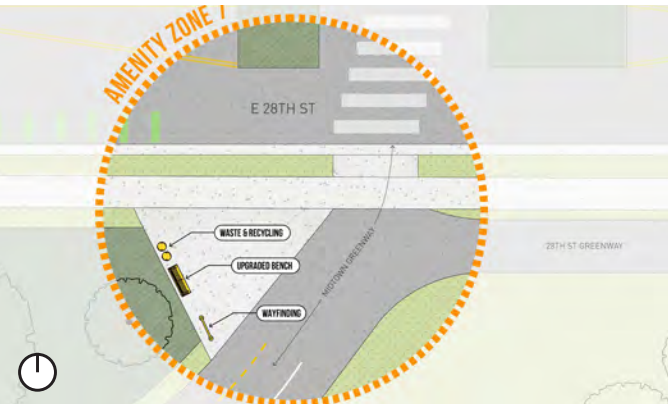


FIGURE 26: 5TH AVE S AMENITY ZONE

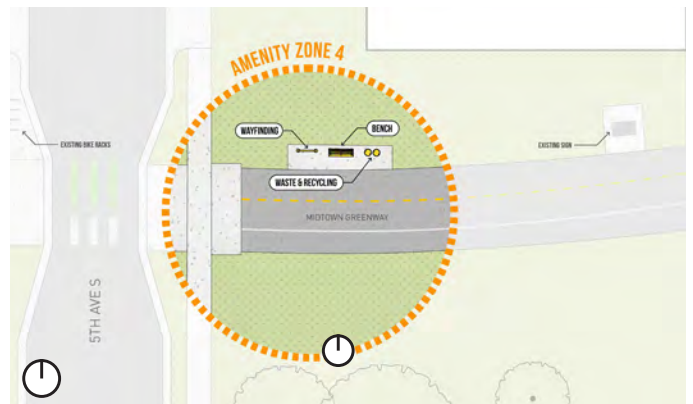


FIGURE 28: BLOOMINGTON AVE AMENITY ZONE



FIGURE 30: WEST RIVER PARKWAY AMENITY ZONE





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

Midtown Greenway
MCE #: 2023-00082
Page 2 of 4



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

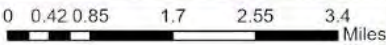
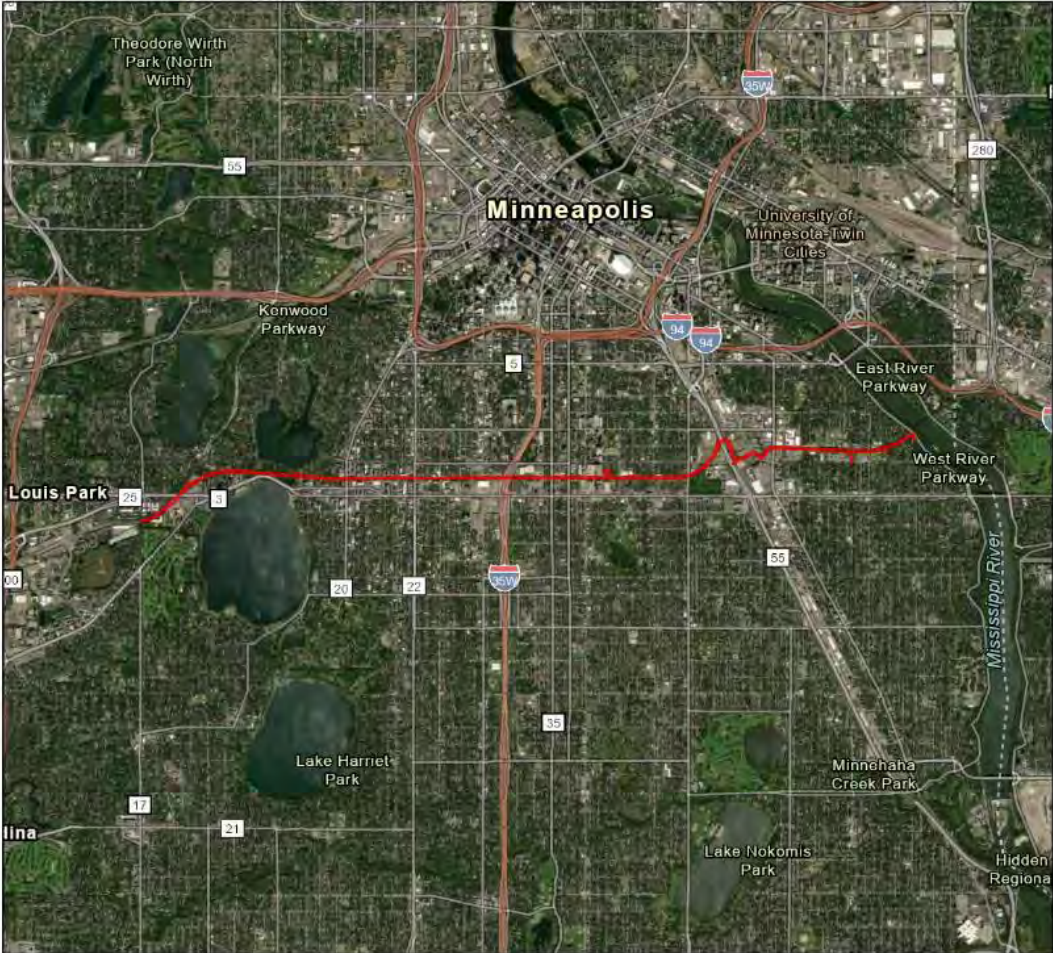
As requested, the above project has undergone an automated review for potential impacts to rare features. Based on this review, one or more rare features may be impacted by the proposed project and further review by the Natural Heritage Review Team is needed. You will receive a separate notification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

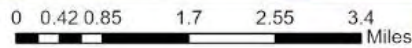
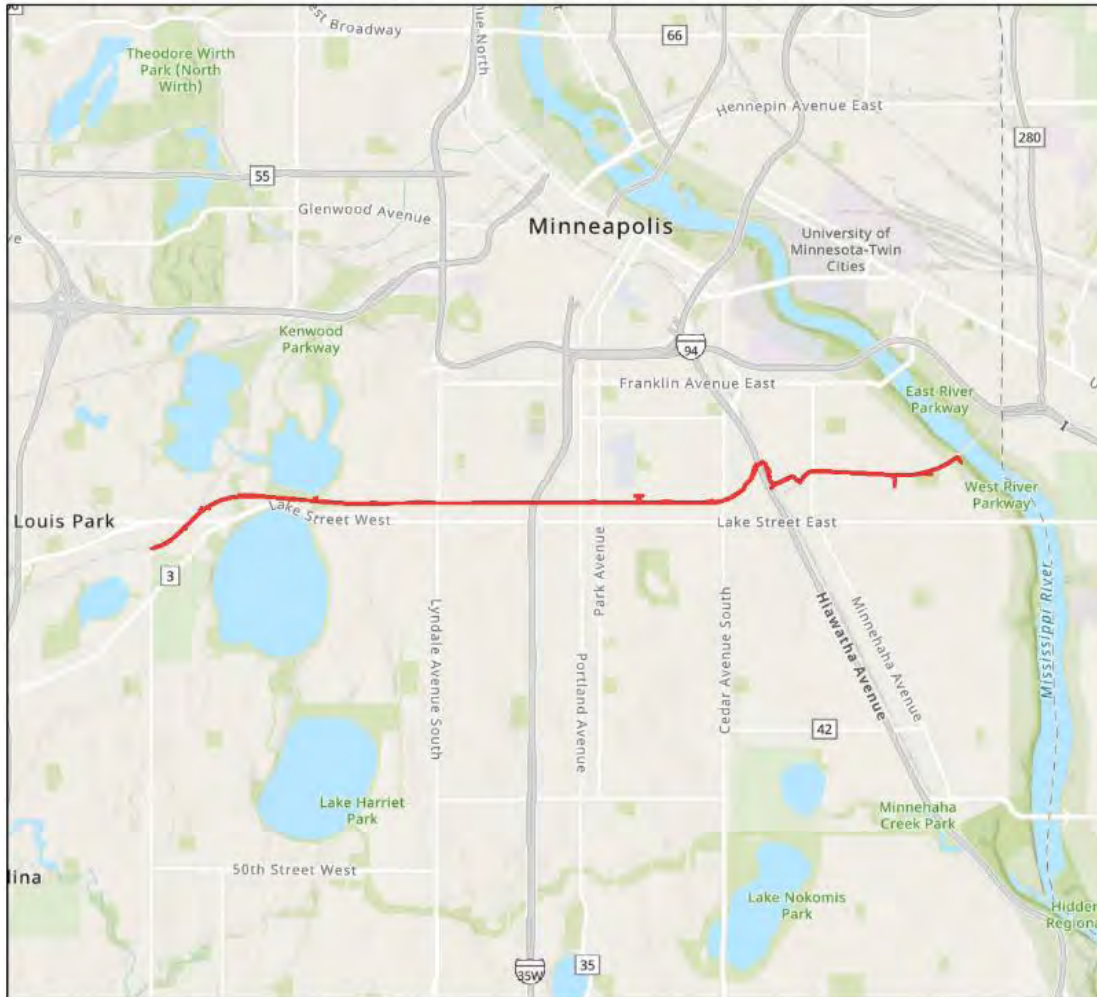
Earthstar Geographics
Esri, HERE, Garmin, FAO, NOAA, USGS, EPA
City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District



Midtown Greenway
 MCE #: 2023-00082
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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.

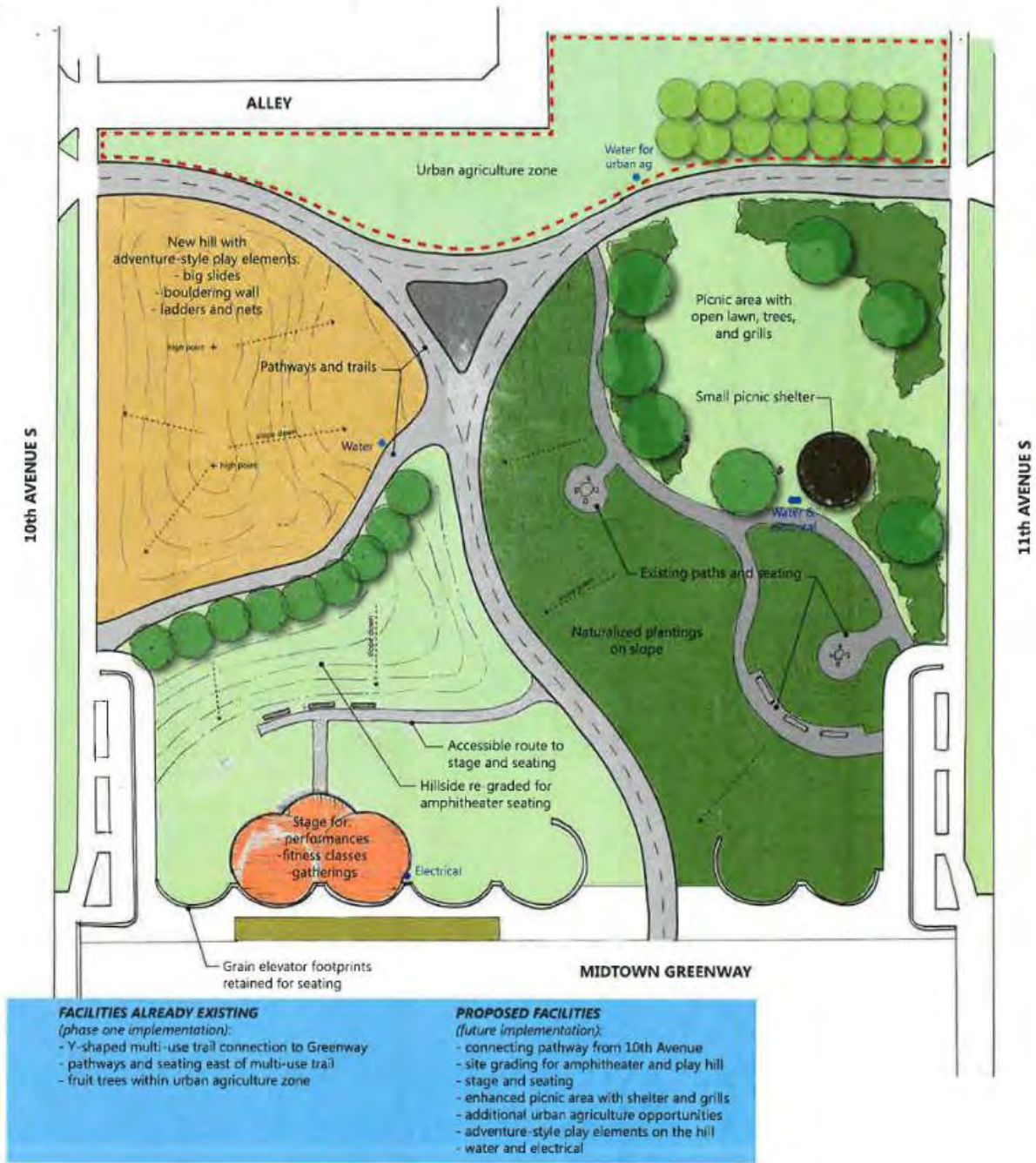
The Cepro site comes with an environmental covenant (Attachment B). Hennepin County, upon purchasing the site, did some environmental investigation and mitigation on the site. The covenant places restrictions on the property and requires careful consideration during site improvements. Because MPRB would 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



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	Misc. Signs and furniture	\$ 23,189
Cepro Site	TOTAL		\$ 1,199,435

The Mall Park Packet

Excerpt from Adopted MPRB Southwest Service Area Master Plan



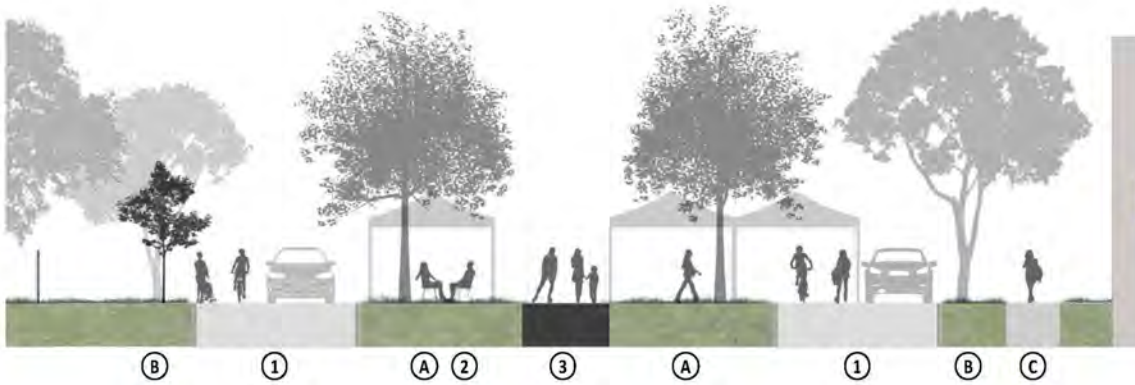
THE MALL PARK- PROPOSED PLAN

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



PROPOSED DESIGN FEATURES

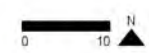
- 1. SHARED USE WOONERF/FLEXIBLE MARKET STREET (potential temp. road closures, permeable surface, vehicles and parking accommodated but guided by urban design features focused on pedestrians)
- 2. FLEXIBLE SEATING AREAS
- 3. MIDTOWN GREENWAY MULTI-USE TRAIL CONNECTION AND UPDATED WALKWAY

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

	1: General Input Spring-Winter 2018 <i>Input themes prior to initial concepts</i>	2: Initial Concepts Winter-Spring 2019 <i>Input themes on initial concepts</i>	3: Preferred Concept Now <i>Key elements of the concept</i>
aquatics	No comments	No comments	No aquatics facilities planned at this park
play	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
athletics	No comments	Divided interest in field space here	Open green space added but not a formal field
courts	Nothing here to engage people	Divided interest in sand volleyball	No court facilities planned at this park; instead recommended for adjacent regional park
winter	No comments	No comments	No winter facilities planned at this park
landscape	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
other	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	
The Mall Park		TOTAL	\$ 1,943,378	

COST ESTIMATE