



APPENDIX

PROJECT REFERENCES

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MEETING NOTES

CAC MEETING #1



Community Advisory Committee (CAC) Meeting # 1

Minneapolis Park and Recreation Board

Minnehaha Parkway Regional Trail Master Plan

June 30, 2018, 6:00 – 8:00pm
Lynnhurst Recreation Center

CAC members present:
Betsy Brock, Caitlin Ross, Cory Schaffausen, Devin Olson, Jessica McKenna, Jim Tincher, Jonathon Heide, Lesley Lydell, Mary McKelvey, Michael Jishke, Michael Torres, Richard Nyquist, Rebecca Johnson, Richard Duncan, Ryan Seibold

CAC members absent: Martha Grant

Approximately 8 members of the public attended the meeting.

Staff, consultants, and speakers present:
Adam Arvidson (MPRB), Madeline Hudek (MPRB), Vanessa Dikuyama Zapata (MPRB), Bryan Harjes (Consultant-HKGI), Rita Trapp (Consultant-HKGI)

- 1. WELCOME AND INTRODUCTIONS**
CAC members introduced themselves, the organizations they represent, and answered one of four “get to know you” questions. Staff from MPRB, consultant team and partner organizations were also introduced.
- 2. PROJECT OVERVIEW**
Staff provided an overview of the project following the presentation.
- In addition to the master plan, there are three related projects happening simultaneously in the area. They are:
- Southwest Harriet Flood Study – the City has 100+- areas that flood every time rains. This is partly because precipitation events are different now than when the system was built and partly because changes in land use since the system was constructed. The City is working with a team of consultants and partnering agencies to understand potential solutions in that area. The final report will be available in August. Potential mitigation and flood control opportunities are being explored with the two largest in Lynnhurt and Pershing Parks. The improvements also have the potential for improving Lake Harriet water quality. Phasing will be done in close consultation with MPRB and MCWD.
 - Southwest Service Area – master planning for the neighborhood parks in the SW service area is currently underway.



- FEMA flood repairs – Minnehaha Creek Watershed District (MCWD) received funding from FEMA for flood repairs needed as a result of flooding that occurred in 2014. MCWD has been evaluating potential improvements, three of which fall in the creek corridor generally around Interstate 35W. These will be repaired from this fall to next spring. There were sites deferred for improvement so they could be studied as part of this master planning project.

- 3. MPRB 101**
An overview of the MPRB was presented. Additional information related to racial equity will be presented at the next CAC meeting. CAC members expressed interest in knowing more about the racial equity scoring. It was noted that later the week updated information will be released for 2018. Staff also noted that the CAC member binder has current ranking and background information on how metrics produced.

- 4. COMMUNITY ENGAGEMENT**
The following were ideas from CAC members for community engagement
- Movies & Music in the Park
 - Festivals – Lynnhurst, Fulton, Lake Hiawatha, Monarch, St Helena Autumn Daze
 - Open Streets Events – Nicollet
 - Block Party – Nokomis (Oxedendales)
 - Farmers Markets (suggested Nokomis and Fulton)
 - Creek Clean Up Days
 - Races/Marathons
 - Washburn Library
 - Business Associations – Linden Hills, East Harriet, Nokomis East, Town Hall Lanes, 48th/Chicago
 - Schools/PTAs
 - School Hikes
 - Clubs – running, bike paddle
 - Websites -NextDoor, Sidewalk Dog
 - Running Store/Group Runs

CAC members also suggested the following locations for a potential weekend pop-up:

- Segment 1 – Longfellow Gardens, 28th
- Segment 2 - Cottontail
- Segment 3 – Lyndale, Lynnhurst, Washburn Library
- Segment 4 – Upton/54th, Lake Harriet

- 5. GENERAL VISIONING – ISSUES AND OPPORTUNITIES**



CAC members were asked to provide their preliminary thoughts of issues and opportunities that should be considered in the master planning process. The following are the ideas generated in the discussion:

- More flowers to support bees and butterflies
- Loved the natural/informal trails that take you into the woods
- Areas for discovery
- Pavement free area – not always broad bike paths
- Conflict between mountain biking/dog walking – since it does seem to work at Theodore Wirth could it work here?
- Habitat areas important – hawks, snapping turtles, etc.
- Educational opportunities
- Building awareness of creek beyond those who live in immediate vicinity – groups, families, etc.
- As a linear system – folks think about walking through it – but really it would be good to have spots to stop and enjoy. Destinations
- Mudslide – 38th avenue beach – maybe should just formalize the informal space
- Replicate the water area below the fall where people gather and wade
- Can we stack multiple uses – boat launch, bike fix it, etc. Nodes where people already go and enhance them more
- Outdoor science classroom/plaza
- Water quality is of concern – numerous outfalls that connect to creek
- Swimming in the creek – nice to be a place where you don’t have to be concerned. Wait for a few days after a rainfall
- Renaturalization of the creek – maybe don’t need so much green open lawn. Go back on the straightening that previously occurred
- Invasive species – degraded habitat – challenging to keep ahead of it
- Balance between protecting for erosion and keeping it natural
- Boulders have potential to have gaps that can get foot stuck
- Continuing trail west into Segment 1 – help folks realize that creek goes to Edina not into Lake Harriet




- Segment 4 – one area keeping people out – golf course – doesn’t follow theme of the park
- Off-road for mountain biking
- Potential for pocket parks – spur trails – introduce kids to biking/mountain biking. Bicycle playground, pump track
- Opportunity to personalize – “create their own route”
- Tennis Court – need to make a determination on the future of them in the MP.
- May be appropriate to reuse some existing uses to serve new needs
- Trails on one side – stormwater management on the other side – do we need
- Water fountains – are there along the creek? Historically the water fountains were pumps from groundwater – not potable. If desired – then need to connect into the City’s water system
- Desire for more amenities – benches, trash cans
- Helpful to understand the neighborhood master plans – don’t need to replicate what happening nearby
- Evaluation of creek corridor as multi-modal corridor – weight given to non-motorized
- Crossing – Cedar, Portland, Penn, 50th, Xerxes – aprons, queuing, double striping across streets to keep bikes and peds separate
- Branches on the creek low at times for boating
- Nice to have a place for dogs to wade
- Continue to have the parkway family friendly
- Continue to have places within the corridor where it doesn’t feel like you are in the City
- Provide opportunities for tubing, canoeing the creek

6. NEXT STEPS

The CAC confirmed that 6 p.m. is a good start time. Staff noted that the CAC will move locations to make it more convenient for members. The next meeting will be at Nokomis.

The CAC confirmed a group tour of the corridor would be helpful. Staff will work on providing supporting those that want to bike and those that want to drive.

CAC MEETING #2



Minneapolis
Park & Recreation Board

Community Advisory Committee (CAC) Meeting # 2

Minneapolis Park and Recreation Board

Minnehaha Parkway Regional Trail Master Plan

August 30, 2018, 6:00 – 8:00pm
Nokomis Community Center

CAC members present: 12
CAC members absent: 7

Approximately 3 members of the public attended the meeting.

Staff, consultants, and speakers present:
Adam Arvidson (MPRB), Madeline Hudek (MPRB), Bryan Harjes (Consultant-HKGI), Sarah Evenson (Consultant-HKGI), Jody Rader (Consultant-HKGI), Regine Kennedy (Consultant-106 Group), Maren Hancock (Consultant-Interfluve), Jonathan Kusa (Consultant-Interfluve), Paul Hudalla (City of Minneapolis), Tiffany Schaufler (MCWD), Erin Kaye (Consultant- 106 Group), RADIUS Guess (MPRB), Ying Lee (MPRB)

1. WELCOME AND INTRODUCTIONS

2. UPDATES
Michael Torres is working with Minneapolis Bike Parks to set up some pop-up events. Set up some Bike Park demos at Open Streets earlier this summer. Reached out to Sharina Gibbs from Pop Up Parks and set up two days (September 12 and 18) to do a bike park demo on one of the 34th Ave tennis courts along the creek and the Nokomis basketball court.

3. MPRB RACIAL EQUITY 101
Ying Lee presented and led the CAC members through an exercise, creating an Equity Commitment Wall.

4. EXISTING CONDITIONS
Topics covered included Historic and Cultural Resources, History of the Creek, Natural Resources, Infrastructure, Connectivity, and Recreation.

5. NEXT STEPS
A date for CAC Meeting 3 should be scheduled within the next 2 weeks, looking 3-4 weeks out.

Next meeting- summary of the community engagement, recap of any questions from existing conditions summary & visioning for the corridor


QUESTIONS AND COMMENTS

- Discussion on NRHP eligibility versus listing: eligibility allows the Park Board to be at the table for discussions that may impact it, but the fact that it’s not listed means that there’s no “federal hook” limiting what can be done if there’s federal funding involved.

Minnehaha Parkway Regional Trail Master Plan CAC Meeting # 2 Notes

June 30, 2018

page 1



Minneapolis
Park & Recreation Board

- HWS Cleveland initially wanted the E-W connection of the Grand Rounds to be down Lake Street, but the MPRB settled on the Creek rather than Lake Street.
- Would the improved rain prediction method prevent something like the 2014 flooding? No- it would not necessarily prevent flooding during a 100 year storm. It depends on the current state of the creek (how much space it has to accommodate flooding), and the capacity of Lake Minnetonka, in addition to the precipitation.
- 250-300 cfs is the max creek flow.
- Working on upstream solutions is an approach that MCWD is using (and will be considered as a part of this plan as well).
- City of Minneapolis has a policy not to make flooding worse downstream when it implements mitigation projects.
- Many considerations, but they aim to protect houses that experience frequent and sustained flooding.
- Will the work at Arden Park have any impact on this project? No.
- 54th Street near Upton just had a lot of trees planted (this is a good thing).
- 50th Street near the bunny was part of the historic creek route from the late 1800s- you can see in the flood maps that this area is still inundated in the 500-year floodplain.
- It’s been decades since any sanitary sewer was discharged into the creek.
- Request for future information on the benefits of vegetation and tree/plant variety along the creek.
- What is the projected lifespan of some of the BMPs? It can be expensive to maintain the BMPs (lifecycle costs are often more expensive than the construction).
- Can you manage some of the runoff up-stream (at the source) in order to prevent flooding downstream?
- Would like to see crash data for each of the intersections- we can get this from MnDOT.
- MPRB has just completed an accessibility analysis of infrastructure along the creek.
- Bathrooms have a big impact on comfort, safety, and accessibility (also water fountains).
- Recreation-wise, projects that are in progress (as a part of the southwest service area master plan) will be considered in this plan as they are completed.

Minnehaha Parkway Regional Trail Master Plan CAC Meeting # 2 Notes

June 30, 2018

page 2

CAC MEETING #3



Community Advisory Committee (CAC) Meeting # 3
Minneapolis Park and Recreation Board
Minnehaha Parkway Regional Trail Master Plan

October 4, 2018, 6:00 – 8:00pm
Lynnhurst Community Center

CAC members present: [redacted]
CAC members absent: [redacted]

Approximately [redacted] members of the public attended the meeting.

Staff, consultants, and speakers present:
Adam Arvidson (MPRB), Madeline Hudek (MPRB), Vanessa Dikuyama-Zapata (MPRB), Bryan Harjes (Consultant-HKGI), Rita Trapp (Consultant-HKGI), Jody Rader (Consultant-HKGI), Tiffany Schaufler (MCWD), [redacted]

1. OVERVIEW OF MASTER PLANNING PROCESS
An overview of the master planning process was given. The diagram presented clarifies what the project team is doing and what is the CAC’s role in the planning process. It was noted that CAC meetings #1 and #2 were the ‘Kick-off’ and the ‘Discovery and Assessment’. The CAC is now in ‘Visioning’. It is understood that the CAC will continue to ask questions. In the next CAC meeting, there will be concepts to review and comment on. The role of the CAC is to provide feedback and work with the project team to evolve the concepts. Ultimately the goal is to have recommendations from the CAC. When the planning process moves to the ‘Approvals’ stage, there will be less of a role for the CAC members. Participation will still be encouraged through meetings and public hearings.

2. REVIEW/CLARIFICATION OF CAC#2 ADDITIONAL DISCUSSION TOPICS
During CAC#2, a lot of information was presented at once. During this meeting, additional questions and follow-up topics were gathered in a ‘parking lot’ list, for the project team to research further. The CAC#3 meeting packet included additional information that responded to these questions. CAC members were asked whether there were follow-up questions to the materials provided in the packet.

- Clarification was sought relative to national designation, particularly whether the designation would make a difference for repair grants. This will be clarified with others on the consultant team. CAC members asked whether or not designation could be part of a recommendation. Staff noted that it would be on the table.

3. OVERVIEW OF PHASE 1 OF COMMUNITY ENGAGEMENT
It was noted that outreach has occurred through a variety of events, an online survey, and the Social Pinpoint website. The results from the survey monkey survey were briefly reviewed. It was noted that the participants in the survey tended to be male and less diverse, which is why there were a variety of events conducted in Phase 1, to gather a broader range of community feedback. However, the



community events and Social Pinpoint website do not collect the demographic information for participants, so diversity amongst participants is difficult to measure.

- It was noted that November 1st will be the ending of the phase 1 engagement. MPRB will send out notices in advance to encourage additional input.

4. CORRIDOR-WIDE VISIONING (EXERCISE)
The CAC and members of the public were divided into four small groups to work through exercises to help guide the development of a corridor-wide vision. The first part of the exercise asked participants to discuss four questions:

- What has stood out for you?
- What are the implications of the data?
- What has been working well?
- What are the big opportunities?

Groups were then asked to identify words, phrases, or statements that should guide corridor-wide planning. Each word, phrase, or statement was placed on an individual sheet of paper and hung on the wall with responses from the other three groups. These sheets were then grouped by similar answers across all of the groups. All meeting participants were then given four dots that they could place as desired to indicate what an individual felt was the most important. The image below shows the exercise responses.





Of the responses provided during the exercise, a number of themes emerged:

- Safety
- Community
- Connectivity
- Balance of Nature + Experience
- Access
- Activity
- Interpretation

See Attachment A for a full summary of responses provided during this exercise.

5. SEGMENT CONCEPT FRAMEWORK (EXERCISE)

After reviewing the results of the corridor-wide visioning exercise, the small groups were then assigned one of the four segments. Each group was asked to focus on their segment to identify the following:

- What makes this segment unique?
- What areas should receive additional design focus?
- What ideas are there for the focus areas?

Each group worked individually for 20 minutes and then presented their thoughts to the larger group. The larger group was then able to contribute additional thoughts to the segment.

See Attachment B for a full summary of responses provided during this exercise.

6. NEXT STEPS

CAC members were invited to add the Experience Your Creek event on October 14th from 11 a.m. to 2 p.m. Posters were made available for distribution.

It was noted that over the next few months the consultant team would be developing concepts for future consideration by the CAC. Given the upcoming holidays, it is anticipated that the next CAC meeting will occur in January of 2019.

The meeting adjourned at approximately 8:30pm.



Attachment A: SEGMENT CONCEPT FRAMEWORK EXERCISE SUMMARY

Attachment A: CORRIDOR-WIDE VISIONING EXERCISE SUMMARY

The following words/ideas were generated through a small group activity. Words/ideas are grouped by theme (determined afterwards), and are listed in order by # of dot votes recorded during the exercise (as indicated by the number of *):

Safety + Community + Connectivity

****Safety (ped/bike + traffic)
****Safety (ped/bike separation)
****Engage beyond park/trail boundary
*Safe crossings
*Safety trails at intersections
*Parkway RT is used as a commuting corridor; intentional on how that's done
*Community Attitude: Recognition of broader watershed/creek relationship
*Neighborhood Commitment + Actions
*Consider needs of people of different ages
*Respecting property owners adjacent to the creek
Safety (better lighting)
Safety of trails when bicycle and pedestrian trails come together
Inclusion: Accessible + Safe
Support/sustain existing/future users (commuters, neighborhood folks)
Anticipated population growth for traffic and use
Different areas have different needs (tailor design to segments)
Realistic with existing funding resources

Balance, Nature + Experience

*****Conservation: Habitat, Water Quality, Erosion, Invasive Species Management, Native Planting, Urban Tree Canopy
****Environmental Sustainability: Erosion, Turf/Native Balance, Natural "Look"
****Art
***Improved Facilities: Restrooms, Water, Benches
***Improve water quality
*Pollinator plants and restore natural plant communities
*Restoration of natural hydrologic process
Address flooding
Balance of built features and natural features
Balance expansion of natural with utilization for new uses
Maintaining the natural feel of the parkway
Realistic with natural resources
Water Quality
Art in the corridor



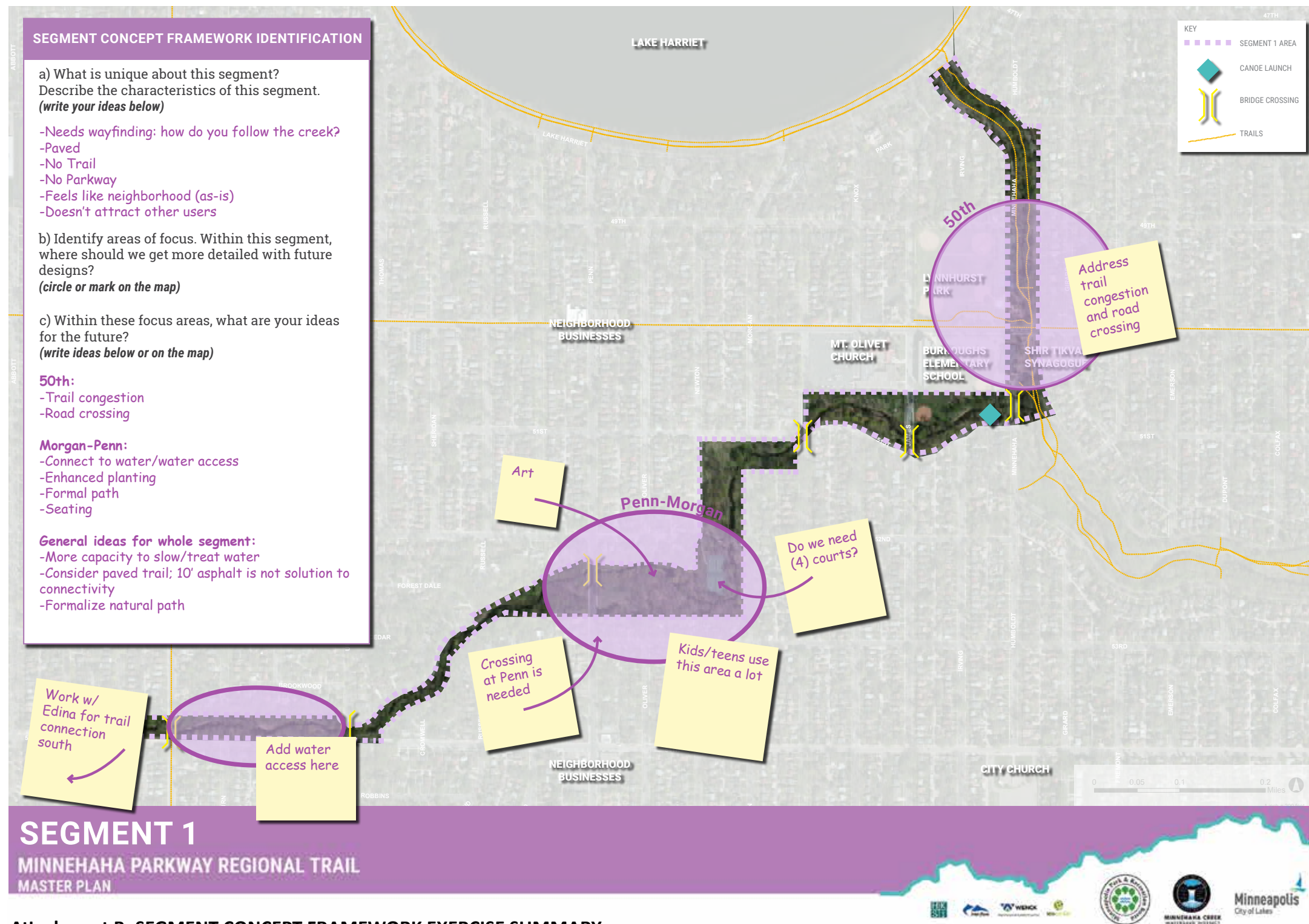
Access + Activity + Interpretation

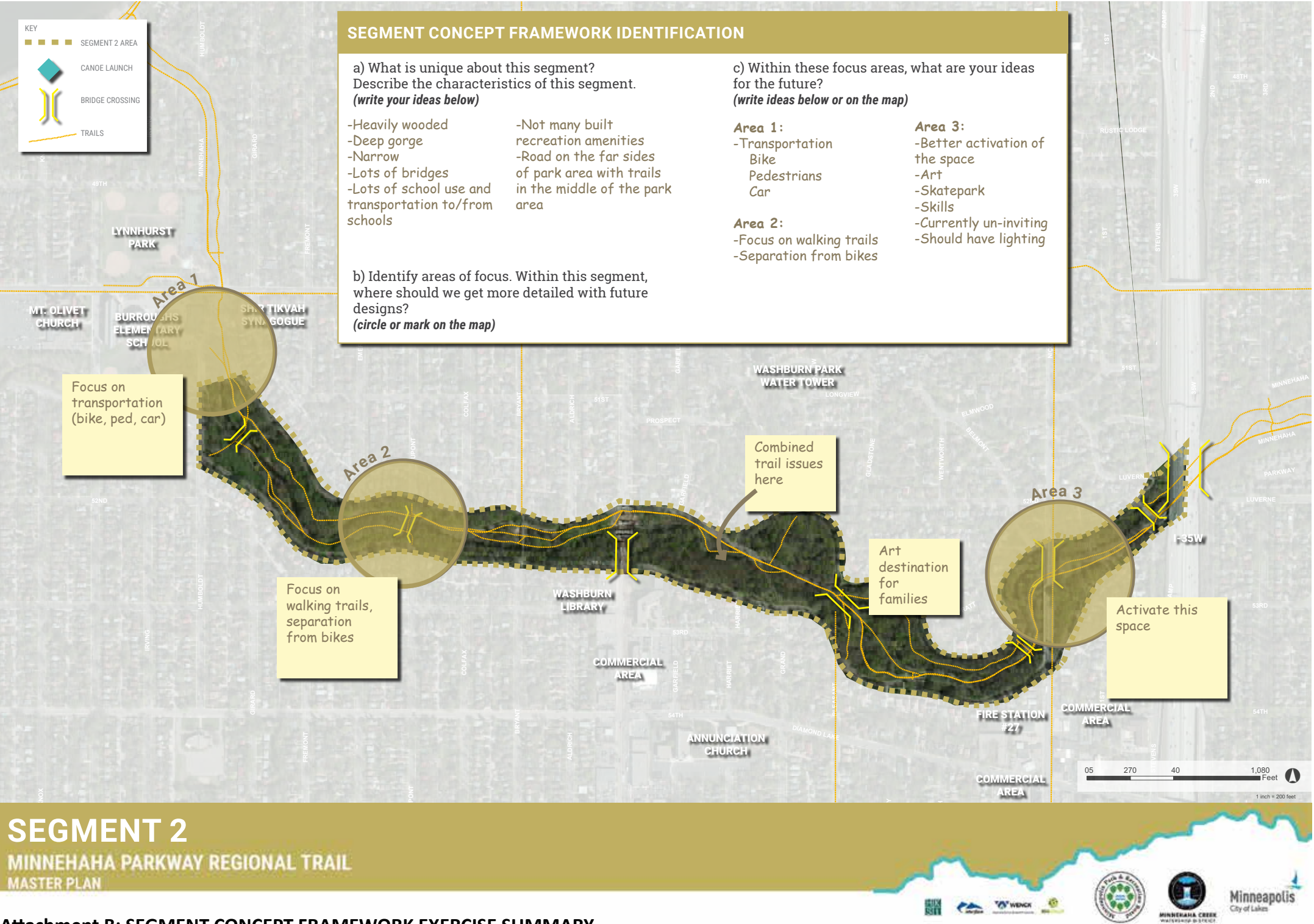
- ***Planning for volume/capacity in new /existing users
- ***Biking (natural surface and paved)
- **Formal design for natural surface trails
- **Regional/farther draw: broader view that it's not just a corridor but a destination itself
- **Acknowledge indigenous land and history and racial covenants
- *Greater accessibility: not everyone's backyard park
- *Enhance on-water recreation
- *Running (natural surface and paved)
- Walking (natural surface and paved)
- Preserve historic character
- Historic interpretation
- Wayfinding (Bike / ped / car)
- Wayfinding to the creek
- ADA accessibility: trail surfaces, curbs/intersections/slopes/bridges
- Accessibility: public transit access, Rapid Transit D-Line
- Separate bike and ped trails
- Water sports: inner tubing, canoe, kayak



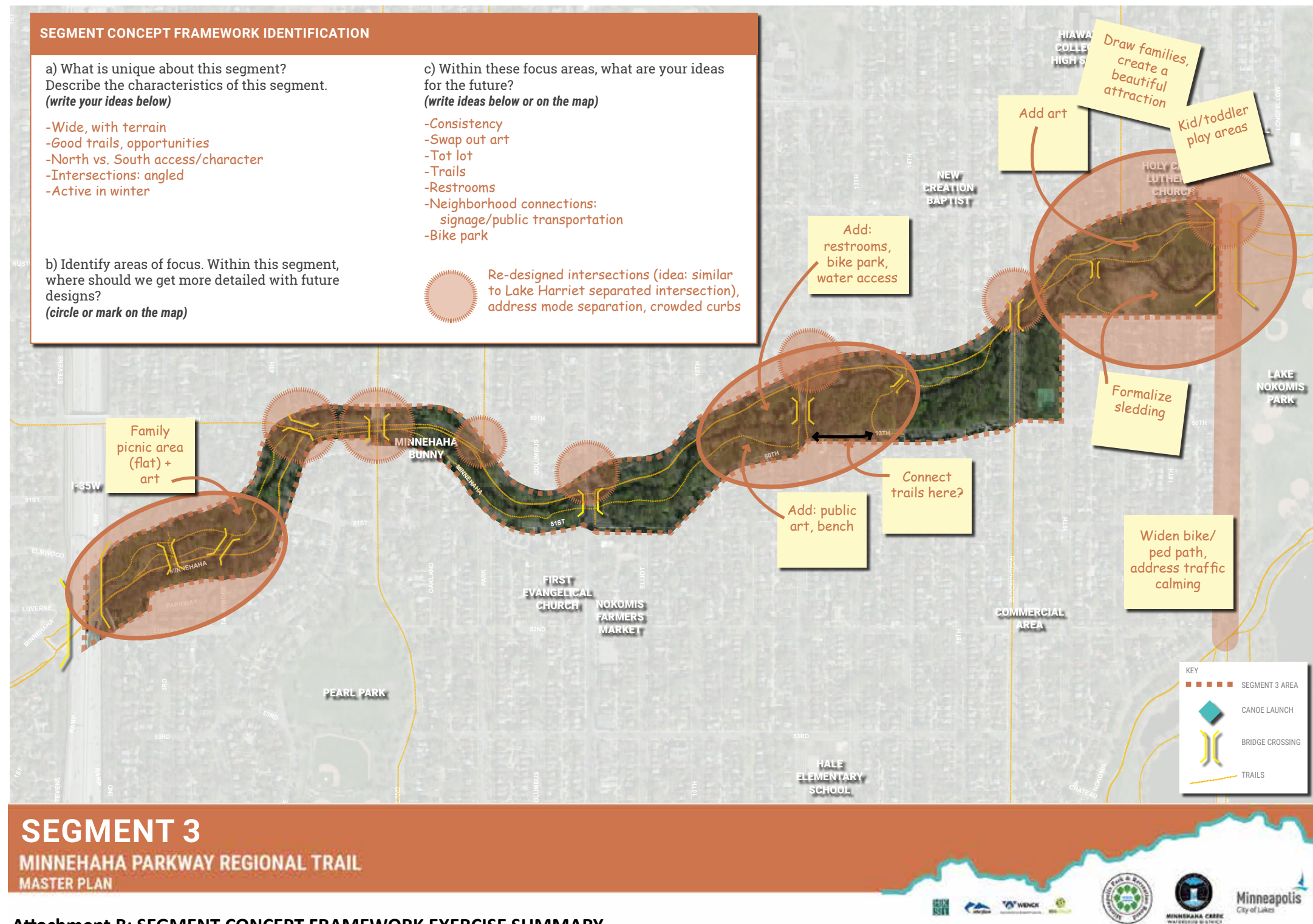
Attachment B: SEGMENT CONCEPT FRAMEWORK EXERCISE SUMMARY

The following segment maps with identified focus areas were generated through a small group activity. Comments were written directly on table-top maps or written on post-it notes and attached to the maps. The following diagrams are transcribed from the maps created during the exercise.

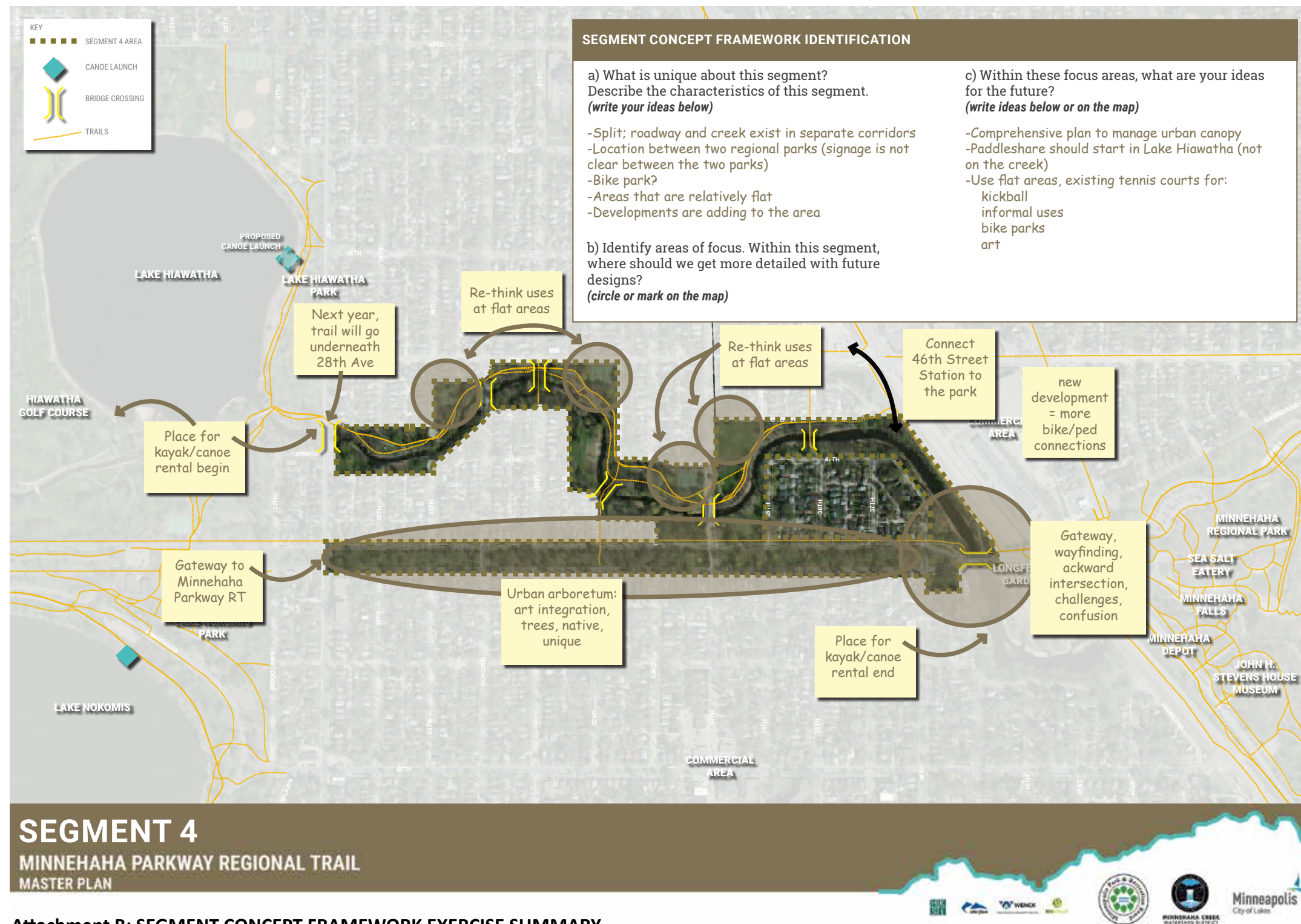




Attachment B: SEGMENT CONCEPT FRAMEWORK EXERCISE SUMMARY



Attachment B: SEGMENT CONCEPT FRAMEWORK EXERCISE SUMMARY



Attachment B: SEGMENT CONCEPT FRAMEWORK EXERCISE SUMMARY

CAC MEETING #4 (CE SUMMARY)

Segment 1: Summary of Comments received on draft MPRT Concepts (Updated 3/6)

2/5 and 2/7 MPRB In-houses

Web Survey Responses

1/31 and 2/7 Community Workshops

2/21 CAC 4

Email Comments

Segment 1, Focus Area 1-1 Concept A:

- Need room for equipment near BMP (cascade)
- Sledding hill not suitable for sledding per asset management sledding inventory
- Today, sledding hill extends all of the way to the edge of the creek
- Need crossing signals at Penn/new bridge crossing
- Tennis courts need a full re-build, not just a re-surface, support for keeping tennis
- Desire for an off-street bike path
- Appreciate the lack of paved trails
- Pollinator area will be trampled by neighborhood soccer players
- Would like to see more pollinator habitat
- Support for staircases at Penn
- Dislike pedestrian bridge at Morgan and tube launch
- Support for pedestrian bridge at Morgan
- Support for continued/upgraded tennis courts
- Ideas for more recreational activities: basketball court, mountain biking on natural surface trails, zip line, nature-based playground, monkeybars/slide (play features for kids)
- Support for open lawn space for informal baseball, soccer, frisbee
- Support for pedestrian bridge at Morgan
- Support for removing spillways
- Concern about BMP impacting trees southeast of Penn
- Desire for a sidewalk on the west side of Morgan

Segment 1, Connections Diagram:

- Support for pedestrian bridge at Morgan
- Support for bridges at Zenith and Forest Dale
- Support for natural surface trails accessible to public
- Support for Bike Lane extension along 54th to Xerxes
- Improve Washburn washout on north side of the creek. Natural trail between here and Upton is eroding
- Would like to see more trails and public creek access west of Morgan to Edina- the most expensive neighborhoods are not being asked to share the park the same way other residents are.
- Need walkable access to play area from south of 50th/west of Xerxes
- Concern re: erosion/flooding/tree health between Zenith and Penn
- Idea: tubing loop to connect to Edina Parks
- Better on-street/bike connections to Edina
- Address stormwater flumes/spillways (today are damaged)

- Support for better bicycle access to Minnehaha Parkway through these neighborhoods
- Need better and wider crossings of 50th

Segment 1, Focus Area 1-2 Concept A:

- Dispute about whether the plan shows too much or too little athletic fields. All of the fields are used extensively, although are mainly programmed through MPS. Potentially too much picnic space dedicated, at the expense of athletic fields.
- Need field lighting at soccer fields south of Burroughs Elementary)
- Ice rink is shown too small and needs water access
- Like the natural play area
- Concern about the pedestrian walkway going through the playground
- Need more multi-use field space
- Question if we actually need baseball fields in every park
- Like that the community center is connected to the creek not blocked by parking
- Like preservation of open space
- Like the amenities in this concept

Segment 1, Focus Area 1-2 Concept B:

- Recess area is super-compacted ground (area southeast of Burroughs ES where the pollinator play lawn/stormwater BMP is located)
- Like nature play area, trails shown, bike park, creek re-meander
- Can't rotate or rest any soccer fields in this alignment; with only one soccer field shown, will get worn out quickly
- Important to allow trail to stay near the water
- Support for a focus on hydrology with both concepts, like daylighting of stream for habitat
- Need bike trail (on or off-street) access from the west (51st and James)
- Question why Lynnhurst Rec Center needs to be rebuilt
- Idea: add a dog park in this area
- Burroughs Elementary needs traditional field/court space for students
- Support to turn tennis courts into pickleball courts for seniors
- Need to have wide bike lane and sidewalks along 50th Street bridge (new)
- Don't need to have so many ball diamonds, at the expense of multi-use fields
- Show trail connecting to the west
- Connect the bike playgrounds with a single track trail
- Love the playgrounds and single track bike trails (NOTE: single track bike trails are not actually shown in the concept; natural surface trails are shown as pedestrian trails. This should be addressed in subsequent design iterations)
- Raised crossing of parkway for bikes will force cars to slow down
- Support for increasing safety for pedestrians/kids around Burroughs ES
- Recreational space being lost for creek re-meander doesn't seem worth it. Although re-locating the community center makes sense
- High school (Washburn) uses tennis courts for their home courts. Would like to see more courts added

- Concern that there are not enough ballfields
- Support for open play lawn south of Burroughs
- Support for remeandering and daylighting of the tributary
- Support for accessible water access (if enough parking and natural surroundings maintained)
- Support for grade-separated trail crossings of 50th (under bridge)
- Concern about central location of bike park and loss of habitat/flooding impacts

Segment 2: Summary of Comments received on draft MPRT Concepts (Updated 3/6)

2/5 and 2/7 MPRB In-houses

Web Survey Responses

1/31 and 2/7 Community Workshops

2/21 CAC 4

Segment 2, Focus Area 2-1 Concept A

- Sledding hill not suitable for sledding per asset management sledding inventory
- Idea to add crossing signals at Penn Avenue at new overlooks
- Support for keeping one tennis court and adding a bike park
- Don't need a paved trail on south side, prefer a natural surface trail on south side
- Would rather not see public art in this area (should preserve naturalistic spaces)
- Preserve sledding hill on 51st near Fremont/Girard
- Concern with trail next to roadway (west of Lyndale); bike path adjacent to a 1-way road against traffic (headlight glare)
- Bike path away from creek is not preferable (better biking experience along creek)
 - (4+ comments related to this topic)
- Support for art along the creek in this area
- Idea for single track trail along the creek
- Support for tubing launches (as shown)
- Use old bikeways where possible
- Support for pollinator picnic area
- Would prefer the bike trail through the woods (Concept B)
- Concern about safety of formalizing/promoting tubing in the creek (glass, etc.)
- Prioritize restoration here before recreation

Segment 2, Focus Area 2-1 Concept B

- Preserve sledding hill on 51st near Fremont/Girard (move bike path south)
- Idea to include signage from creek trail directing to nearby businesses, destinations
 - Neighborhood business connection needed at Lyndale and MPRT
- Support for hammock groves, improving the urban forest
- Support for the swing bridges
- Need restroom access along the route or directions to restrooms
- Prefer this remeander
- Don't want shared use trails but don't want ped path up high
- Concern about trail along parkway and snowplowing being an issue
- Concern about increased park visitors
- Concern about public art distracting from natural environment

- Idea for some ped trails through gorge to be natural surface (where stairs are only access this makes sense)
- Want swing bridge to blend into surroundings, not detract from it
- Support for bike path along the creek/through the gorge here
- Support for restoration and pollinator lawns
- Prefer Concept B

Segment 2, Focus Area 2-2 Concept A

- Support for closing the secondary roadway
- Concern that the playgrounds may be far from the picnic area for families
- Opposition to closing the secondary roadway (from a nearby resident)
- Opposition to visible picnicking (and concern about lack of parking for this use) (wants people to use existing areas at Nokomis or Minnehaha for this- over 1 mile away)
- Support for stabilization of creek banks
- Mountain bike team uses this area (southwest of creek along hillside between Grand and Pleasant)
- New bridges should avoid creosote in construction
- Put the restroom/pavilion under the Nicollet Bridge in that picnic area- not in the pollinator picnic grounds at Pratt. Concern about trash and noise.
- Concern about having enough room for properly realigned Parkway/Nicollet intersection (but agree that it would be an improvement). Needs a signal.
- Support for closing the second Parkway road (was closed for construction earlier and it worked)
- Support for art/lighting/activation under Nicollet (but also needs safety upgrades- falling concrete)
- Support for separation of bike and ped paths
- Safety concern about tubing and glass
- Consider maintaining 2-way traffic on the south Parkway east of Nicollet

Segment 2, Focus Area 2-2 Concept B

- Support for creative nature play, bouldering walls, public art, swing features
- Idea to install a large-scale sculpture at MPRB HQ
- Concern about the amount of parking shown for families
- Need wayfinding along Nicollet
- Support for nature playground, restrooms, water
- Opposition to visible play/restrooms (wants people to use existing areas at Nokomis, Minnehaha, Lynnhurst and Harriet for this- all over 1 mile away)
- Need more hubs like the bouldering wall along the creek, interpretive centers along the creek
- Make sure there's a buffer between the play and the neighbors (don't lose too many trees)
- Want to make sure nature play still feels very natural (not developed)
- Want shelter/restrooms not visible from neighbors if needed (or move to area near Nicollet)
- Support for nature play here (good bike and ped access, year round nature play with restroom)
- Make sure nature play is well maintained
- Move paddle access closer to upstream bridge (this may be easier to access/maintain)
- Concern about having enough parking near activated areas

Segment 3: Summary of Comments received on draft MPRT Concepts (Updated 3/6)

2/5 and 2/7 MPRB In-houses

Web Survey Responses

1/31 and 2/7 Community Workshops

2/21 CAC 4

Segment 3, Focus Area 3-1 Concept A

- Preference for people of color/local artists to be chosen for public art; would like to see a focus on diversity in the community
- Support for roadway alignment as shown
- Support for restrooms/rest area at the Bunny
- Concern re: loss of road access for residents along north side of parkway (emergency vehicle access, convenience of parking, snow removal)
- Question material choices for 5th Ave BMP (would like to not see concrete here)
- Support for cul-de-sac on 5th with BMP
- In favor of restrooms, re-meandering of creek
- Support for the pedestrian promenade on north side (from a parkway resident); will eliminate a confusing circulation pattern
- Concern that proposed roadway will need to be widened to accommodate consolidated traffic
- Nearby residents seem to be both in support and opposed to roadway on northside being removed
- Like addition of recreational amenities north and south of the creek
- Idea to convert Minnehaha Parkway north of creek into a 1-way to allow for more room for parking (on-street)
- Concern with traffic around the bridge, increased traffic on Parkway
- Idea to make parkway less palatable to motorists
- Need to address erosion in the creek in this area
- Homeowner experience is a higher priority than the creek (trade-offs are not worth it)
- Residents along the parkway use the road for parking to allow time to shovel out the alley access during heavy snows (concern for loss of on-street parking)
- Support for adding gathering space at Park/Minnehaha Parkway north of the creek
- Support for removing the frontage road to increase park space
- Appreciate the creation of usable space on northside of Parkway
- Idea to preserve emergency access but remove the frontage road to resolve the bad intersection at Park Ave.

- Idea for a bike/ped bridge over Portland Ave for trail users?
- Concern for pedestrian safety at crossings
- Idea to include traffic calming on Portland north of the creek crossing to slow traffic before intersecting with the trail
- Concern for eliminating frontage road/access for residents who do not have alley access
- Support for BMP on 5th Avenue
- Some residents don't think that the 50th Street bridge is as bad as perceived
- Idea to move pedestrian crossing at 50th St bridge south to a mid-block crossing of the Parkway
- Support for the woonerf (permit/limited parking for residents, 3 mph, distinctive design)
- Concern about merging 2 roads increasing traffic from parkway onto Portland and Chicago
- Support for remeander near Clifton
- Concern about tree loss
- Not a lot of space around the bunny for amenities
- Want a speed table at Portland that spans space between intersections
- Want stop signs at 50th
- Concerns about flooding- would underground storage work?

Segment 3, Focus Area 3-1 Concept B

- Support for the roadway alignment as shown
- Strong support for overlook, promenade
- Bike crossing at parkway needs to be re-examined/evaluated
- Concern re: loss of road access for residents along south side of parkway
- This concept addresses transportation/traffic flow issues at most intersections with thoughtful greenspaces. 51st Street and Tarrymore are still unsafe intersections for bikes/peds
- More pedestrian bridge crossings at roadways
- Love the plan to enhance the Bunny area
- Support for creek meanders and habitat enhancements
- Support for concept B because it addresses long-term issues of traffic in this area (from a neighborhood resident); trade-offs will be worth it
- Concern of increased traffic and widening of new parkway road
- If new parkway road on north side, add cul de sac BMP on 5th street so that 5th doesn't connect to new parkway road
- Opinion that the Bunny area should not be improved because it will attract too many people, pets
- Support for new bridge connecting south parkway to 50th/4th intersection
- Do not want food trucks or restrooms at the bunny (concern for safety given already tricky conflicts between bikes, peds, and cars in this areas)
- Concern about lack of space for proposed bunny improvements and loss of trees/lack of parking
- Neither plan addresses intersection of 50th and Parkway (bridge)
- Nearby residents seem to be both in support and opposed to roadway on southside being removed
- Concern about loss of trail access from north side of creek (Oakland area) to Bunny
- Like the intersection changes shown, but impacts to adjacent residents don't seem worth it
- Good idea to get rid of oversized intersection at Minnehaha and Park Ave
- Roadway (as shown) is too narrow

- Oakland is also used as a bike connection
- Concerns about traffic being funneled to a single intersection, increased roadway widths, loss of parking
- Support for food trucks near the Bunny
- Idea: remove parking on west side of Portland south of Parkway and add grade-separated multi-use trail connecting south to Pearl Park
- Bikers trying to move north onto 4th from the parkway will have difficulties
- Bunny could be moved if needed
- Create a buffer between the north side houses and the new parkway road
- Concern about safety of residents on the north side with the new road and access for those on the south side where the road is removed
- Support for two lights at Portland intersections and a speed table in between
- Pedestrian movement and crossings are not ideal

Segment 3, Focus Area 3-2 Concept A

- Centerpoint will try to pursue a permanent easement of pipe in this location (14th Ave east of the cascade pools/BMP, south of the creek)
- Strong support for the raised intersection/enhanced pedestrian crossing at the location shown
- Concern about tree removal (throughout concept area, cascading BMP called out)
- Concern about standing water at BMPs and mosquitos
- Emphasize natural resource preservation/conservation- don't displace wildlife for bmps
- Support for pollinator play lawns
- Support for remeanders if done sensitively
- Trail crossing at 12th Ave should be separated or high visibility crosswalk
- South-side trails should be improved to match the quality of the northside trails
- Concern about accessibility of south side trail reroute (especially with stairs)
- Suggestion to keep ped trail low south of the creek to connect 14th ave ped bridge to 12th
- Suggestion to meander, add stairs, or regrade ped trail at 14th to connect to the ped bridge to prevent slipping when wet leaves or ice are on the trail (too steep currently)
- Preserve sledding hill at 14th on south side of creek (ensure BMP/trails don't interfere)
- Would like a ped trail on the north side too (for a loop)
- Pedestrian trails need lighting
- Picnic play lawn area could be a bike park or off-road biking area
- Formalize the natural surface trail along 50th and add a boardwalk to allow people to cross the cascading BMP

Segment 3, Focus Area 3-3 Concept A

- Sledding hill as shown here is categorized as 'neutral' per the Asset Management Inventory
- Boardwalk as shown here has better flow
- Idea to eliminate unnecessary frontage road at Speedway (west of Cedar) and use the space for snow-storage, stormwater treatment, etc. (both concepts)
- Support for the bike skills course north of the tennis courts
- Support for the simpler boardwalk concept in A

- Support for accessible sloped trail from 16th to Bloomington
- Support for ephemeral art (temporary installations)
- Need trails on the south side of the creek at Cedar (to connect to trails in Nokomis-Hiawatha)
- Idea to remove Cedar crossing entirely (grade-separated crossing for the trail) or provide traffic calming options along Cedar Ave
- Need lighting on pedestrian path
- Idea to include a connection to 17th Ave. Bikeway (near tubing access point)
- Strong support for bike skills course – would get heavy use
- Support for tubing/paddle launch
- Use old bikeways where possible
- Preserve trees where possible (remeanders)
- Make trails less steep at Bloomington intersection
- Consider a combined left turn at Bloomington
- Support for wetland restoration and wildlife habitat creation/preservation
- Like naturalized landscape near the creek and more manicured look nearer to road

Segment 3, Focus Area 3-3 Concept B

- Need access lane to drive equipment to BMP (Cedar Ave east of wet meadow area south of the creek)
- Support for fishing opportunities in this area (and throughout the creek)
- Opposing views on keeping or removing the 'little road' between 18th Ave and Cedar Ave. Kids, church and neighbors use the roadway often.
- Idea to eliminate unnecessary frontage road at Speedway (west of Cedar) and use the space for snow-storage, stormwater treatment, etc. (both concepts)
- Idea to incorporate XC skiing in this area
- Support for the nature play area
- Support for sledding hill gathering area
- Support for accessible sloped trail from 16th to Bloomington
- Concern about the pavilion on the edge of the wet meadow being underutilized (prefer concept A)
- Like trail connection on the south side of the creek at Cedar- needs to connect to Nokomis-Hiawatha
- Idea for connection to trail around golf course/Lake Hiawatha/Lake Nokomis
- Need lighting under and near bridge
- Strong support for nature play area, would provide interest along a stretch of the creek without a lot of recreational areas today
- Idea to extend the natural surface trail to the west of the overlook/gathering area on sledding hill
- Preserve trees where possible (remeanders and bike park)
- General support for this concept

Segment 4: Summary of Comments received on draft MPRT Concepts (Updated 3/6)

2/5 and 2/7 MPRB In-houses

Web Survey Responses

1/31 and 2/7 Community Workshops

2/21 CAC 4

Segment 4, Focus Area 4-1 Concept A

- Concern with exposed soil inside the 100-year floodplain (in reference to bike park location)
- Bike parks are a great idea, even if not in this location
- Support for keeping one tennis court and adding a bike park
- Paved trail on south side of creek (between 32nd -34th Ave) seems unnecessary
- Paved trail along Parkway at stormwater BMP area is also not preferable (a path is not shown, other than a sidewalk along the roadway)
- Concern/support expressed for designing this area with future flood levels/climate change in mind
- Concern for 28th Ave Crossing for bikes/peds
- Support for bike park as shown
- Support for keeping south side of the creek trail free
- Would like more trail lighting in this area (and throughout)
- Support for pickleball courts
- Concern that too much space will be converted from ‘natural’ areas to ‘recreational’ areas
- Would like to see a paddle take-out/parking closer to Minnehaha Park so it’s easy to walk over and eat at Sea Salt (and improved bike/ped connections to there and the 46th Ave station)
- Support for trail along 35th to 34th Ave intersection
- Include left turn lanes on the parkway at 34th
- Concern about safety of large, multi-directional intersection if parkway is realigned at 34th
- Remeander area east of 34th is heavily used by ultimate players and dog owners and as a sledding hill- these activities will be displaced if the remeander is built as shown.
- Concern for construction/park development in area between 31st and 32nd on south side of creek (wildlife habitat concerns) (multiple comments)
- Strong support for bike park as shown
- Idea to convert tennis courts at 32nd to permeable surface, arboretum, garden similar to concept B
- Like picnic area along parkway
- Sledding hill at 34th Ave is popular today
- Concern re: roadway design at new bridge intersection
- Like the single track bike trails (NOTE: none are shown in this concept)
- Like Bike Park along trail as destination
- Keep bikes separate from peds at Nokomis Ave crossing
- 29th Ave bmp area erodes a lot right now and is used as an informal beach
- Support for Parkway stormwater BMP
- Concern about Parkway stormwater BMP and standing water/mosquitos
- Concern about picnicking/recreation in parkway boulevard
- Want trails at 34th to go under bridge on the north side of the creek
- Concern about sharp trail curve for bikes at 34th north of the creek
- Support for the tennis courts location here
- Support for the replacement of tennis courts on 30th with flood storage
- Concern about steep slopes and the pedestrian trail between 32-34th south of the creek (people currently use this without a path...not sure if one is actually needed)
- Support for the remeander at 34th

- Concern for the remeander at 34th (too much earthwork needed?)
- Ped crossing at 39th and Hiawatha needs to be addressed and sight lines improved for cars/bikes

Segment 4, Focus Area 4-1 Concept B

- Strong support shown for bike parks, especially to replace underused tennis courts
- Strong support shown for urban arboretum idea— "such a great addition to MPRB!" Question arose of the theme or type of trees to be displayed—local/native species?
- Concern that pedestrian path through woods and wetlands would change the parklike natural character
- Preference for natural trail (or no official trail) from 30th to 34th on the south side of the creek
- Concern about loss of trees for pollinator lawns
- Concern that too much space will be converted from ‘natural’ areas to ‘recreational’ areas
- Concern that the area will not be left as-is “natural”
- Dislike formal trails on south side of the creek
- Support for trail along 35th to 34th Ave intersection
- Support for pickleball courts
- Concern for boardwalk materials (should be more durable than wood)
- Concern that any change in the creek function will adversely affect nearby homeowners (additional flooding in basements)
- Support for replacing the ped bridge at 36th (needs to be repaired at least)
- Would like to see a paddle take-out/parking closer to Minnehaha Park so it’s easy to walk over and eat at Sea Salt (and improved bike/ped connections to there and the 46th Ave station)
- Intersection crossings at 34th need to be replaced (not accessible)
- Concern that any construction/park development/trail in area between 31st and 32nd on south side of creek (wildlife habitat concerns)
- Residents north of trail have frequent basement flooding problems. Hoping that the plan will alleviate some of this?
- Opportunity to close Crosby/34th Street with plan
- Concept needs to address safety/visibility/wayfinding at bridge/Hiawatha/parkway intersection
- Support for natural surface trails throughout boulevard area
- Concern that sledding hill between 34th and 35th will be removed
- Concern that bicyclists will use the pedestrian path if the bike path is located too far from the creek
- Idea to convert tennis courts at 32nd to permeable surface, arboretum, garden similar to concept B; space as shown for a bike park is too small and space would better serve for natural resources/habitat area
- Don’t want to see a permanent trail, like the natural character of the area
- Idea to put bike park where pollinator play lawn is shown today at 30th Ave (more space)
- Idea to involve reflective/calming art in the art walk
- Support for pickleball at tennis court (no preference as to tennis court location)
- Support for bike park

- More support for arboretum idea than BMP from Concept A
- Like the natural surface trail through the boulevard
- Don't feel the need to activate the south side of the creek (people use it now without formal trails)- could remove paved trail here. Also creates conflict with sledders.
- Concern about tree removal and the addition of lighting between 30-32nd (south side)
- Keep bike and ped trails separate (north side of creek at 30th)
- Support for wetland/bmp between 31st-32nd
- People pull out kayaks at ped bridge on 31st on the north side
- Concern about sharp turn for bikes at 34th (blind corner)

CAC MEETING #5

Minnehaha Parkway Regional Trail Master Plan

CAC #5 | Big Questions

April 24, 2019

Notes:

What is the Corridor-wide Vision?

- What does “sensitively incorporate recreation” mean?: for example- tennis is popular in certain areas, so you can’t blanket say getting rid of tennis courts is an aim- you have to be thoughtful about what types of recreation you maintain, add, where it goes, etc.
- Like #4 but like the idea of a natural oasis being for wildlife and humans (include wildlife)
- Don’t see art explicitly (and would like to). Could fit into #4 or #6
- #2 Safe routes *within* the corridor. Important to reflect the fact that the creek is an end unto itself- not just a way to get places. Take issue with use of “through.”
 - Like “to” especially. The creek is a destination and we should be working to get people there.
- Sensitivity to the needs of people who live along the Creek should be more explicitly stated, especially when it comes to safety
- #5 *balance* the desires of region-wide visitors, local users, and residents
- #4/#1 concern about flood mitigation- maybe state more explicitly
- #2 talk about inviting/safe entry points
- #7 explicitly mention water management

What should be the approach for water access?

- Some areas where water access is proposed don’t currently have trails. It was confirmed that there will be trails proposed to provide access
- Concern about how much car parking per access- what is the right number?
- Safety – tubing, kayaking and fishing – could they be in the same location? Areas where creek is wider or slower are more appropriate for fishing or tubing, but these may not be compatible
- Access in winter time – cross country skiing, fat tire bike – can that be provided/addressed?
- Clarification of how built water access would be – do we really need this since it is already happening? Informal access points may still exist, but formally identified access points would be maintained by MPRB for safety and have informational signage/wayfinding.
- Concern about safety – communications about creek flow (too fast or too low), clearing of trees, take out points should be available via signage and digital information (online updates)
- Designated points of entry help to clarify where to put in versus where restoration occurs – helps to protect the bank.
- Designated access helps users figure out where to get out – both in pre-planning and when they’re on the creek. Signage on the creek and online would reinforce this.
- It would be helpful to have street names on bridges and wayfinding at entry points for loops/destinations

- Specialized tubing designation areas make sense – tubing access should be on wider, slower segments of the creek, with access to playgrounds and gathering areas, and clearly marked signage. Try not to interfere with neighbors who are close by.
- Make sure access points equate to where people are trying to access the creek now
- Define usage etiquette- must provide certain things when formalizing/encouraging access
- Ten is too many if these are going to have impacts on the natural beauty
- Concern about cost of maintenance – anything we build
- Access points should coincide with bus routes and public transit
- How will design of the bike trails accommodate electric bikes?

How much new activity should be included?

- Fulton/Lynnhurst/Armatage didn’t like paved paths. Generally less interest in formal recreation. Emphasize benches, access points, but no add’l pavement. No paved paths west of Lynnhurst.
 - Feedback was more nuanced than that. Continue to focus on areas where there are already active features.
 - Putting things in the appropriate places is the key. Need enough space, parking, to consider noise pollution, safety, etc.
- Any discussion about off-leash dog parks? No not as part of this plan.
- Natural means a lot of things, so using that word means different things to different people
- Hammocking is very popular with older kids- what is the MPRB’s policy? Plant trees that will handle hammocking well and safely... Education and signage should be promoted.
- Missing link in the sidewalk between Morgan and 54th.
- Like that the concepts have minimized active recreation in areas where that is important. Formalized recreation should go in places where there is already a built element to the environment. Make sure that areas that feel natural now don’t lose that.
- Goal to have places where you can enjoy the creek without simply using it as a thoroughfare. Passive destinations are forms of recreation (for birders especially). Good balance/mix. Hammock groves, play lawns seem natural but also suit the needs of passive users.
- Interface of the creek, neighborhood park at Lynnhurst is really neat. Provides active recreation along the Creek and connects with a school. That pairing is great.
- Geometry is helpful to determine prime places for active park amenities- use wider sections of the corridor to introduce active uses (like food trucks), or gathering spaces
- Runners really like dirt trails, but they do get muddy and impassable at times. Suggestion for a narrow, crushed rock path that helps with traction and controls for drainage.
- It’s hard to not feel like you’re trespassing west of Lynnhurst, so formalizing some sort of path would indicate that you’re in a public space
 - Minnetonka Trail from Minnetonka to Gray’s Bay is a great example
- Underneath I-35, light, art would make people feel safer. Chicago Ave bridge too.
- Minnehaha Creek corridor relates to the neighborhood parks- we should complement the recreation provided there. Lynnhurst and Nokomis are major active recreation hubs. Encourage passive recreation in between.
- Wayfinding should be provided to and from parks

- Art doesn't have to be permanent. Ephemeral art means different art can pop up at different times. Could be a continuous attraction.

How "Wild" should the corridor be?

- Many wild areas today have invasive plant species, erosion, and flooding. General direction is good because those areas need care in the form of some management.
- Long-term plan. What's the benefit of having any unmanaged areas? Maybe they don't need extensive management right now, but they should be cared for.
- Managed areas should be better defined- maybe a scale of management intensity? You have to keep managing turf with frequent mowing, but prairies and forests eventually become self-sustaining with fewer instances/ different types of active management.
- Could there be an adopt-a-highway for pollinators/creek? Volunteers could help seed, clean the creek.
 - Certain existing managed areas have volunteers and others assigned to maintain, for example, a prairie habitat. Stewardship is the difference in the existing condition and the managed natural area. (intent)
- Don't remove/clear all untended trees. Don't manage too much- certain wildlife need those types of places for habitat. Could be managed too much. Needs a balance.
- Don't want to see just unfunctional grass areas- pollinator lawns are great
- Don't want to remove trees if avoidable
- Encourage native plantings and a feeling of being out in nature
- Managing could mean taking out buckthorn, maintaining a certain habitat, providing for wildlife, etc.
- Management with a purpose is good. Managed turf areas and managed prairie/woodland/pollinator areas require and are trying to achieve different things.
- The closer the "wildness" gets to the creek, the greater the risk of dropped branches etc.
- Scared of the amount of managed areas replacing the wild areas, especially at the gorge. Should be sensitive to clearing and losing the feeling of wildness. Needs to be replaced if taken away for remeanders.
- Element of time is important. This is a Long-term plan. Some areas may just need a few years to regrow wild feel, others may take much longer.

What should the role of the Parkway be in the corridor?

- Should not be a thoroughfare for commuters. Roads to the north and south should be the primary routes used. How do you control commuter traffic? Perhaps the Parkway could be closed to vehicles at certain times?
- Emphasis should be on bike and pedestrian traffic, especially to address safety concerns
- Optimize how to get to the parkway. 40% of users are not local.
- How would we use/design the creek corridor if the roads weren't already in place?
 - We would probably provide more parking lots to access key points/destinations and fewer roads right adjacent to the park
 - People do want to drive along the park, though

- Driving on it is something that is a pleasure and allows people to experience the corridor even when time is of the essence or physical ability is limited. Maybe in years ahead with electric vehicles pollution will be less of an issue. People go out of their way to drive on the parkway.
- Driving the parkway provides access to people who may not feel comfortable getting there by bike, and can't walk/run
- Traffic flow should be smoothed where possible so it doesn't back up, especially where it's used as a crosstown passage. Improving traffic flow would mitigate fumes and improve visitor experience.
- Use as a commuter route is a problem, especially where speed and bottlenecks are an issue. Slip roads are hazardous. We should make it a more awkward place for commuters and shortcutters. Use chicanes, speed control, upped enforcement, etc.
- Slowing traffic is good. Need appropriate time/space for vehicles to respond. Right-of-way for peds and bicyclists needs to be prioritized.
- Loops for peds and bikes should be prioritized, potentially at the expense of vehicle ease
- We have a once in a lifetime opportunity to question the dominance of the vehicle
 - Don't want to limit access of adjacent residents, but should definitely look at how and whether roads play a part in the corridor
- If there wasn't a 50th street bridge across 35W, that would really change the traffic pattern
 - More realistically, could 50th route north/south somewhere else and not meet the parkway?
 - Make 50th a smooth 25 mph road
- Commuting on a parkway is technically illegal, but can't really be enforced
- Getting to 50th and getting across Nokomis-Hiawatha are the most key stretches where the parkway is necessary for vehicular use.
- 50th will continue to be a commuter route unless the road is closed.

General Notes and Comments

- CAC nominated 4 individuals to represent this project on the Lynnhurst subcommittee (Michael, Mary, Leslie, Ryan)
- Field Regina newsletter said that the plan had already been released- so commenter was happy to see that that's not the case. MPRB will look up that article and follow up.
- Think about wildlife corridors in the broader context of Minnehaha Regional Park and the Mississippi River. Emphasis on improving habitat is great to see.
- The plan seems to be underplaying the birding opportunities here. Big passive recreational use. Keep that in mind.
- Pay attention to fish, mussels, insects, other food sources for birds.
- Take a specific approach to slope management. Think about this when deciding on management strategies (prairie, versus woodland, versus turf, etc.)
- Opportunity to work with neighbors to promote habitat/pollinators on adjacent properties.
- Want an interpretive plan to emphasize natural and cultural history. Engage with the native communities now.

- Surface water use is tricky. Balance paddle, tubing, fishing access points and site them to work. Consider a formal water trail designation.
- Proactive youth programs, performance art, and other annual budgeting for programming is something to consider. Coordinate program plans with landscape plans.
- Haven't seen a pricetag yet. Concern about how things will be costed. Some projects look very expensive and others look like they'll give you a lot for a little investment. There will be cost estimates for capital improvements and maintenance estimates at the end. The draft document that will go out for public review will include these numbers and they will be reviewed at CAC meetings with public comment periods. This 20-30 year vision will open up funding opportunities in the future that shouldn't be limited by current budgets.
- Suggestion to have printed copies available for public attendees
- Will the public have more time to speak at the next CAC meeting? When the preferred concepts come out, there will be a lot of discussion at the CAC, perhaps at intervals
- Emphasize habitat, wildlife role of the corridor. Don't like large bike park in segment 4- would displace a lot of critters.
- Make sure residents' concerns are taken into considerations, especially with safety and roads
- What is the most pressing need that the creek can address? Remeanders seem very expensive and might not achieve much? MCWD believes remeanders are very valuable because they help with flood mitigation, which is a great benefit. Water quality, flood control, habitat, user safety (peds & bikes) are all the big pressing needs.
- Want more information about pollinator lawns and flood storage underneath. How set in stone are removals of tennis courts, and other recreational additions/subtractions?
- Would just as soon have all the turf gone
- What was data behind water access distances? ¼ mile spacing is typically what an average user will walk.
- Focus on consolidating activity nodes near public transit access.
- Love watching Burroughs kids use Lynnhurst throughout the day. So much passive use by children- they don't typically need a lot of built features to enjoy.
- Consider combatting nature deficit disorder and provide places for kids to enjoy nature- don't necessarily need built structures/play features

CAC MEETING #6



Community Advisory Committee (CAC) Meeting # 6
Minneapolis Park and Recreation Board
Minnehaha Parkway Regional Trail Master Plan

Thursday June 13, 2019, 6:00 – 8:00pm
Nokomis Community Center, 2401 E. Minnehaha Parkway

CAC members present: [redacted]
CAC members absent: [redacted]

Approximately [redacted] members of the public attended the meeting.

Staff, consultants, and speakers present:
Adam Arvidson (MPRB), Madeline Hudek (MPRB), Michaela Crowley (MPRB) Bryan Harjes (Consultant-HKGi), Jody Rader (Consultant-HKGi), Tiffany Schaufler (MCWD)

Welcome + Introductions
The CAC, MPRB and MCWD staff and consultant team introduced themselves

- 1. **Planning Process Status and Concept Framework**
 - MPRB staff provided an update on the status of the planning process
- 2. **Corridor-Wide Vision and Concepts**
 - Corridor-Wide Vision was reviewed
 - Corridor-Wide Diagrams were reviewed (Creek Access, Activity Areas, Creek Restoration, Parkway Vehicular Circulation)
 - Specific detail reviewed for proposed vehicular circulation changes
 - CAC Comment on Corridor-Wide Diagrams:
 - Current and future flood plains are being addressed
 - Q: What happens to the Grand Rounds?
 - Concern with emergency vehicle access
 - If any of the circulation changes help with flooding, I’m willing to change my driving habits
 - Slowing down traffic is generally supported along the entire parkway
 - Allow southbound Nicollet traffic to take left and right turns (eliminate median)
 - Public Comment on Corridor-Wide Diagrams:
 - Parkway provides a sense of calm, it is a commuter route. Eliminating this is wrong
 - Lyndale/Nicollet is not a commuter route but is a way to show off the city. This is an icon of living in Minneapolis
 - Disabled people do not like driving on freeways. I feel safe, unstressed driving on the parkway and enjoy every minute of the foliage.
 - Concern for parking near 49th St. and 5th Ave.
 - Idea for a bikeway on the boulevard from Portland to Lyndale; we need more space for fast bicycle riders



- o I like the plan and I don’t think it goes far enough to prioritize bicycle and pedestrian movement along the parkway
- o It is not clear what problem is being solved with the proposed changes
- o Concern about cost for all of the proposed changes
- o Would like to see this plan go further with regards to transportation; there are not very many people in the room who are representative of young families because time constraints and busy schedules. The voices in the room today represent only a partial segment of the population affected by the plan.
- o The Nicollet/Lyndale re-route is ridiculous. I’m totally opposed to restricting access. I don’t like to pay for streets that are being shut down.
- o Concern for my safety along the trails if there are less cars around
- o Continuous path for vehicles is needed
- o It’s really important for vehicles to be able to drive the entire length of the parkway
- o Need to consider those who can’t bike. This plan will take something away from those people and seems to be in violation of ADA
 - This was clarified by MPRB staff—There is no violation of ADA with the roadway changes
- o Flood water flows into our homes and a comprehensive look at flooding needs to happen
- o Pollinator gardens are supported
- o More studies and data is needed, similar to Hiawatha
- o How is the plan looking at infrastructure? The park board is rushing forward. Density is an issue as well.

- 3. **Review of Preferred Concepts**
 - The project team presented each segment-level and focus area concept for the Preferred Concepts. Below are summaries of comments received. Comments received by the CAC are noted as such; all other comments were received by the public.
 - Segment 1:
 - (CAC): I appreciate that this segment doesn’t have a parkway road
 - (CAC): Question how each spillway and outlet will be integrated into the master plan?
 - A: There are over 100 outlets into the Creek; at the master plan level we are addressing the outlets with the most opportunity/challenge today. The plan will guide future upgrades for all of the outlets, although less specifically than the high priority outlets.
 - Penn – Newton – Logan Focus Area:
 - (CAC): Active play in this area would be used by 60-90 people regularly
 - (CAC): It is difficult to tell where the natural surface trails are located
 - (CAC): It would be really great to have a natural surface trail under Penn Ave bridge
 - (CAC): The BMP area east of Penn Avenue needs to be considered further in detail. There is a real concern for the loss of trees in this area and we should consider another alternative to flood mitigation here.
 - (CAC): I appreciate that input has been considered from the neighborhood and integrated into the plan so far.
 - (CAC): I really value the wildness of the creek and the direction of the plan.



- Lynnhurst Focus Area:
 - (CAC): Concern about new community center building, bridge on 50th Street may need more consideration
 - (CAC): Would the tributary be named something else?
 - (CAC): Question whether anyone should be kayaking/canoeing or tubing on the creek, much less promoting ADA use with new launches.
 - What is the goal of the project? To bring more people to the park?
 - I'm willing to share the creek, and really enjoy living nearby and seeing people use the park. I would like to see more safety measures for people on the water.
- Segment 2:
 - (CAC): Would like to see more separation of the bike/ped trails
 - (CAC): I like the new Lyndale trail area
 - Concern raised for changed access to the Page neighborhood (southeast of 35W and Minnehaha Parkway). 2nd Avenue is used heavily by the residents of this neighborhood and the proposed roadway changes would make it difficult to access the 'backdoor' to the area.
- Nicollet Focus Area:
 - (CAC): Idea for a picnic area in the western area of the focus area, near the creek remeander/restoration area
 - (CAC): I like the idea of the removal of the roadway under Nicollet. It will improve this area.
 - (CAC): I love this idea (activity area under Nicollet). The parking lot will provide accessibility to the area and the wetland would smooth out flooding in the area too.
 - (CAC): Concern that the picnic area is too small as shown.
 - Concern for addition of 'another park' in this area. Suggested alternatives further away from the Creek
 - There are other destination parks that people can go to in other areas of the city.
 - Need to address maintenance of the bridge before planning an activity area
 - Concern for bridge restoration
 - Traffic off of this area will compromise safety for park users
 - Concern about parking lot and associated tree loss
 - Opposition to median at Nicollet; Portland/50th/Burroughs roadway changes are ok.
- Segment 3:
 - (CAC): Consider natural surface trails instead of paved trails for new trail connections on south side of Creek between Chicago and 12th Avenue, Bloomington Avenue
 - (CAC): Concern about feasibility of a tunnel at Cedar for bikes; is there a possibility of building a bridge to go over the roadway instead?
- Portland + Parkway Focus Area:
 - (CAC): Happy that feedback was considered for this revision
 - (CAC): Info needed for future siting of grills, seating, picnic tables. Concern that smoke from grills will be within 100' of nearby homes.
 - Need traffic flow studies. Why don't we have this?
 - Where will the drinking water at the Bunny come from?
 - Previous drinking fountain was well-fed. Future drinking fountain will be City of Minneapolis water
 - School bus stops need to be taken into consideration with roadway changes



- Segment 4:
 - (CAC): This area has opportunities for bocce ball
 - Question of how beneficial underground storage will be for flood mitigation (vs. large scale wetlands (outside of the MPRT study area)?
 - Don't put a trail on south side of creek between 31st Avenue and 34th Avenue
 - There is not a trail shown here in the most recent concepts
 - Concern for wildlife, habitat, rocks near 31st/32nd Avenue area
 - Question of tree inventory—are large trees such as oaks, willows, and cotton woods being considered?
 - Yes, MPRB maintains a tree inventory
 - I would like to keep the meadow-like quality along the creek
 - Concern for trout stream, trout habitat in this area
 - Question whether the benefits outweigh the disturbance of remeanders?
 - Future park budgets need to consider additional staffing to accommodate for additional activity areas
- **4. NEXT STEPS**
 - The Lynnhurst Subcommittee will meet on June 17th and June 25th to formulate a recommendation for both CACs to consider.
 - A site tour will be facilitated by Adam Arvidson, MPRB on Saturday, June 22nd, to discuss concepts in-person, on-site. The tour is planned as follows:
 - 9am Lynnhurst Recreation Center
 - 10am Nicollet Avenue Bridge
 - 11am Portland Avenue at The Bunny
 - CAC #7 on June 27th will focus on discussion items identified in CAC #6, considering the recommendation of the Lynnhurst Subcommittee, and overall cultural resources and interpretation.

CAC MEETING #7

Hoisington Koegler Group Inc.



Creating Places that Enrich People's Lives

MPRB

Minnehaha Parkway Regional Trail Master Plan
Thursday, June 27th from 6:00 to 8:00 p.m.
Lake Nokomis Community Center, 2401 E Minnehaha Parkway

CAC #7 Notes

Meeting Purpose: To solicit input from the CAC and the general public on the general corridor direction and the preferred concepts to identify which areas have consensus and which areas need additional design work or discussion

Meeting presentation is available on the project website at:
www.minneapolisparcs.org/minnehahacreek

1. Planning Process Status

MPRB staff will provided an update on the status of the planning process.

- Lynnhurst Subcommittee Meetings (6/17 & 6/25)
- Site Tour (6/22)
- Comments and Summary of Comments on the Preferred Concepts are posted on the project website at www.minneapolisparcs.org/minnehahacreek

2. CAC Discussion - Discussion of Segment and Focus Area Concepts

MPRB staff reviewed Segment and Focus Area Concepts, with follow-up discussion from the CAC. Below are comments provided by the CAC, categorized by location. Due to time constraints, Segment 4 and Segment 1, including Lynnhurst and Penn-Morgan-Newton Focus Areas were covered. Segments 2 and 3, including Nicollet and Portland + Parkway Focus Areas will be reviewed at CAC Meeting #8.

Segment 4:

- Q: How many tennis courts will remain in the study area?
 - A: 3 courts will remain, 5 will be removed with this concept
- Idea: Dynamic gateway signage/wayfinding at 39th Avenue to show walk/bike times and distances, bike and ped counts
 - Idea: signage/wayfinding for bicyclists entering the parkway from the south, east
- Q: What is the proposed character of the landscape along the Parkway boulevard in this proposal?
 - A: Mix of native planting areas, pollinator lawns, with existing canopy to remain. Natural surface trails will converge at intersection crossing locations to avoid mid-block crossings.

- Support network of new footbridges across the creek in the areas west of Lynnhurst park. This will increase access across neighborhoods.
- Support wayfinding at critical locations in the Western Creek District, such as at Xerxes, Upton, Zenith. I'm glad to see that this concept does not show any bike facilities along 50th Street.
- Concern for potential flooding at new pedestrian bridge proposed at Forest Dale.

Penn – Newton – Morgan Focus Area:

- Question: How does the surface level water and underground stormwater system interact or function?
 - A: The plan needs to explain the function of BMPs/stormwater better
 - Request for more detailed design of BMP area east of Penn Avenue; this is the time to have these larger conversations about water quality, tree removal, etc. in this area.
 - Support for BMPs, but would like to find another location for this BMP
 - Suggestion to push the BMP closer to the creek, where the proposed natural surface trail is shown in the concept.
 - Idea to use removed trees for habitat along the creek or to sell the wood for profit.
- Idea: place bike racks along Morgan Avenue if the bike trail terminates here. Would be great to bike here and then use the natural surface trails.
- Need to clarify the picnic table icon on the plans. Does this imply a picnic table or a bench?
 - A: The picnic table icon denotes places where people can gather and enjoy a meal. More specific design will occur during implementation.
- Support for the Morgan Avenue bike/ped bridge: This puts bikes and pedestrians in the public right-of-way (versus the alternative of connection the trail on the south side of the creek between Morgan and Logan Avenues, which feels like it is in the backyard of private residents' homes.)
- Q: Is there concern with noise from the existing tennis courts in this area?
 - No, the neighborhood is very supportive of activity in this area.

Lynnhurst Focus Area:

- Support for the revised concept, acknowledge that the cost will be high to implement
- Opposition to closing the Parkway in this area because all of the changes proposed with the 50th Street bridge will change traffic patterns and we can't tell how this will change overall conditions.

3. CAC Discussion – Discussion of Corridor-Wide Vision and Concepts (+/- 20 mins.)

MPRB staff reviewed the Draft Corridor-Wide Vision:

- The corridor wide vision was refined as a result of the discussion at the CAC meeting in April. The Corridor-Wide Vision is intended to guide the creation of the master plan and concepts. The Draft Corridor-Wide Vision states that the master plan should:
 - Seek to restore the ecological function of the creek corridor for improved wildlife, flood resilience, and water quality
 - Provide safe routes and entries to and within the corridor

- Thoughtfully incorporate recreation opportunities that complement nearby parks and provide increased interaction with the creek
- Enhance the corridor's function as a natural oasis and wildlife habitat
- Support region-wide and local users of all ages, abilities, and backgrounds
- Acknowledge the creek's history while celebrating its unifying ability through interpretation, art, and programming
- Balance the needs of the creek corridor, creek users, and nearby residents
- Promote continued agency collaboration, particularly with water management

MPRB staff reviewed the Corridor-wide Diagrams and opened up a discussion with the CAC on the **future of the Parkway Road**. Below are comments provided by the CAC:

- Suggestion: Use a design principle to guide the design (not vice-versa as proposed)
- The overall idea of the proposal seems to emphasize the use of the Parkway Road for commuters, and not pleasure driving. Would like to see pleasure driving emphasized in the plan.
 - There is currently a disconnect between commuter traffic and pleasure driving
 - for safety with access to the park. We don't need to limit access but should address the commuter mentality.
- Idea: The CAC could decide to state preferences for the Road and what we are willing to promote to the public (instead of making specific recommendations)
- Regarding the Grand Rounds, the ramifications of this plan is beyond the master planning process. Introducing barriers along the Parkway might create small inconveniences that will lead to a loss of the magic of the Grand Rounds.
 - The Grand Rounds is nearly complete and now we are looking to destroy it? We should respect the work of previous planners.
- There's not enough traffic on Nicollet or Lyndale to warrant the proposed changes. Need data to support ideas.
 - Opposition to change in traffic patterns at Nicollet and Lyndale. Crossing Nicollet is already difficult and inconvenient today and more change is not needed to deter drivers from this intersection.
- Idea: Introduce temporary barriers to test ideas
- Idea: Leave the southern Parkway (west-bound) open to continuous driving and interrupt the north side.
- Opposed to limiting access. We should let people enjoy the parkway and we are doing a disservice to people if we limit this.
- We need to invest in this park, as a *park* and make it safe for all users.
- We need to do what we can to address the safety and visibility of pedestrians and bicyclists.
- These streets are not city streets. This is a park. The top two priorities should be safety and making it a great park. I go out of my way to drive the Parkway. Just because something wasn't planned before doesn't mean it can't change today. I fully support traffic calming along the Parkway. Let's focus on slowing down traffic. The population is growing and our city is becoming denser. It is our responsibility to make good decisions for the future.

- The Corridor is an ecological one. There's lots of issues to deal with (beyond traffic). If we look at the history of the Grand Rounds, it was considered a driving park. Our ideas of parks have changed over the years. Our city has changed too. I've biked, driven areas along the parkway. The break proposed at Portland makes sense to me. The existing corridor has a lot of redundancies. If we simplify the routes, the ecological and recreational pieces will benefit. Commuters talk about using the Parkway to escape traffic, but they use the parkway and create traffic themselves. We have a city grid to get places. We can use other routes. I'd like to see us achieve a lot with this plan. We can potentially limit traffic with this plan and I'm in support of this.
- Planners have been responsive in the process.
- Support closing the roadway under Nicollet Avenue. There is not an excessive amount of traffic here and the park would benefit.
- Very large concern with safety at the intersection of the Parkway at the 50th Street bridge (Portland + Parkway Focus Area)
 - Idea: Pilot program to test no left turns east of the bridge
 - MPRB staff clarified that a traffic study for this area has been commissioned.
 - Idea: Consider a roundabout at this intersection
 - Something really needs to be done here. This is a priority.
 - If we address the endpoints of 50th Street (east and west) then we will take care of a lot of the traffic conflicts in the parkway. There's a particular concern at 50th/Parkway west of Portland.
 - Support limiting left hand turns here.
 - Idea for a turnaround west of the 50th Street bridge
 - Preference for collecting data for the implementation stage. Data should be used to drive designs.

4. Public Comment

The following is a summary of comments gathered during the public comment period:

- Need to invest in data on bike/ped crashes. Idea for a stop sign at 50th and the Parkway west of Portland Ave. s
- Idea: Scramble light at trouble intersections.
 - Definition clarified: phased signal allowing bikes and ped to cross intersections with vehicular traffic stopped in all directions)
- Concern for fast moving bicyclists on the bike trail under Nicollet if the roadway is removed. Concern with additional traffic routed into the neighborhood.
- Concern that people who live adjacent to the Parkway are not engaged in the process.
 - Clarification from MPRB staff that Minnehaha Parkway Regional Trail is classified as a regional trail, with funding provided through state and other funds (not local property taxes.) This park has a wider service area than neighborhood parks, and stretches beyond the Parkway Road.
 - Further concern that nearby residents are not being considered in the planning process.

Minnehaha Parkway Regional Trail Master Plan_CAC Meeting #7 Notes 5

- Concern that CAC members have not engaged their neighbors well enough.
- Q: How can we understand traffic today if 35W is closed?
 - A: Traffic studies as part of this project will be adjusted to account for additional traffic created by construction on 35W.
- We need to consider drivers as an important subset of the population. Drivers need to be considered in this plan.
- In general, people don't go on Sunday drives like they did in the 1950s. People bike today. Bike counts are high, per data provided by the City, and counts are growing. The pristine experience of biking is compromised by heavy traffic alongside the trails.
- Idea: move bike park in Segment 4 to the open field area east of 34th Avenue.

5. Next Steps

- CAC #8 on July 9th will focus on reviewing necessary concept revisions based on the discussion items identified in CAC #6 and CAC #7, considering the recommendations of the Lynnhurst Subcommittee, solidifying recommendations and discussing priorities for the Master Plan.

Minnehaha Parkway Regional Trail Master Plan_CAC Meeting #7 Notes 6

CAC MEETING #8

MPRB
Minnehaha Parkway Regional Trail Master Plan
Tuesday, July 9th from 6:00 to 8:00 p.m.
Lynnhurst Recreation Center, 1345 W Minnehaha Parkway

CAC #8 Notes

Meeting Purpose: To solicit input from the CAC and the general public on the preferred concepts in order to identify which areas have consensus and which areas need additional design work or discussion

CAC Members in Attendance:

CAC Members Absent:

Project Team in Attendance: Adam Arvidson (MPRB), Madeline Hudek (MPRB), Michaela Crowley (MPRB), Emma Pachuta (MPRB), Bryan Harjes (HKGi), Jody Rader (HKGi), Tiffany Schaufler (MCWD)

1. Planning Process Status / Meeting Ground Rules

MPRB Staff will provided an update on the status of the planning process, as well as identified some ground rules for conduct at public meetings:

- Show respect the CAC members and their time
- Show respect for others while they are speaking

2. Refresh on Creek Ecology (15min.)

Tiffany Schaufler with Minnehaha Creek Watershed District (MCWD) provided a refresher presentation on creek ecology in the corridor, highlighting the example project of the recently completed Minnehaha Creek Greenway project.

Summary of CAC Comments/Questions:

- Q: What is the status of the CSO (Combined Sewer Outlet) on Minnehaha Creek?
 - A: The single remaining CSO is controlled by the City of Minneapolis. As far as we know, this has not overflowed in many years due to infrastructure updates upstream from the outlet.
- Q: Do you have a target for increasing length or capacity of the creek with proposed remeanders?
 - A: Once the concepts are finalized, we will begin to quantify the proposed remeanders. This take a lot of effort to determine. Ultimately, we'd like to increase the capacity of the creek as much as possible, within reason to accommodate recreation, etc.
- Q: Which outfalls are a priority for restoration efforts?
 - A: Outfalls and areas that serve the largest pipesheds and have the biggest opportunity for impact, as well as outfalls that are located in areas that are suitable for restoration (shallower slopes, large enough area, etc.)

3. Parkway Road – Report Back

MPRB Staff provided a summary of feedback related to the Parkway Road discussions of previous meetings and online engagement. Following this, MPRB staff proposed the following next steps, which were approved by the CAC following a discussion:

- Eliminate the proposal for medians at Lyndale and Nicollet, allowing for largely continuous vehicular travel along Minnehaha Creek
- Continue to evaluate designs for the Parkway + Portland and Lynnhurst focus areas in terms of pedestrian, bicycle, and vehicle safety and comfort
- Work to implement immediate improvements at Parkway + Portland to the extent possible
- Initiate additional traffic data collection and explore piloting solutions at the two critical focus areas
- Pause the master plan process to allow time for additional exploration, then reconvene the CAC in September/October

Summary of CAC Comments/Questions during discussion:

- Q: What will be the role of the traffic consultant?
 - A: The consultant will fill the gaps in the data that we already have through the City of Minneapolis/MnDOT. They will also help to provide guidance for near-term or temporary/pilot measures. At this point, we have not written the entire scope for the study yet.
- Q: Will the data collected be vehicular data, or include bike and ped data?
 - A: The data will include vehicular, bicycle, and pedestrian data.
- Q: Can we have traffic accidents be included in the study, and will the study be public?
 - A: Yes, traffic accidents will be factored into the study, although near-misses are difficult to quantify, and the number of accidents will not be the only telling piece of data. This data needs to be combined with what we are hearing, and have been hearing from the public through community engagement and further study. Yes, the study results will be public.
- Q: Are you collecting information from people on the trails?
 - A: Yes, additional in-person community engagement will be happening throughout the summer along the trails.
- Q: I'm concerned that traffic data collected through the study will be skewed because of present construction on 35W. Will the study be mining older data or collecting new data?
 - The study will likely combine existing data with newly collected data to fill in the gaps where data doesn't exist today. Transportation engineers can calibrate findings to adjust for increased traffic caused by concurrent construction nearby, which influences patterns.
- I'm in favor of the pause in the design process to allow for further study. I would love to see a temporary median at the Y intersection (west of Portland Ave) to be installed now.
- Q: What is immediate? What are the temporary measures that will be taken?
 - A: Potential temporary or immediate measures may include crosswalk markings, signage, tree trimming, stop signs. A median would require more effort/planning/decision-making and would probably fall into the category of pilot project.
- I'm concerned that if we implement temporary measures now, we will skew the baseline data needed to complete the traffic study.
 - A: Baseline data will be collected very soon (over the next few weeks), before temporary measures can be installed.
- Q: Will the scope of the traffic study involve modeling of potential new traffic diversions?
 - A: Once we have the baseline data, we can move towards scoping the study to what makes sense for the project. We will try to be as transparent as possible with the study.

Summary of Public Comments/Questions:

- Concern/suspicion raised about the methodology and transparency of the process of the traffic study
- Concern that there isn't enough time for the public to weigh-in on the scope of the study
- Suggestion to consider seasonal factors that influence traffic along the parkway during the study

4. Lynnhurst Focus Area Discussion/ Recommendation

MPRB staff reviewed the revised concept for the Lynnhurst Focus Area, which was approved by the Lynnhurst Subcommittee on June 25th, 2019. A note has been added to the focus area, which reads:

"Final determination on retention or removal of the parkway segment north of 51st Street will be made by recommendation of the Minnehaha Parkway Regional Trail Community Advisory Committee. Other recreational amenities in this area will be as shown, regardless of the roadway decision. Accessible parking for the ADA launch will be provided, with final location to be determined at the time of implementation."

Discussion was opened up to the CAC regarding the Lynnhurst Focus Area.

Summary of CAC Questions/Comments during discussion:

- Q: Will the at-grade crossing at 50th Street and the Parkway remain in this concept?
 - A: Yes, it is needed to provide bike/ped crossing during flood events when the trail under the new bridge will be inaccessible.
- I don't feel we had full consensus on the creekside water play area and losing the splash pad / water quality issues in the second subcommittee meeting.
 - A: There is a mix of aquatic facilities in all of the parks surrounding Lynnhurst. The idea in the concept is to create a unique water feature that can't be created in the other parks. Also, there are no parks in the MPRB system that have multiple aquatic facilities, so having both a splash pad and a Creekside feature would be unprecedented. Regarding water quality, all aquatic facilities are monitored for water quality, and this would be no different. If the water quality falls below standards, the facility is closed until the water is safe for swimming. Similar to any of the other beaches in the system.
- Q: What is the predictability of flow in the tributary (for the water feature?)
 - A: The tributary almost always has flowing water (from Lake Harriet).
- Q: I have a concern for potential over-demand of parking at the ADA launch.
 - A: Until the road configuration is determined, the location of the parking is undetermined. Parking will be ADA compliant; there is no plan to add any additional parking in this area beyond that.
- I've heard a lot of people who are in favor of this plan (for Lynnhurst) and people are generally excited about it, especially daylighting the tributary.

The CAC then opened discussion to the public regarding the Lynnhurst Focus Area. *(It should be noted that this was not part of the meeting agenda.)*

Summary of Public Questions/Comments on Lynnhurst Focus Area Concept

- Concern raised over water quality after a rainstorm
 - A: MPRB monitors all aquatic facilities for water quality and safety.
- Q: Is there a way to make room for a creek splash pad in the future?
 - A: It does not seem balanced to have more than one aquatic facility in this park, when no other parks have multiple aquatic facilities.
- Q: Can you describe the new bridge concept on 50th Street?
 - A: The bridge concept involves raising the roadway and lowering the trail below. Preliminary study shows this is possible. Detailed design and engineering will occur at the time of implementation.
- Q: How will these improvements be funded?
 - A: We have \$1.2M in funding to complete near-term projects, which will be identified through the master plan process. The plan will provide guidance for collaborative implementation through partnership with MCWD, City of Minneapolis, and MPRB. The master plan will also serve as a tool for future grants and other forms of fundraising. The plan will help to guide future capital improvement funding allotted through MPRB as well.
- Q: How can the public communicate with the CAC?
 - A: The CAC is not responsible for collecting public input, that is the role of the project team and MPRB staff. All comments, questions can be submitted either through the online survey, found on the project website, or by contacting Adam Arvidson (email: AArvidson@minneapolisiparks.org). The project team forwards community input to the CAC, which is also found on the project website (in both summary and direct forms).
- I have a concern over the lack of diversity at these meetings, in the plan process. I have a proposal to have a big meeting with everyone who is impacted by the plan.
- Concern that there is a 'veil of secrecy' about the project, lack of communication about the project in general. I'm upset that I learned about the project from my neighbor.
 - A: Re-iteration of the outreach efforts over the last year (emails, meetings, social media, events, signage along the parkway). Communication is a shared responsibility; we should all be talking to our neighbors.
 - A: Clarification that CAC meetings are public, this is a public process and there are no private meetings between CAC members to discuss the project. All information shared is public, and as up-to-date as physically possible.

After the public discussion, the CAC voted to approve the Lynnhurst Concept, as approved by the Lynnhurst Subcommittee, with a vote of 10 CAC members in favor and 2 CAC members opposed.

At this time in the meeting, it was decided by the CAC to allow for further public comment, in lieu of continuing with the meeting agenda.

Summary of Further Public Questions/Comments

- Q: How late will lighting be turned on in the activity area shown in the Nicollet Focus Area?

- A: The master plan concepts don't address this level of detail for any of the areas. For these projects, as well as any other MPRB project, further detailed design occurs with community engagement with the surrounding neighbors at the time of implementation.
- Q: Has a tree inventory been completed? I have concerns about loss of significant trees.
 - A: MPRB keeps an inventory of trees through the forestry department. For any project, we try to preserve as many healthy trees as possible and it is not our intention to remove trees unnecessarily. At the time of implementation, further design, engineering, and surveying will be completed to ensure that trees are preserved as much as possible. Trees provide significant flood and erosion mitigation and are very valuable for many reasons.
- Q: Can we have a meeting to just talk about Segments 2 and 3? I have concerns about Nicollet Hollow area.
 - A: That was the plan for this meeting, but it was decided to use the time for public comment rather than discuss the plans. We will have to discuss these areas in future meetings.
- Q: Can the traffic study include examination of the closure of the lower road at Nicollet?
 - A: Yes
- Concern over trees to be removed for stormwater wetland areas.
 - A: Detailed design at the time of implementation will consider the location of existing trees, with restoration efforts working around existing trees as much as possible. We can include design principles in the master plan that address the preservation of existing trees.
- Q: Can the traffic study plan/methodology be made public? I'm concerned about transparency in the process.
 - A: The study will be made public. Until we know the scope, we can't say what will be included in the study. This will need to be determined with the help of the traffic engineering consultant. We will do our best to make all information public and transparent.
- Q: Was Burrough's Elementary School consulted on the Lynnhurst Focus Area Concept Plan?
 - A: Yes, and staff is supportive of the plan.
- Q: Is there information on numbers of people who use the creek for business purposes? I'm concerned about a kayak/canoe drop-off service I've seen recently.
 - A: We are looking into this.
- Q: How much did the Lyndale Avenue trail project cost? I'd like to get an idea of costs.
 - A: We don't have that information on-hand at this meeting. Please contact Adam Arvidson to request this information and he will provide it.

Items from the agenda that were not addressed during CAC #8 due to lack of time:

5. CAC Discussion - Discussion of Segment and Focus Area Concepts (+/- 60 mins)

- Review/ Discussion of **Segment 3**
 - Review Segment 3 Concept
 - Summary of Feedback

Minnehaha Parkway Regional Trail Master Plan_CAC Meeting #8 Notes 5

- Review Portland + Parkway Focus Area
 - Summary of Feedback
- Review/ Discussion of **Segment 2**
 - Review Segment 2 Concept
 - Summary of Feedback
 - Revised Concept 7/8/19
 - Picnic and Creek Access moved from Pratt Ave. area west to area south of the Parkway between Garfield and Harriet Ave.
 - Open area east of Harriet Ave, south of the pedestrian bridge designated to be seeded for future pollinator lawn
 - Review Nicollet Focus Area
 - Summary of Feedback
 - Revised Concept 7/8/19
 - Parking area under Nicollet Avenue revised with pull-off spaces from existing roadway. Bike trail in this area to use existing trail with modification west of the Nicollet Bridge.
 - Area designated for recreation limited to below the Nicollet bridge with surrounding area designated to be seeded for future pollinator lawn with existing trees to remain.
 - Median removed from Nicollet Avenue intersection, with note to enhance intersection treatments for improved pedestrian crossing.
 - Creek access and picnic area near Pratt Avenue moved to area between Harriet and Garfield Ave. (see Segment 2 Revised Concept 7/8/19).
 - Open area east of Harriet Ave, south of the pedestrian bridge designated to be seeded for future pollinator lawn (see Segment 2 Revised Concept 7/8/19).
- Recap previous Discussion of **Segment 1**
 - Review Segment 1 Concept
 - Summary of Feedback
 - Revised Concept 7/8/19
 - Natural surface trail between Forest Dale and Upton Avenue revised.
 - Enhanced intersection crossing for pedestrians added at Upton Avenue for natural surface trail connections
 - Picnic area and creek access area moved west to existing picnic area
 - Review Penn – Newton – Morgan Focus Area
 - Summary of Feedback
 - Revised Concept 7/8/19

Minnehaha Parkway Regional Trail Master Plan_CAC Meeting #8 Notes 6

- Revised Stormwater BMP design east of Penn Avenue with further consideration of existing tree location. Removal of Creekside natural surface trail in this area.

6. Public Comment

7. Next Steps

- Next CAC Meeting date to be determined (September/October), dependent on transportation study
- Online Survey for Preferred Concepts (launched 5/30) to close on Friday, July 12.

CAC MEETING #9

Minnehaha Parkway Regional Trail Master Plan

CAC #9 | Traffic Study

November 19th, 2019

Notes:

- Clarification on 95th percentile queue: 95% of the time, you’d expect x vehicles or fewer
- For roughly 3 minutes during the busiest hour, you may expect x vehicles or more
- You don’t want to plan everything for the maximum queue. 95% queue is a main driver for decision making.

Minnehaha and 50th Near the Bunny

- All way stop idea seems obvious. Makes a lot of sense and doesn’t involve changing traffic flow or putting median in.
- When you studied the stop, how much time is allowed for people to cross?
 - Spack used the PTV Vistro software to determine queue times. It doesn’t program in a specific amount of time for crossing; the time is based on traffic control, volumes, the type of roadway, and HCM standards.
- Safety would be improved if intersection was squared up to be more of a standard intersection
- How do you define a delay? Level of service? LOS D/E boundary?
 - Average delay/vehicle is for signalized/controlled intersections.
 - Level of service is graded A-F. Don’t want all intersections to be A all the time. Preferred level of service during peak periods should be C/D, but D/E range is also a normal experience in peak hours. You wouldn’t want an F level of service all the time, but they’re meant to have lower grades during peak hours.
 - Preferred concept creates backlog during peak hour from Portland/Minnehaha- a concern. Like all-way stop option.
 - For about 3 minutes during peak hour, you could see up to 12 vehicles queuing. Multiply queue by 25’ to get distance estimate. The queue length is not projected to interfere with other intersections.
 - If looking at 95% queue- is it worse at all way stop, or with the 1-way concept?
 - Queueing is similar, but extends in different directions (either south on Minnehaha Parkway for those waiting to go north/east, or eastward toward Portland for cars waiting to go west/south.
 - 3-way stop is much more intuitive. The one-way option would confuse people.
 - A signal seems like it would be beneficial for bikers and pedestrians.
 - A signal-controlled intersection was ruled out based on intersection spacing guidelines- spacing available was below the minimum spacing preferred. It becomes difficult to coordinate signals this closely spaced. You even tend to see larger queues with signals because of the artificial hold and release. This wasn’t modeled specifically, but is based on best practices/understanding.
 - What does squaring up the intersection look like?

- Preferred concept site plans show a realigned intersection conceptually. Minnehaha would meet Minnehaha/50th at nearly a 90 degree angle (a T rather than a Y). The bridge abutments are a factor in the extent of the realignment possible.
- A possible bridge realignment could be part of the priority projects, but that’s yet to be determined.
- The creek is forced to take a hard right under the bridge, which is unnatural and creates extensive erosion. The preferred concept realigns the creek and likely the bridge, in order to optimize water flow and address the erosion. Realigning the bridge would allow additional space to realign the intersection as well.
- Did the study look at the impacts of area construction on the traffic counts?
 - The study only looks at existing volumes. You may expect slightly lower counts once I-35 construction is finished.
- Would RRFBs (rapid rectangular flashing beacons) be beneficial here?
 - They do increase safety. Cities and counties are starting to set up more guidelines on where to use those. Frequently by schools, regional trails, and based on ADT of the roadway. Unsure of the City of Minneapolis’ current guidelines. MPRB has had to advocate for them at certain places (mid-block crossings). Less often used at intersections.
 - Potential conflict with “keeping the corridor natural”
- Is there any clue to future traffic patterns over the course of the 20 year plan?
 - Minneapolis is very residentially dense already. MnDOT and County have counts to use toward projections. County projects very little to no growth, but the engineers use a ½% growth rate.
 - Use of the Regional Trail is projected to increase over the next 20 years

Upper and Lower Minnehaha Pkwy and Nicollet

- You say 500 to 1500 cars is normal for a residential street- normal for which street?
 - This varies for a 2 lane road with different access points
 - The addition of the number of cars projected does not create an abnormal condition
 - As an estimate, PM peak hour sees roughly 10% of the daily traffic (so, here that translates to slightly fewer than 3 vehicles/minute during the peak hour)
 - Do the houses prior to the parkway split and the houses after the split get the volume of cars projected?
 - Correct. The overall traffic is not being changed by this concept (it will remain the same to the east and to the west)
 - Concern about additional cars routed to cross Nicollet. It takes a long time already.
 - Projection of 6 to 7 vehicle queue during PM peak hour
 - The side-street volumes are not enough to warrant additional traffic control (City would not allow it)
 - There is already a signalized crossing at 54th street to the south. This can make it easier for cars to cross Nicollet when northbound cars have a red light.
 - Delays projected are average (could be more or less for individual cars)

- Supposedly a similar condition for the Parkway crossing at Lyndale- could there be a more specific comparison? It isn't clear if the number of cars crossing there is similar to the number of cars crossing here. It may be helpful to see whether or not they're similar and if the queues and delays occurring at Lyndale are acceptable.
- Lyndale seems a similar design as this would be. People don't necessarily avoid that intersection, they just use it differently. Keep an open mind about the environmental opportunities afforded by this proposed concept.
- People may take a right turn on Nicollet and then scramble to get back left at 54th Street. Did you look at that potential impact?
 - No. The numbers of cars that may be diverted from the Parkway are able to be handled by the 54th Street signal.
 - Signal could not be moved from 54th to the parkway crossing because the existing volumes are not high enough to warrant a signal (City rules)
- East of Nicollet is a 2-way road necessary? Is it just to provide potential future parking access?
 - Parking access/exiting would be the only reason to have a 2-way road. If there were no activity node, there may not be a reason for that to be a 2-way street.
 - There's already a small section of 1-way Minnehaha Pkway west of Stevens

Minnehaha and 50th at Lynnhurst

- What fraction of the 2300 full day traffic is going to want to stay headed east? People like to take the creek.
 - 85% of the traffic was routed to James. Roughly 85% of 1900 vehicles throughout the day.
 - Residents may be able to live with additional traffic in front of their houses, but they should know about it first.
- Recommended concept with existing road conditions makes a lot of sense. It still allows us to achieve connectivity under 50th street to connect the community center, park, creek, and school. It takes some of the complexity out of the T intersection where the 2 Minnehaha intersections meet. Opportunity to improve that intersection even beyond not having the access drive to the community center.
 - City of Minneapolis did not believe additional stop signs are warranted at the parkway intersection.
 - It should be noted that the recommended concept may not be able to achieve the same flood mitigation or habitat connectivity with the Minnehaha Parkway bridge remaining in place because the abutments may restrict where the daylighted tributary can enter the creek.
- The Lynnhurst Subcommittee looked at moving community center to the north and having the entrance on James. The parking lot for the church on 50th often spills out and effects traffic on James. Adding traffic to James should be viewed with extreme caution.
- Light timing on 50th has been a huge improvement. I urge exploration of these technologies in other areas along the parkway.
- There's a pedestrian crossing at 51st street and the Pkway and then at the Pkways intersection. Without stop signs (not warranted per the City), it looks like there are ped/bike/traffic conflicts.

- Yes. The trail route will need to be reexamined if bridge stays in place. Trail will need to be rerouted and will cross an additional roadway (creating conflict) compared with the concept that has the bridge removed.

Public Comment Period

- Will parking on east side of Nicollet remain onstreet?
 - Yes.
 - This is the same condition as west of Nicollet which is noted (at 23') to be too narrow to adequately accommodate 2-way traffic and parking (although that is the existing condition)
- Increased traffic on Portland, Nicollet, and Lyndale due to I-35 rerouting- was this taken into consideration at all?
 - Traffic volumes are likely inflated. We may see fewer traffic impacts once traffic goes back to normal after the construction is complete.
 - We're responding to community concern about intersections that have been present for some time. So there were issues before the traffic increase due to construction.
- Is there data showing major increases in pedestrian or bicyclist fatalities?
 - There is not good data on near misses or all actual accidents. Even so, this is not primary motivating factor. Master planning motive is largely based on a variety of factors (required by met council for future funding). We have seen lots of qualitative data about fear of safety when walking/biking the parkway and crossing intersections. We want to make sure that people feel safe using their regional park.
- What is the best way to be heard if you can't make it Thursday?
 - www.minneapolisparcs.org/minnehahacreek
 - Adam's contact info is available for direct contact and an online survey is up as well
- If this plan is implemented how long does it take and how much will it cost?
 - The master plan will take 20-30 years and will be implemented incrementally over time
 - Disruption lengths will vary
 - CAC will make recommendations on what makes it into the master plan, and then priorities will be discussed for future projects
 - Funding can come from multiple pools (MPRB, MCWD, city of Minneapolis, met council)

Concerns Board

- The parkway is fine as it is (if well maintained). Master plan is a "solution" looking for a problem
- Stop creating a problem when none exists with the current bike, ped, and drivers under Nicollet Bridge
- Public is not being heard
- Very concerned the board members making the decisions do not live on the streets or neighborhoods impacted. How were they appointed?
- Tone deaf park board wasting tax dollars on a plan which practically no one wants
- The process just continues though tax payers don't want it to
- Love our historical parkway! It's silly to change it
- The curved parkway works fine. New plan creates more problems
- Leave it alone. Great & functional now.

- Further safety at Diamond Lake Rd.
- Congestion of intersections + impact on routes
- We have all we need- walking, biking, and driving routes
- The parkway is a valuable and peaceful traffic corridor. Keep it open. Plenty of room for bike/walking, etc.
- Huge increase in residential traffic- 3-4x current
- People making the decisions don't live in the area and won't be affected
- Were the homeowners specifically surveyed?
- Aging population doesn't bike, they drive the parkway and they vote
- NE Minnehaha Parkway 165 cars use this road. Why block the access by concrete blockade?
- No concerns. The new plan is beautiful.
- Tennis court at Lynnhurst should be North/South & not East/west due to sun
- High taxes of residents pay to live on Parkway- and they vote
- People love driving on parkway as a peaceful route around town
- People are moving out because of taxes. Those who stay enjoy the parkway
- Increased traffic on Girard & 50th & solution looking for a problem
- What about a "no left turn from parkway to 50th west"
- Leave the Nicollet area natural- leave the road in place.
- Routing eastbound Parkway traffic to cross Nicollet is a terrible idea. Significant safety issues.
- Live on Girard & 50th & worry about increased traffic around Shir Tikvah, 4-6 pm (religious school)- highly congested now
- Concern about crossing Nicollet with no stop light
- Why reroute traffic up to Nicollet?
- Concern about losing natural surface paths along the creek
- Concern that there has been a lack of serious consideration, weight, and gravity placed on the very real concerns about changes to the parkway & greenspace that have been vocalized by residents that live near & on the Parkway
- Inadequate duration of traffic study
- Using a brief, inconclusive traffic study to justify closing the parkway. Should study traffic patterns for 1 year.
- Traffic study taken on 1 day in October!!
- The traffic study seems one sided by not having it during summer months
- I am very concerned that if you make the 50th/Portland intersection one way lots of cars will shoot onto 51st into the neighborhood
- Concept design pie in the sky with no balance or modifications from feedback Nicollet Hollow
- Huge safety issue. Intersection of 50th St and Minnehaha Parkway just west of Portland. Unsafe for autos, bikers and walkers. Need more stop signs!!!
- No data to support unsafe intersection perception
- What about enforcing bike road rules?
- We have parks nearby
- Traffic study was poorly and unscientifically executed. What about all seasons usage?
- October doesn't reflect summer days.
- Traffic study too short & no seasonalization

- According to Minneapolis' own stats, very few residential streets have >1000 traffic
- Just don't understand rationale given how few accidents have been reported
- No one under 25 years old is in this room
- Small group is overpowering community residents
- Concern that voices that are interested in seeing change feel intimidated and marginalized by a vocal and well organized resistance
- Major safety concerns with lower road closure!
- Increased traffic and associated crossing issues with elimination of portion of Parkway under Nicollet, for both road cyclists & auto traffic
- Closing streets unnecessarily
- Do not limit emergency vehicles access
- Another park in an affluent area?? How about supporting poor neighborhoods
- What about the bike/ped crossing by Nokomis Center used parkway for 40 years and have seen lights activated 5-10x?
- Safety and beauty of community
- Safety of children
- The health and safety of future generations are not being thought of

Hopes Board

- Stop forcing unnecessary changes to the roadway
- Don't close streets
- Keep the grand round!
- Move people- not cars- efficiently, safely, & equitably
- Hope that we think larger than motor vehicle parking and driving
- Hope that other concerns (water, safety, lighting, erosion) are all considered evenly
- Tie this project up in court until the next park board election
- Vote in a new and different park board
- Cut funding for the park board
- Fire Adam Arvinson
- Drop this project entirely
- Register & tax every bike more,
- Including trail users not in cars
- Educate bikers & pedestrians they need to stop or slow down before crossing streets...most assume a clear right of way
- Hope the parkway access for automobile traffic will not be changed
- Much longer traffic studies
- Hope that the words "95 percentile" will never be said again
- Before changing traffic at the bunny, let's try a good old fashioned set of stop signs
- Keep lower road & preserve natural resources we have now
- Pilot changes at nicollet
- Hope that the portion of the parkway under Nicollet Ave will remain to through traffic
- 50th and Pkwy all-way stop is clearly the best solution. I really dislike the other two proposals
- The trail crossing at 50th/Minnehaha Parkway is made safe

- Improvement to Lynnhurst Park & pedestrian bridge over 50th
- Hope stormwater is filtered and cleaned so Nokomis beaches and others stay open all summer
- Build bridges
- Hope we make a forward-thinking decision that allows for ALL stakeholders
- Hope that we use this opportunity to make a park for the future by moving people toward more sustainable modes of transportation
- Hope natural surface paths along the creek will be planned for & maintained
- Subtle interventions that enhance the beauty of the parkway. Not over programming or disrupting the continuity of the existing
- Listen to your citizens concerns
- Listen to the community

CAC MEETING #10

Minnehaha Parkway Regional Trail Master Plan

CAC #10

December 17, 2019

Segment 1

CAC Questions

Will Parking on Penn change if activity increases there?

- A. We'll take note and see if a change can be made

How will people get to the water access near Penn?

- A. Drivers could park in the neighborhoods. This is envisioned as more of a tube launch due to its more difficult access for those with canoes/kayaks. There may be other options for this launch.

Are ped/bike trails along Morgan envisioned as combined, or separate?

- A. Combined, but they could be separate- the available space is narrow. Bike path could be onstreet.

What treatment will be done for the two outfalls identified in Penn focus area that don't have an associated BMP?

- A. Outfalls will all be considered individually and improvements will be done as necessary to each one even if something specific isn't shown. General principles for the treatment of outfalls will be included in the plan, perhaps in a matrix of options. The ones of the highest priority have more detailed designs and BMPs shown.

What enhanced management is envisioned for the gold overlay area north of the Morgan tennis courts?

- A. This area and other designated areas throughout the corridor will include turf reduction and be planted with pollinator lawn, or native grasses, trees, and shrubs. Reduced mowing is a benefit to this approach.

Will the proposed natural surface trails be ADA compliant?

- A. They could be if they were compacted crushed aggregate. Were envisioned as packed earth (as they are now), but designed and maintained so that they drain properly and are not prone to erosion.

Is there a possibility of trail going under Penn Ave?

- A. The bridge will be in place longer than the life of the master plan, so it's not possible.

Does the natural surface trail continue past Penn, or stop?

- A. It continues.

Is underground storage an option at Penn Ave BMP?

- A. Underground storage is best in large areas because it's so expensive. It also will not allow for tree preservation.

Should we emphasize treatment over storage here? Could underground storage be done down further and water just be cleaned here?

- A. Because this outfall takes the 2nd largest area of runoff along the Creek, this much space is needed in order to properly handle the runoff (slow it down and treat it, preventing erosion/flooding) before it enters the Creek.

People walk/run on the south side of the Creek east of Morgan- why is the trail on the north side of the creek rather than the south?

- A. The bridge was added to complete the proposed "Creek District" grid of bike/ped access points to the creek

Public Discussion

- The trail is too tight along Morgan, it should be on-street for bikes
- All trails west of Morgan will be natural surface
- The bridge at 52nd and Morgan will still be there
- Enhance wayfinding

CAC Discussion

- The trip from Lynnhurst to Morgan/52nd is very convoluted and wayfinding needs to be improved to direct people. The Morgan Ped bridge is vital to this.
- Balance and stability for some folks is tricky on unpaved trails. Would be nice to get more ADA accessibility.
- Concern a combined/separated bike/ped path along Morgan would be overpaved and just end abruptly near the tennis courts. Bike path should be placed on-street, with peds adjacent to the road on their own sidewalk/trail.
 - A few blocks south on 54th is a bike facility and there is a gap in access. This gap should be addressed and additional improved wayfinding is necessary.
- Consider having an ADA launch at the end of the bridge near Morgan. This location is less steep than the one at Lynnhurst.
 - A launch at Morgan would also be good for kids tubing to get from Penn down to Morgan and back up
 - Forestdale is a good location for floating
 - Lynnhurst's launch is going to be a great addition to the activity there
- Grading doesn't happen with small machines- despite the improved detail of the proposed BMP, still concerned about impacts to trees
 - The park board has done projects where they've protected significant trees before- perhaps it's possible to do the BMP and preserve the trees (like at Sea Salt at Minnehaha Falls)
 - It will not likely be possible to get forest preservation, preserve the open space area next to Penn, and include stormwater management in this area. Which 2 of these 3 are the priority?
- Make sure to restore shoreline between Forestdale and Upton (currently "maintained" with chain link fence and rock)

Segment 2

CAC Questions

The relocated picnic area and creek access was moved a few blocks east of Lyndale at Harriet- why was it sited there instead of between the Parkway roads at Valleyview as some residents suggested? (CAC should weigh the following pros/cons):

- The glen between the Parkway Roads is across the street from the trails, which necessitates an uncontrolled Parkway crossing for ped/bicyclist access to picnicking or water access. There are no parking bays nearby, so they would need to be added, but if they were, portagers would not have to cross the Parkway/bike path to get to the launch. They would need to portage canoes/kayaks about 150' to the creek access, which is not very visible from the road or trails. There is ample room for a large picnic area away from any homes.
- The location near Lyndale has parking and is along the trails. The picnic area would be small (just a few tables for people to stop for lunch, sort gear, etc.). There is some concern about picnic activity interfering with bikers as they ride down the hill from Lyndale, but the picnic area is on the other side of the pedestrian path from the bike path- about 50' away. Portagers would have to cross the Parkway/bike path to get to the creek access from existing parking bays (a 120' distance), but sightlines are good and the launch is visible from the road/trails. If grills were included at this area, they would be more than 150' from nearest home.

Why are there combined trails going up to the intersection at Lyndale and below?

- Community engagement indicated a strong desire by both pedestrians and bicyclists to access both the Parkway's intersection with Lyndale and the underpass. Principles to inform this design could include widening the trail where space can be made available (potentially using engineered walls/additional boardwalk to expand available space on the steep grade), separating the trails where possible, and signing/stripping the paths so that bike and pedestrian areas are clearly marked to eliminate confusion.

Could the picnic area at Emerson be moved near Dupont?

- Not with the proposed remeanders/restoration around the Dupont bridge.

Where are the braided channels along this segment?

- There is one at Bryant; the rest of the creek restoration is remeanders

What will the BMPs south of Lynnhurst be?

- Water resource engineers have indicated that it could be a constructed wetland with a raised path through the BMP. Would use the available space adjacent to the creek for flood storage rather than any underground storage.

Public Discussion

- There has been a dramatic drop in bird population in recent years and we need to be thoughtful about adding lights in the Creek corridor as it can be problematic for birds.
- There used to be a nice dirt walking path under the Lyndale Bridge- now I can't enjoy the pedestrian path like I used to because I'm concerned about bikers coming by.
- The energy devoted to each mode of transportation should be equal: 1/3-1/3-1/3 bikes-peds-cars
- At Pratt, bikes and pedestrians have separate paths but pedestrians still follow the bike path. There should be a pedestrian trail on the south side
- The hill going up to Nicollet is difficult. The path underneath the bridge works well as is.

- Concern about activities under Nicollet with lighting and parking. Doesn't seem like there is a need for a restroom.
- Less is more. Leave it alone. There are enough other places with stuff.
- Agree with other comments about stuff crammed in here. Plenty of parking along the streets for a boat launch. Adding a parking lot doesn't seem prudent. ADA launch could go on the north side where there's more bump outs/ parking.
- Natural feel should be the prioritized over activities proposed. Urge the people behind designs to be more creative in thinking about designs that maintain the natural look & feel of the park.
- Hate to see grass being torn up to put in picnicking
- People picnic on the ground- they don't need tables

CAC Discussion

- Concern about art at Dupont. Support for interpretation, but would like the gorge and the nature to be the art- don't want human created items can be a distraction.
- The glen between the parkway roads east of Lyndale would be a great spot for public art. It could be seen from the road and people walking up/down the stairs.
- The trail at Bryant is always covered by ice and needs to be better managed.
- Instead of parking lot, say future parking if necessary
- Recognize that the area under the Nicollet bridge is not natural now, and we have an opportunity through this process to guide improvements to it
- In favor of more natural looking designs for any features in the activity area- like some of the images now shown
- Providing bathrooms along the creek corridor is important. I have aging relatives that like to visit the Creek, but can't do so without having a restroom available. Not having facilities is exclusionary to certain groups. The population is aging, so it makes sense to start thinking about having more. Putting a restroom in a space that's already not natural (like the Nicollet underpass) would be a welcome addition.
- Consider moving any necessary parking under the bridge so it's less of an eyesore.
- Consider partnering with local artists to combine art and play features under Nicollet and engage the community/neighbors in the area's design. This is an ugly area, so this would be an opportunity to improve it.
- When the Nicollet bridge is up for repair, engage artists in its design
 - Nicollet is a City of Minneapolis bridge and they're responsible for the process, but the CAC can make recommendations that the City will reference in their process (like including local artists and engaging the public in the design of the bridge and the area beneath it.)
- Stormwater management is really important on the south side of the Creek south of Pratt (floods)
- Could something more be done with the plaque on a rock about the plane crash?
- Bike and ped path separation should be emphasized. I know that public feedback resulted in some of the paths being combined, but many dog walkers use these paths and that is a safety conflict with bikes.

Segment 3

CAC Questions

How high is a raised intersection (speed table)? Where will they be?

- Generally the height is the same as the curb (so 6" typically). Peds can walk out onto it at grade and cars ramp up to the 6" height gradually.
- Many of the intersections are with City streets, so we can't be specific intersection by intersection about what enhanced crossing methods will be used where. Ongoing collaboration will be needed, but MPRB has been in talks with Minneapolis Transportation.

How does an all way pedestrian crossing work?

- When the light turns green for pedestrians, they can cross in any direction without any cars or bikes entering the intersection (cars are stopped in all directions).

Is there a comparative single track bike trail in size/length in the system?

- Theodore Wirth is the best example, but it is a larger park.

Will the bike trails be designed for a certain age group?

- Less based on ages and more based on skill level. Single track courses often have features built into them that are elective, which allows riders of different skill levels to use the same track and choose their own difficulty.

Public Discussion

- Love the idea of raised intersections (speed tables) to improve safety at Chicago & Bloomington
- People ride mountain bikes in this area anyway, might as well formalize the trails and apply MPRB sustainable trail standards and introduce the culture of not riding on wet trails and self policing
- The enhanced trail crossing at Chicago is good because the area beneath the bridge floods
- The curb on the east side of Bloomington is dangerous- bikers frequently hit it- consider extending

CAC Discussion

- Going from east to west at the Bloomington intersection there is often a queue of 10-15 bikes. Consider raising the stopping area on the east side to make crossing easier for bikers that are less experienced and bad at getting going from a complete stop going uphill.
- The concept does not show the under bridge crossing at Chicago (which floods a lot and we doubt can be remedied...)
- The stretch between 12th and Bloomington is okay, but may be better with a natural surface pedestrian trail along the creek (there is an ad hoc one there now). That way it could be formalized and maintained, as it is currently causing erosion.
 - Some people don't want formal natural surface trails, just ad hoc the way they are now
 - Would prefer a natural surface ped trail close to the creek over the paved path proposed between Bloomington and 12th
 - The pedestrian trail on the north side is critical to ADA access, but the south side paved trail is really steep
- Some concern about the trail bridging Bloomington Avenue between the bike single track trails. Will need to be carefully designed.
 - Road crossings of these types of trails currently exist in Theodore Wirth and are working

- Neighbors would like to see a dog park somewhere in this section- maybe at the site of the old baseball field. It doesn't have to be big.
 - Dog parks will have a huge impact on water quality so close to the creek
 - Are there human interventions that can prevent water quality issues related to dog waste?
- The single track trails are not very long. Maybe replace with a bike park?

Segment 4

Segment 4 was discussed in June and the CAC came to a consensus regarding the recommended design.

Hopes

- Consider speed table and markings at Portland and the North Parkway road instead of turn blocking medians
- Segment 4:
 - Plant More Trees
 - Protect Habitat
 - Keep Bike skills course small (or build something else)
- Keep green space and natural habitat intact everywhere

Concerns

- Bike skills park on 34th should stay within current boundary of the tennis courts (segment 4)

CAC MEETING #11



Community Advisory Committee (CAC) Meeting #11
Minneapolis Park and Recreation Board
Minnehaha Parkway Regional Trail Master Plan

Tuesday January 21, 2020, 6:00 – 8:00pm
Lake Nokomis Community Center, 2401 E. Minnehaha Parkway

CAC members present:
Caitlin Ross, Cory Schaffhausen, Devin Olson, Francesco Marraffa, Frank Burton, Jim Tincer, Jonathon Heide, Lesley Lydell, Martha Grant, Mary McKelvey, Michael Jishke, Michael Torres, Rebecca Johnson, Richard Duncan, Richard Nyquist, Ryan Seibold

CAC members absent:
Betsy Brock, Bill Shroyer, Jessica McKenna

Approximately 47 members of the public attended the meeting.

Staff, consultants, and speakers present:
Adam Arvidson (MPRB), Madeline Hudek (MPRB), Bryan Harjes (Consultant-HKGi), Jody Rader (Consultant-HKGi), Sarah Evenson (Consultant-HKGi), Tiffany Schaufler (MCWD)

1. Lynnhurst
CAC Comment

- Concern about the 3-way stop intersection with bike and pedestrian trails
- Suggestions that there should be a stop sign for bikes coming from the north- it’s difficult for cars to see them. Suggestion that lights be added so that bikes know to stop too.
- Area where bike and ped trails come together (2 bike & 1 ped) would be widened to create a landing/mixing zone for modes before crossing
- Will Parkway traffic heading north/west be able to take a left turn? Yes. Just like today. The intersection is just realigned for clarity.
- What will the BMP storage be at Bourroughs?
 - Underground storage with recreational fields above
- The elevation of the parkway road bridge (south of 50th) is intended to stay relatively the same (it is not anticipated to change or block views). It will likely be 6-8’ above the creek so that habitat and hydrology will remain connected beneath, and not barred by landform. Imagine the earth beneath the existing road being removed/carved out and the road being held up by abutments. There’s not enough room to get trails underneath (bikes and peds can cross the Parkway at grade)
 - Suggestions to ensure that the current bridge’s low profile is maintained and the extension is as invisible as possible in the landscape



- Make sure habitat value is not just for waterfowl (there are too many on this stretch)
 - Note that the parkway bridge is elevated on the plan
 - Include a cross section or elevation of the bridge to help people visualize this
- The tributary extension could be simply a water portal, using the existing bridge abutments, but the bridge extension allows habitat connectivity to be an important aspect (for turtles and other critters), and creates additional flood storage
- There is a strong need south of the 50th street bridge to include significant signage to show that the creek continues west of the parkway and 50th, and does not just extend up to Lake Harriet (the tributary)
- The tributary should have a new distinct name
- Is there potential for an additional pedestrian bridge over the tributary south of 50th to connect kids on the west side to the east side of the tributary?
- The bike trail runs through ADA water access currently, if this area is redundant, the bike trail could be deleted.
 - But, if the area floods, cyclists would have nowhere to go
 - I disagree that the bike trail on the east side is redundant and oppose deleting it.
- Concern about the play area outside of the new community center allowing access to the creek- how would water quality be monitored?
 - The area would be managed like the MPRB’s beaches. Water would be tested for contaminants at the access point and would be closed if there were any concerns.
- The CAC had a preliminary vote on the Lynnhurst Focus Area and agreed that preliminarily they agree to move forward with it but would like to wait for CAC members to hear from their neighborhood groups before making a formal recommendation
- The concept is 95% of the way there, and the remaining decisions will be detail design and made during implementation

Community Comment

- Why are there two paths for bikes (on each side of the creek)? Do they need to be on both sides?
 - Like motorists, bicyclists like to take the most direct route. The bike trail south of 51st would be the best route for those coming from the west, and on the East side of the tributary, that trail is direct for those going north/south.
- Is there a risk of BMPs shown impacting adjacent homeowners?
 - Results of the Nokomis area study will be published soon, but BMPs (like the underground storage shown at Burroughs), hold flood waters back and release them into the creek gradually after risk of flooding has passed
- I appreciate the right angle and all way stop at the intersection of the Parkways south of 50th. It is a very dangerous intersection today.



2. Segment 2 & Nicollet Hollow

CAC Comment

- Will the sledding hill at 51st be preserved?
 - Yes. A sledding icon will be added in the next concept iteration. The bike trail is intended to be placed out of the floodplain, at the top of the hill, behind the sledding hill (not through the middle of it). The pedestrian path connection can be located during detailed design so that it does not impact trees and is out of the way of the sledding hill. At the master plan scale, accurately locating these trails can be difficult, but the master plan document will make recommendations about desired outcomes to guide future construction (i.e. trails should be located so that the sledding hill is preserved and the fewest trees possible are impacted)
 - Concern voiced that there is not room near the road for the trail without having to cut down many trees.
- What level of detail can we expect in these master plan scale concepts?
 - Are recreational and natural amenities included as expected? Do the intersections seem generally workable? Are trails in the general right location? Not precise locations for trails or exact sizes of BMPs, etc.
- As someone who runs and bikes in this area, it needs to be really clear where pedestrians need to go.
- If/when the lower parkway road west of the Nicollet bridge need to be redone, could it swing closer to the bridge in order to make more room for the bike trail?
 - The team has explored this, and the geometry has to be more or less maintained in order to get cars under the bridge between the abutments, so there may not be enough room to make that happen. If the bridge is redone rather than just being restored, adjusting the road alignment is more of a possibility.
- The creek access point shown in Segment 2 is near where the old WPA bridges are. People will be able to see how high the water is in relation to these, which is helpful (the low bridges can come as a surprise). Will they be raised at all (it's often tight to get underneath them)? Or could they be blocked off when unsafe?
 - The MPRB and MCWD work together to assess safe water levels/ cfs of the creek and post it on their websites. Creek access points are opportunities for safety signage on use of the creek.
- Why not remove the lower road east of Harriet to create more greenspace?
 - Removing parkway roads has been contentious in this process, and the design team opted to leave it in as a result.
 - The master plan document will chronicle the history of the project's process and decision-making so that future planners will understand why the concepts evolved the way that they did
- At the Nicollet and upper Parkway intersection, realignment will help shorten the crossing for pedestrians and improve visibility, but traffic will still work the same (parkway cars will have stop signs, but traffic on Nicollet will not).
- The picnic area around Emerson has very dense vegetation and would not be a good spot for picnic tables and grills. Could it be relocated to the area closer to the bridge south of Lynnhurst?
 - This area is dedicated for flood control, so likely wouldn't be fitting for a relocated picnic area. We can remove this picnic area- there are already others in segment 2.
- Tread lightly on any interpretation about the 1950 plane crash- there is already a plaque, and family of those who died should be involved



- Is the trail going down the hill west of Lyndale a combined trail? Is that for accessibility, or could it just be bikes?
 - Access up to the Lyndale intersection was desired by both bikes and peds throughout the community engagement process
- Like the ped/bike separation under Lyndale- try to incorporate design/trail painting mode separation methods elsewhere as well
- Address buckthorn and other invasives in the plan
- Are there components of picnicking at Emerson that can be kept?
 - Three should be inviting spaces to stop along the way, but perhaps a different scale than a full blown picnic area
 - The area is tranquil and should be kept as such
 - Much of the vegetation there is buckthorn and other non-desirable trees
 - If not picnicking, then maybe benches
 - Designated hammocking maybe?
 - MPRB doesn't have a policy for hammocking areas because people can technically hammock anywhere, but if it's going to happen, it may be smart to have safe spaces to do so where trees won't be hurt
- CAC voted to preliminarily recommend Segment 2 with removal of picnic area near Emerson
- Process Suggestion: take 10 minutes at the beginning of CAC meeting 12 to review any feedback given by the neighborhood groups and make final recommendations then
 - Some CAC members would be willing to recommend this segment now, but will wait if that's the will of the group
 - If the neighborhood groups are strongly opposed to something, that doesn't mean that discussion won't be reopened
 - Typically, CACs haven't brought plans formally to neighborhoods before making a CAC recommendation (the CAC members were selected to represent each neighborhood), but this can be done if that's what this CAC feels is needed

Community Comment

- There are lots of trees along the Parkway where you may want to put the bike path above the floodplain before dropping it back into the gorge
- Ensure the plan contains principles about maintaining existing tree cover when designing and constructing projects
- Are there any drinking fountains in this section? What about across all 4 segments? Runners and others would really appreciate them. Consider increasing water fountains and comfort stations across the corridor.
 - Nicollet Hollow is roughly 1 mile between Lynnhurst and the Bunny, and water is intended to be available at all three locations, plus at Nokomis-Hiawatha Regional Park
 - These locations are called out in the plan, but will not necessarily be the only places throughout the creek corridor. Where opportunities arise, water will be considered and added if possible.



- At Nicollet Hollow, is there activity south of the lower parkway road east of the bridge?
 - No, none is shown
- What intersection improvements are proposed throughout the corridor?
 - We can't determine exactly what will go where (that is detailed design), but it could be speed tables, improved crosswalks, realigned intersections with bigger landing and queuing areas, signal timing improvements, rapid flashing beacons, or others. You can review images showing some of these options in the CAC #10 presentation (online at the project website).
- Those who bike in segment 2 know that there are a couple of treacherous spots to point out:
 - The wooded, twisting path through the area show as a new stormwater wetland in the Nicollet Focus Area. Bikes sometimes can't see each other coming and collide.
 - The large hill heading west from Lyndale has a sharp right turn
- Support for no grills or picnic tables in area near Emerson
- The redesign of Nicollet Hollow is thoughtful, and as a dogwalker, I'm happy about the bike and pedestrian separation shown

3. Portland Focus Area

CAC Comment

- Is there still a left turn lane for northbound traffic at Portland?
 - Yes.
 - I see the value of a median in this area
- Is the purpose of the median near 50th and 4th to prevent left turns? With the stop signs, it doesn't seem useful
 - Suggestion to get rid of medians so residents on the one-way road north of the creek can take a left to get onto the parkway heading east
- Suggestion to delete southern half of the median north of the parkway along Portland so that turns going both directions can be made by the residents along the northern parkway road
 - The medians are there specifically to restrict left turns which helps to clarify routes with all of the roads convening here. It prioritizes bikes and peds and improves safety for all modes.
- The 3-way stop at 50th is awesome
 - This should be a priority project
- Will there be a new sidewalk at the reconfigured intersection at 4th and 50th on the north side of the parkway road?
 - Yes
- It seems like there was a missed opportunity to keep the bike trail on the east side of the parkway going south from the 3-way stop, and then cross over around 51st where there is less traffic.



- Designers had considered this earlier in the process, with mixed reviews. With the reconfiguration of the 3-way stop intersection, we feel all modes can be safely accommodated there.
 - The sidewalk on the east side of the parkway is not large enough to be used as a combined trail, and there are concerns about space for a widened trail in front of those homes
 - Maybe identify a pedestrian crossing on 51st to access the park
- The plan is greatly improved since a year ago, but the north road near cedar hasn't been discussed
- Idea to have stop signs or bikes/peds at 3-way stop too
- Are one ways and medians at the Parkway frontage roads duplicative? Seems like a double whammy.
 - What about eliminating one ways but keeping medians so that people can't get through but offers options for neighbors?
 - The one-ways and medians are both necessary because people will still attempt to cut through during rush hour (if only one is removed, cut throughs and/or unsafe turn movements will still occur from both directions)
- Why not have two-way traffic for one block between Oakland and Portland so people can maneuver in both directions?
 - The streets there are very narrow and have parking, which complicates flow

CAC MEETING #12



Community Advisory Committee (CAC) Meeting #12
Minneapolis Park and Recreation Board
Minnehaha Parkway Regional Trail Master Plan

Monday February 10, 2020, 6:00 – 8:00 pm
Rev. Dr. Martin Luther King Jr. Recreation Center

CAC members present: Caitlin Ross, Cory Schaffhausen, Devin Olson, Francesco Marraffa, Frank Burton, Jim Tinch, Jonathon Heide, Lesley Lydell, Martha Grant, Mary McKelvey, Michael Torres, Rebecca Johnson, Richard Duncan, Richard Nyquist, Ryan Seibold

CAC members absent: Michael Jischke

Approximately __ members of the public attended the meeting

Staff, consultants, and speakers present:

Adam Arvidson (MPRB), Madeline Hudek (MPRB), Bryan Harjes (Consultant-HKGI), Jody Rader (Consultant-HKGI), Sarah Evenson (Consultant-HKGI), Tiffany Schaufler (MCWD)

1. Lynnhurst

CAC Comment

- Frank Burton states that residents have concerns about the fishing pier being accessed by tour buses. Suggests parking spaces on the east side of the northbound Minnehaha Pkwy segment south of the intersection would be better than the location of the existing parking bays
 - Consider commercial permitting for things like kayak and fishing tours to reduce their impacts along the Creek
 - MPRB limits the amount of equipment that permitted rental agencies are allowed. The issue that is occurring currently is with an outfitter that is not permitted (and should be)
- Michael Jischke emailed with comment suggesting that the long bridge is not necessary and should remain as it exists today
 - Comment in favor of maintaining the concept as its shown, with the extended bridge, which allows for habitat connection and additional flood storage. The existing bridge can be left in place until work takes place on the tributary, and can be replaced at that time
- Lynnhurst Focus Area recommended with 1 dissenter (Frank Burton)



2. Segment 2 & Nicollet Hollow

CAC Comment

- The picnic area on the west side of the segment will be removed and the sledding hill at 51st will be maintained without impact by trails.
- Please consider removing, or use extreme caution around suggesting interpretation about the plane crash.
- Please include amenities in the flats (area along the creek between Humboldt and Emerson) even if there is not picnicking there
- Include that the CAC places emphasis on flood mitigation and water quality in the plan. Wants that to be the priority and not prioritizing space for amenities like picnic tables (especially where there is space for large natural resource improvements)
- Mature trees are essential to the parks and do a good job improving habitat/water quality. Please include guiding principles and language about preserving trees in each segment
- Segment 2 and Nicollet Hollow were recommended unanimously by the CAC

3. Segment 3

CAC Comment

- Clarification about the natural surface trails that when they are designed, there will be an additional process to determine where exactly they go and select a surface type
- The CAC needs to make a determination on the road at Cedar that is considered for elimination because it is MPRB property- no City involvement needed
- Bike tunnel would go under Cedar and that is a County Road- the County would have to be involved in that process
- Frank Burton suggests that at Cedar and the Parkway where the concept shows a closed frontage road south of the gas station, many would rather have just the eastern portion of the frontage road closed and maintain the western portion for access to the gas station without having to go to/from Cedar.
 - CAC member commented that he is not concerned about the gas station having a second access in the context of this long-range plan
 - CAC member disagrees with public comment that eastbound cars must take a double left if on the Parkway and trying to access the gas station. You could take a 2- block detour, which is not an excessive ask.
 - Michael Torres states he stopped by that gas station today and understands that it's a little bit more difficult to cross Cedar than to use the frontage road, but he did not actually find it too difficult. It may not be a gas station in the future, and this is a 30-year plan. We should not be planning for this particular business. The corridor would benefit from the extra greenspace.



- I don't view the frontage road as just serving the business- I view it as serving the residents of the community (Lesley)
- (Frank Burton) There have been several near drownings at the sledding hill west of Bloomington on the south side where it goes into the creek. Suggest that the park board plant soft bushes there to stop kids from sliding into the creek.
- (Martha) We should make a point in this plan to request additional research (ongoing studies) on flooding to help understand potential impacts of implementation items.
 - Specifically, groundwater to surface water interactions
 - Devin Olson says it's important to remember that this is a 30-year plan, and we should allocate funds to research as designs and implementation come up (we don't need to study everything right now)
- Concept was recommended unanimously by the CAC with the understanding that text suggesting continued groundwater/surface water research be included in the plan

Community Comment

- Agree that closing the whole frontage road at Cedar is a bad idea. People coming eastbound on the parkway who want to access the gas station would have to take a left and another left. May create backups. Support removal of the east segment of the frontage road.
 - Resident who lives near the gas station would like to keep the frontage road the way it is now. Helps to minimize congestion. Worries that the intersection will become more congested with a new housing complex going up nearby.
 - Attendee reiterates point about 48th St and Cedar being a useful frontage road (study to see traffic impacts of Bergen development before considering removal)
- Member of the Hiawatha Golf Course CAC also believes water coming into this area needs to be reduced and is concerned about constructed wetlands having negative impacts on nearby properties
 - Tiffany Schaufler of MCWD commented on this attendee's concerns
- Attendee had a discussion with USGS about trans evaporation and wetlands being important, but still has concerns about water being brought closer to homes. Can you model surface and groundwater runoff together to understand impacts?
 - Tiffany Schaufler of MCWD commented on this attendee's concerns

4. Segment 1 + Penn-Newton-Morgan Focus Area

CAC Comment

- Michael Jischke suggests a different shape for the BMP east of Penn and that the launch not be shown near Morgan



- Suggestion for bike trails west of Lynnhurst to Morgan to be on-street, as this area seems narrow for two trails, and additional impervious surface. Discussion on issue below:
 - 51st seems like parkway in character- perhaps bikes could be on street as a shared use street and then just have a ped trail
 - There is a natural surface walking path there- maybe put a bike path, but leave the pedestrian path as a natural surface trail
 - Clarification that residents would need to clear sidewalk if pedestrians are directed to use the sidewalk across the street
 - Thinks only having one trail would create more problems than it would solve (walkers and bikers would both just use the trail)
 - Could the ped trail be on the north side of the creek? Could be useful to Borroughs
 - Suggestion for option for trail to continue west from Lynnhurst on the north side of the creek.
 - MPRB has no property on the north side of the creek near the Logan bridge (no opportunity for trails here)
 - Space for a path west of here was studied and not deemed feasible
 - Frank says residents would like to see one paved path, one natural surface trail
 - Would have to sign that path as a multi-use path because peds will use the bike trail
 - It's a safety issue not to have a paved path for peds or to have a multi-use trail
- Hope that more people continue their travels on the creek west of Lynnhurst, whether that be biking or walking. Hard for people to access a thin, slippery, muddy trail. Need to formalize the natural paths, and see a paved path where possible for as long as possible. Like the path extending to the tennis courts paved.
- Clarification that west of Morgan, trails will be natural surface only. ADA users and bikes would use sidewalks and City streets to get around the creek district. Access points like the Penn Ave overlook would allow those users to experience the creek.
- Add interpretation where creek crosses into Minneapolis (general CAC agreement)
- Label the York outfall
- Cul-de-sac near Morgan: residents would like to ensure that the roadways are not impacted in size if trails/a new bridge is built
- Clarification about trail surface at Penn-Newton-Morgan. Natural surface west of the creek, paved ped trail east of the creek, on-street bike trail.



Minneapolis Park & Recreation Board

- Rich recommends having a CAC 13 if this segment needs more discussion (bridge at Morgan and trail routing still being discussed)
 - Devin would like a focused plan with just this topic if there is a CAC 13
 - In favor: 6 Opposed: 4 Abstain: 1
- No recommendation at this time (unanimous recommendation later in the meeting)
- Suggestion to put the bridge crossing slightly south of where it is proposed currently (south of the sledding hill) to avoid impact to the berm
- Proposal to approve this segment with the caveat that proposed bridge at Morgan not impact the berm or the road/cul-de-sac access.
 - Like the idea of a trail going on the west side of the creek toward the tennis courts. Would be good to have alternates shown in the plan (if bridge where it is shown is not feasible or has too many impacts, then trail to the west)
- At Xerxes, the bike path would benefit from staying on Upton to 52nd, staying off 54th (which is too busy)
- Reiterate that natural flow for bikes is to move west to east rather than crossing over the creek to the north. Would be better for bikes to stay on the south side of the creek. Or use 52nd to Logan, but this does not feel like a Creek experience.
 - Concern about tree impacts if paths are put on the south side of the creek west of Logan
- Motion to recommend approval of Segment 1 with 2 paved paths on the south side of the creek west of Lynnhurst and an exploration of alternatives for the trails/bridge at Morgan/Logan (to be considered in detailed design) and added signage/interpretation at Minneapolis border
 - Unanimous approval of concept by CAC (no 13th CAC meeting)

Community Comment

- Concern about the integrity of the thin berm near 5121 Morgan Avenue. The bridge would need a large footprint in order to get over the floodplain. Trees will be lost and the berm will be impacted. Would rather see the path that bike traffic already takes be formalized (going east at 52nd) or adjusted to use existing bridges and a path below the sledding hill.
 - Clarification by CAC member that berm controls surface water flooding, but homes here are impacted by groundwater where creek used to flow beneath these homes.
- Would like to emphasize that the homes in this area are very sensitive to water levels. Think that designs need to consider BMPs and tree removal very carefully. Study the effects of surface and groundwater first, then decide on the least impactful approach.



Minneapolis Park & Recreation Board

- Question about the SE corner or the park near Morgan Avenue- why is the sidewalk shown extending outside of the study area? Two trees will need to be removed and there is a utility pole.
- If there's an alternative to removing mature and healthy trees, it should be selected. Saving trees should be a priority.
- Adding bridges and having trails that encroach into the floodplain makes it hard to ensure that you don't add to the flood risk. Do not use the floodplain benefits this plan achieves in some areas to justify impacts elsewhere.
 - Adam clarifies that this plan does not suggest impacting the floodplain is okay if mitigation is available

5. Portland at the Parkway

CAC Comment

- Discussion about immediate improvements at the Y-intersection. Question posed about clarifying willingness from the City to move forward with this?
 - Answer: First we have to adopt a master plan, and then improvements can be made. The City was not able to move forward with a pilot study last summer. The City is, however, on board with the proposed 3-way stop.
- Frank Burton acknowledges that the medians at Portland do improve pedestrian safety. He does not believe that the median at 4th and the Parkway improves pedestrian safety- only impedes driver movements. Proposes that it be removed from the concept.
 - Adam clarified that we are working to improve ped/bike safety at all crossings. By limiting turning movements, especially at closely spaced intersections, traffic patterns are clarified. While that particular median doesn't have direct crossing impacts, if traffic is allowed to turn there, safety is impacted elsewhere.
 - Jonathon Heide acknowledges that even though his driving will be impacted by that median, it will greatly improve safety for kids from Washburn and for other bikers and pedestrians. Happy to drive an extra block.
 - After discussion, Frank agrees that keeping the median is fine.
- Portland and the Parkway Focus Area is recommended unanimously by the CAC

6. Prioritization

- Adam to send out a memo showing prioritization exercise results
- Priorities will be in the draft document for people to comment on

CULTURAL RESOURCES CONSIDERATIONS

CULTURAL RESOURCES INVENTORY REPORT

LEGISLATIVE REQUIREMENTS

There are several federal and state laws that apply to management of cultural resources for the Park. In addition, there is a broad range of government agencies that have a role in Park decisions, depending on the nature of the project, the sources of funding, and the need for federal permitting or other agency roles. This plan provides a summary of these regulations to provide a legal context in which the Park must manage its cultural resources.

FEDERAL

NATIONAL HISTORIC PRESERVATION ACT OF 1966 (16 U.S.C. §§470A TO 470W-6)

The National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of their undertakings on historic and cultural resources. A federal undertaking under NHPA is defined as

a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency; those carried out with federal financial assistance; those requiring a federal permit, license or approval; and those subject to State or local regulation administered pursuant to a delegation or approval by a federal agency (42 CFR 137.289).

Key components of the NHPA include the following:

- » The establishment of the National Register of Historic Places (NRHP), the nation’s official list of cultural resources worthy of preservation;
- » The establishment of a State Historic Preservation Office (SHPO) for each state and a Tribal Historic Preservation Office (THPO) for each federally recognized tribe; and
- » Section 106 of the NHPA requires federal agencies to consider the effect of their activities on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those activities.

Under Section 106 of the NHPA, the responsible federal agency must determine whether the undertaking could affect historic properties, identify the appropriate SHPO(s) and THPO(s) to consult with, and involve the public and other potential consulting parties. Once historic properties are identified, the federal agency, in consultation with the above-mentioned parties, determines which if any historic properties will be adversely affected. If the undertaking will result in an adverse effect, and the adverse effect cannot be avoided, it must be minimized and mitigated.

An example of a type of Hennepin County project that must comply with Section 106 of the NHPA is any project that receives funding through the federal Land & Water Conservation Fund (LWCF), which “provides matching grants to state and tribal governments for the acquisition and development of public parks and other outdoor recreation sites.”

NATIONAL ENVIRONMENTAL PROTECTION ACT (42 U.S.C. §§ 4321- 4347)

The National Environmental Policy Act (NEPA), was enacted on January 1, 1969 and established national environmental policy as well as goals for the protection, maintenance and enhancement of the environment, and provides a process for implementing these goals within federal agencies. It also established the Council on Environmental Quality (CEQ). While it is often considered to be primarily an environmental law, one of NEPA’s stated goals is to “preserve important historic, cultural, and natural aspects of our national heritage.” Under NEPA, federal or federally assisted projects must also consider effects to historic and cultural resources. The most significant section of NEPA as it pertains to planning is Section 102, which requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. Section 102 specifically requires federal agencies to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment, which are known as environmental impact statements (EISs).

STATE

There are several state statutes that address cultural resources in Minnesota. Several of these laws are found in Minnesota Statutes, Chapter 138, including the Minnesota Field Archaeology Act, the Minnesota Historic Sites Act, and the Minnesota Historic Districts Act. Other state laws relating to preservation and cultural resources include: Municipal Heritage Preservation, the Minnesota Private Cemeteries Act, and the Minnesota Environmental Rights Act (MERA). The Environmental Quality Board (EQB) also maintains several rules pertaining to the protection of cultural resources.

MINNESOTA FIELD ARCHAEOLOGY ACT (M.S. 138.31 – 138.42), 1963

This Act creates the Office of the State Archaeologist (OSA); requires licensing to engage in archaeology on non-federal public land; establishes ownership, custody, and use of objects and data recovered during survey; and requires state agencies to submit development plans to the State Archaeologist, the Minnesota Historical Society (MNHS) and the Minnesota Indian Affairs Council for review when there are known or suspected archaeological sites in the area.

MINNESOTA HISTORIC SITES ACT (M.S. 138.661 – 138.6691), 1965

This Act establishes the State Historic Sites Network (Network) and the State Register of Historic Places (SRHP) and requires that state agencies consult with SHPO before undertaking or licensing projects that may affect properties on the Network, the SRHP, or the NRHP. M.S. 138.665, subdivision 2 was amended in 2017 and put into effect on March 1, 2018, as part of the transfer of the powers, duties, responsibilities, personal, assets, and unexpended funds relating to functions assigned to SHPO to the Department of Administration.

MINNESOTA HISTORIC DISTRICTS ACT (M.S. 138.71-138.75), 1971

The Minnesota Historic Districts Act designates certain historic districts throughout the state and includes enabling legislation that allows local governing bodies to create commissions to maintain architectural design review control over these areas.

MINNESOTA PRIVATE CEMETERIES ACT (M.S. 307.08), 1975

The intent and scope of the Minnesota Private Cemeteries Act is to provide all human burials and human skeletal remains with equal treatment and to respect their human dignity irrespective to their ethnic origins, cultural backgrounds, or religious affiliations. The provisions of this section protect all human burials or human skeletal remains found on or in all public or private lands or waters in Minnesota and makes it a felony to intentionally, willfully, or knowingly destroy, mutilate, injure, disturb, or remove human skeletal remains or human burial grounds.

MINNESOTA ENVIRONMENTAL POLICY ACT (M.S. 116D.01 – 116D.11), 1973

The Minnesota Environmental Policy Act (MEPA) was set forth to protect environmental resources. The development of Environmental Assessment Worksheets (EAW) and Environmental Impact Statements (EIS) was set forth in this act. The EAW is a brief description of the basic facts involved in a proposed action and is used to determine if an EIS is required. In regard to the EIS, the act states, “Where there is potential for significant environmental effects resulting from any major governmental action, the action shall be preceded by a detailed environmental impact statement prepared by the responsible governmental unit.” The purpose of the EIS is to describe the proposed action, analyze its significant environmental impacts, discuss appropriate alternatives to the proposed action and their impacts, and it explores methods by which adverse environmental impacts of an action could be mitigated. The act also specifically protects cultural resources as stated in chapter 116D.02 (d).

MINNESOTA ENVIRONMENTAL RIGHTS ACT (M.S. 166B.02), 1971

The Minnesota Environmental Rights Act (MERA) declares that each person is entitled by right to the protection, preservation, and enhancement of air, water, land, and other natural resources located within the state and that each person has the responsibility to contribute to the protection, preservation, and enhancement thereof. Within the definitions of this act, historic resources are included in the definition of natural resources. The goal of this law is to create and maintain within the state conditions under which human beings and nature can exist in productive harmony in order that present and future generations may enjoy clean air and water, productive land, and other natural resources by providing adequate civil remedy to protect these resources from pollution, impairment, or destruction. To accomplish this feat, the act enables residents and entities of Minnesota the right to a civil suit in order to protect the air, water, land, and other natural resources of the state, including historic resources.