



Minneapolis
Park & Recreation Board

Grand Rounds Missing Link



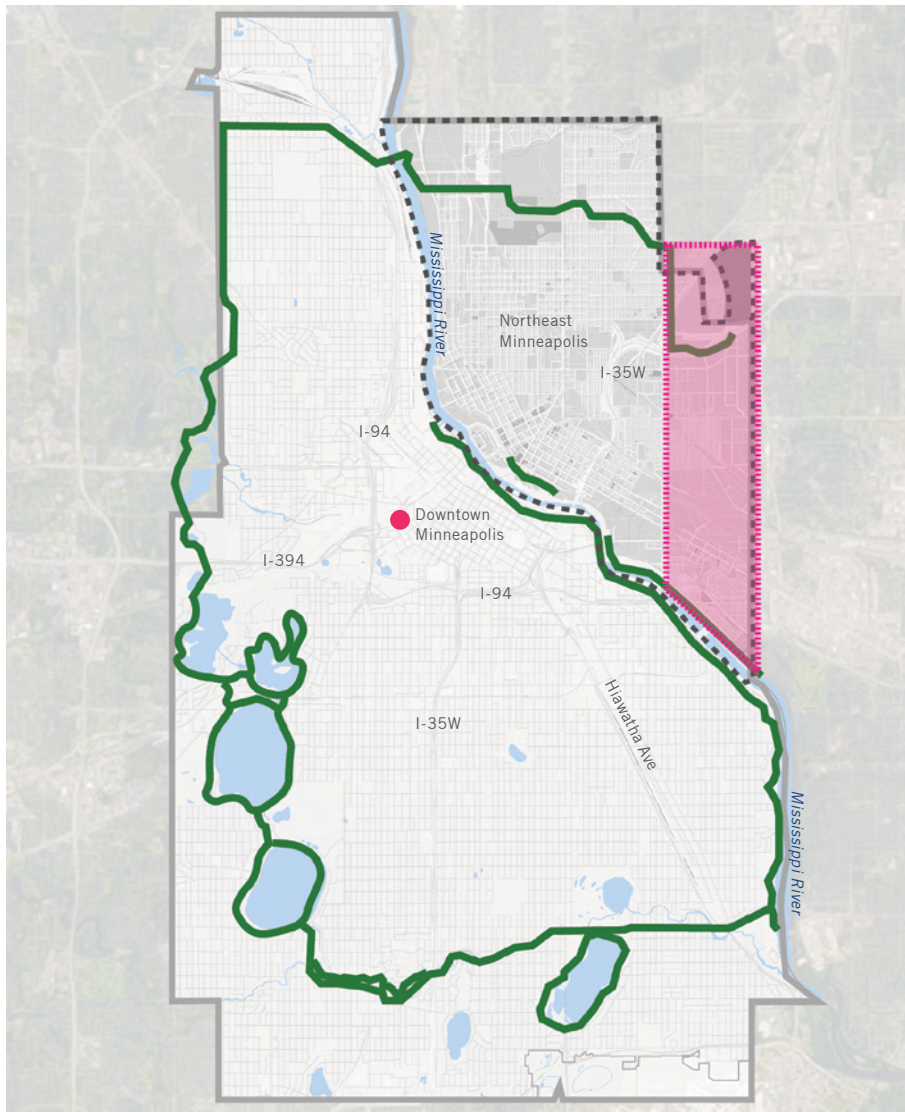
Site Tour Packet
April 12th, 2024



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LOCATION & OVERVIEW



MAP LEGEND

- Existing Grand Rounds
- Location of Grand Rounds Missing Link
- Minneapolis City Boundary
- Northeast Minneapolis Study Area

- The Grand Rounds Missing Link (GRML) is a **140-year trail gap** in the Grand Rounds of Minneapolis
- Stinson Parkway and St Anthony Parkway in **Northeast Minneapolis** to East River Road and Franklin Avenue in **Southeast Minneapolis**
- The GRML **moves through an industrial area** of Minneapolis that is still an active workforce center
- **Several master plans** have been developed over the past 100 years to complete the Grand Rounds
- In 2009, a master planning effort was supported by community members and the Minneapolis Park and Recreation Board (MPRB) but was never adopted by the Metropolitan Council due to a lack of interagency support for the trail route and vision.
- In **2019**, the **trail plan was revisited** and an updated plan was adopted by the MPRB as well as Metropolitan Council. It is the policy guidance for the regional trail.
- The Met Council's preferred alternative is a single route, but MPRB opted to **maintain a flexible vision for the middle segment** of the Missing Link

INTERAGENCY & STAKEHOLDER COORDINATION



University of Minnesota: MPRB and the UMN have been coordinating a land swap that includes portions of the GRML routes along 27th south of Como Avenue in the Southeast Como neighborhood and 29th Ave at the UMN Transitway in the Prospect Park neighborhood.

Hennepin County: Initial conversation about building off-street trail as part of Hennepin Avenue roadway project.

City of Minneapolis: The City of Minneapolis Transportation Planning group has been supportive of co-development of an off-street shared use trail on Industrial Blvd and has also expressed initial support for the trail along the City-owned segments of 27th Ave SE.

Saint Anthony Village: Interagency coordination and community engagement needed for on-street and off-street trail segments on St Anthony Parkway between Stinson and Broadway.

Mississippi Watershed Management Organization: They have been important partners in the Towerside Innovation District thinking through stacked functions of parkland, trail, stormwater, and habitat.

Neighborhoods and Community Members: Southeast Como, Mid-City Industrial, and Prospect Park neighborhoods were all involved in the Grand Rounds Missing Link master planning process in 2019. Prospect Park, as well, as the adjacent Towerside Innovation District, have been champions of the GRML route passing through the Towerside District. Members of the Southeast Como neighborhood have requested terms for the bonding allocation that focus on acquisition and development of the trail north of the railroad, which aligns with MPRB's priorities.

ROUTE DESIGN CONSIDERATIONS

The 2019 community's Route Considerations guide development of the trail along with the routes. The design process will focus on these considerations along the proposed routes:



1. Feasible



2. A vision founded on interagency coordination



3. MPRB parkway typology wherever possible



4. Connect the river to St. Anthony Parkway



5. Consider importance of industry to the city



6. Mitigate environmental justice challenges in industrial areas and corridors near freeways



7. Be an asset to the neighborhoods through which it passes



8. Be a safe route for all users



9. Regional trail connections to public transportation

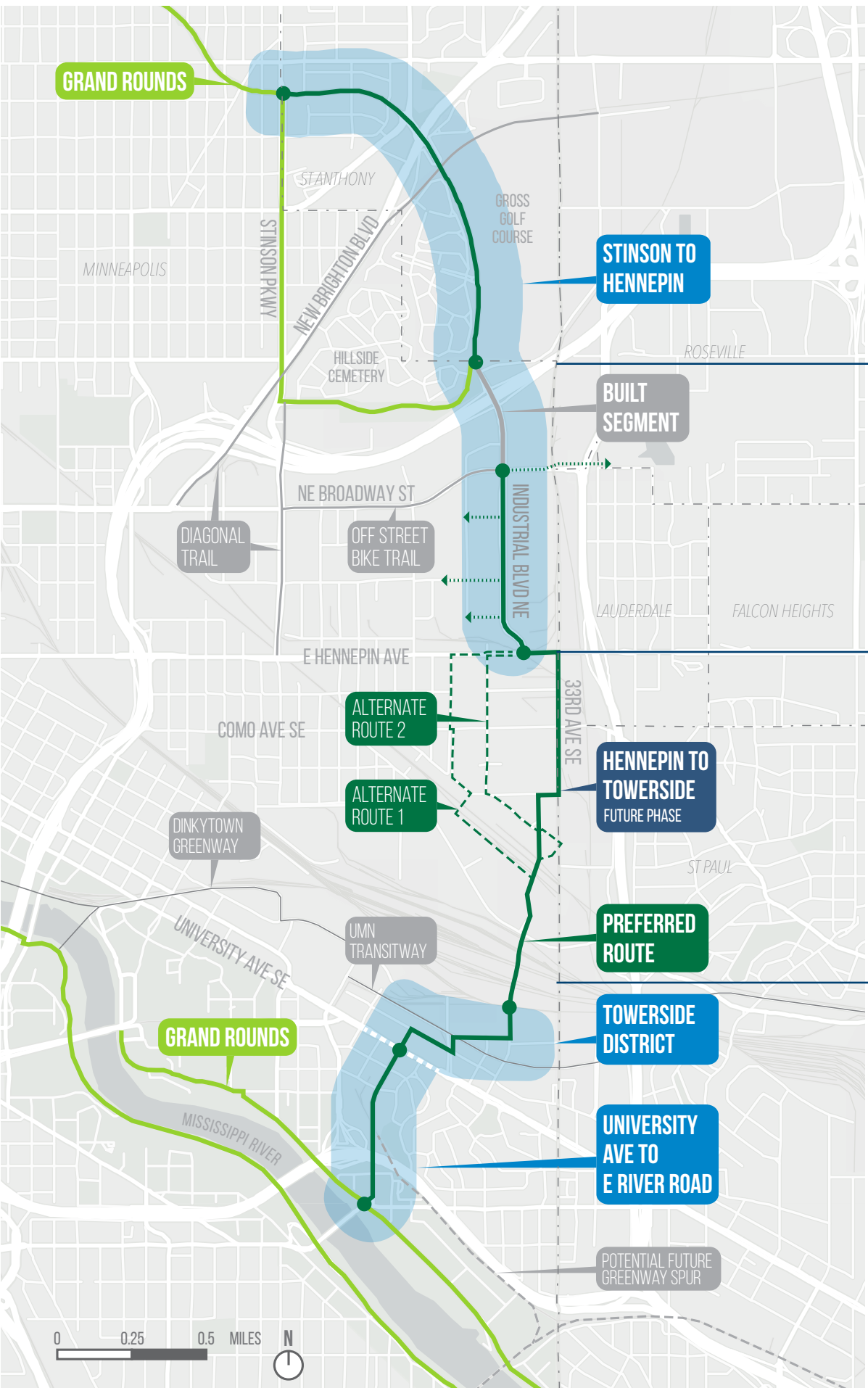
CORRIDOR MAPS: OVERALL PLAN

SEGMENT A

SEGMENT B

SEGMENT C

SEGMENT D





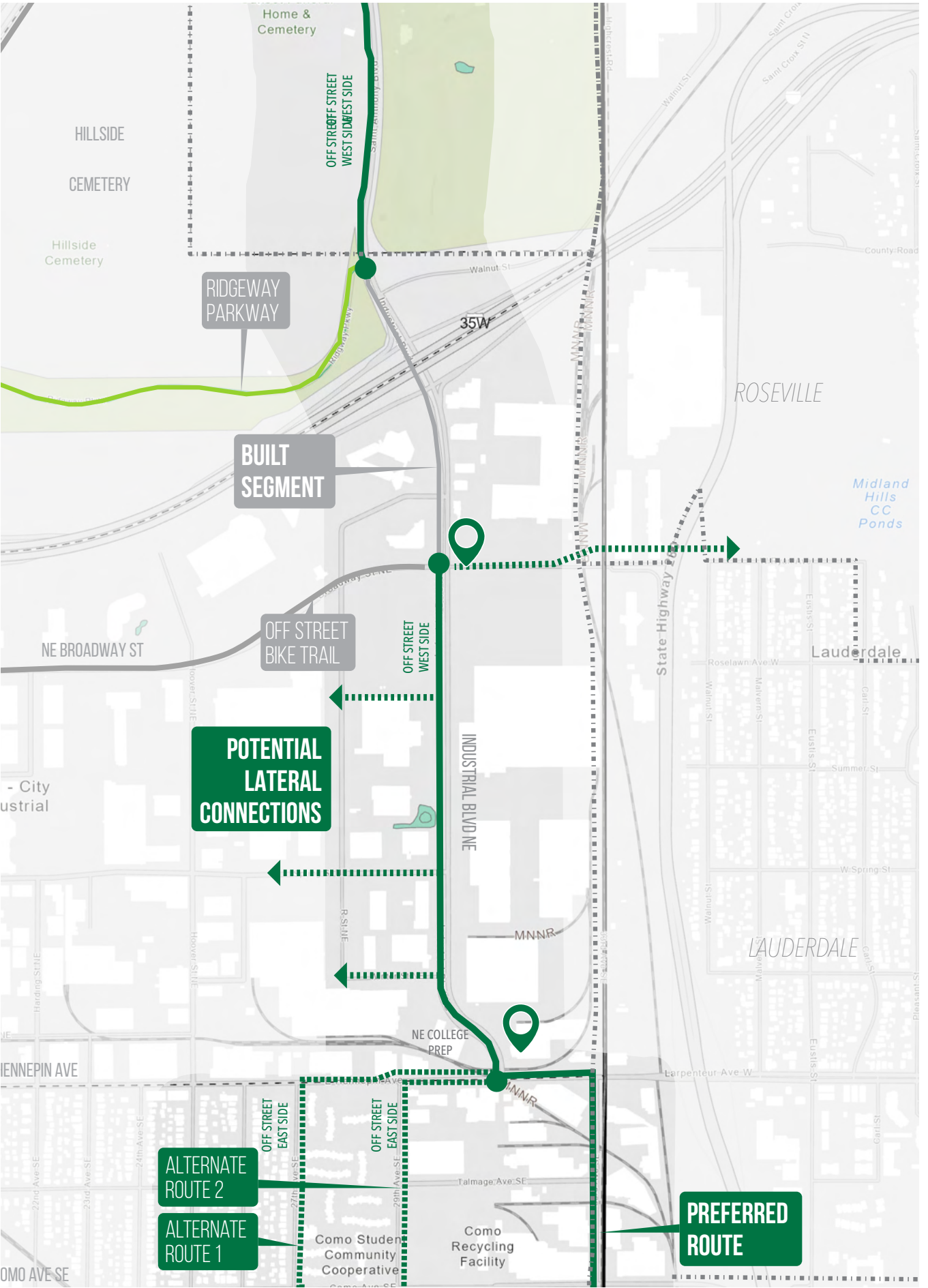
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TRAILSIDE AMENITY

0 750 1500 FEET



CORRIDOR MAPS: SEGMENT B

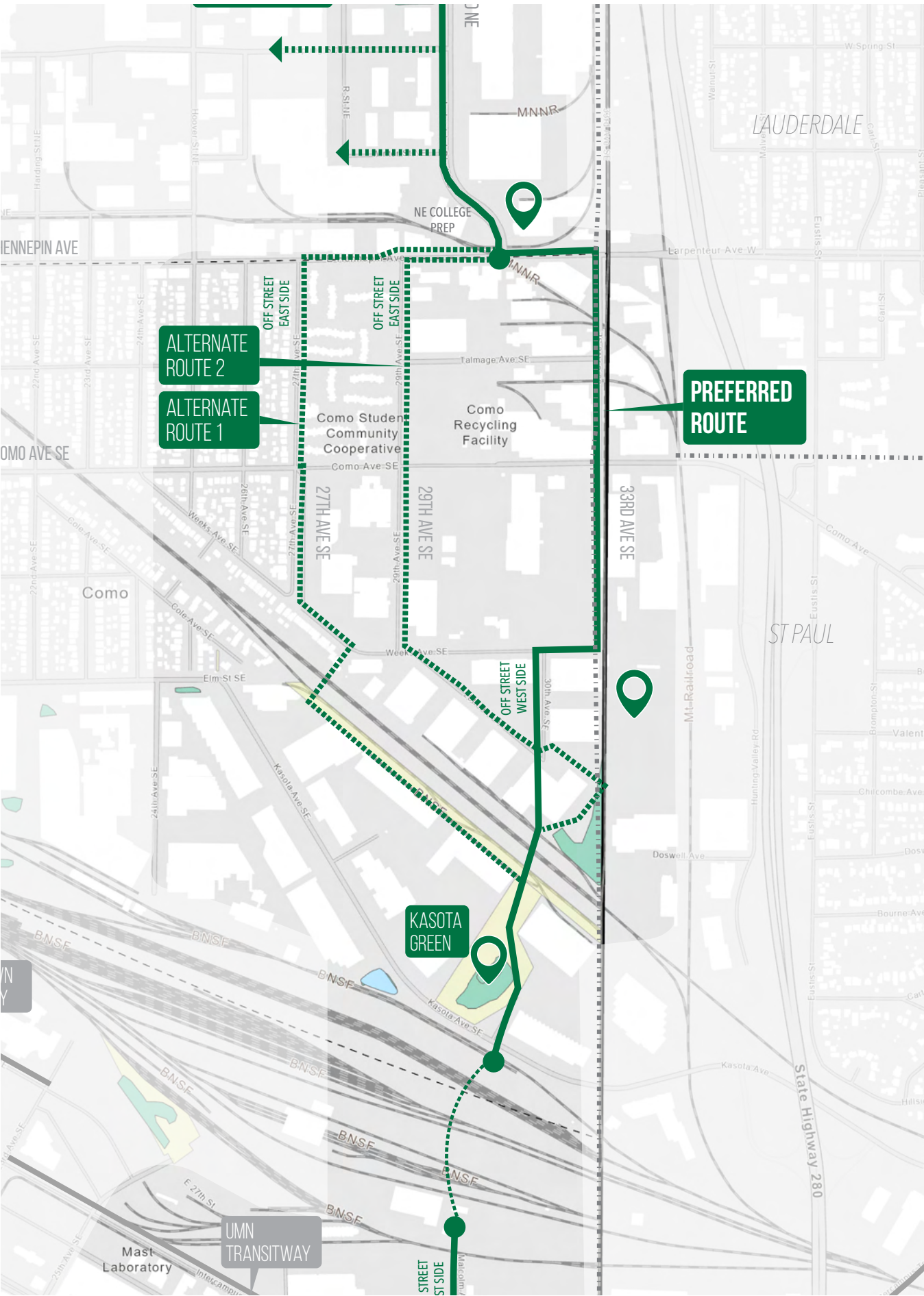


GRAND ROUNDS MISSING LINK SITE TOUR

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TRAILSIDE AMENITY



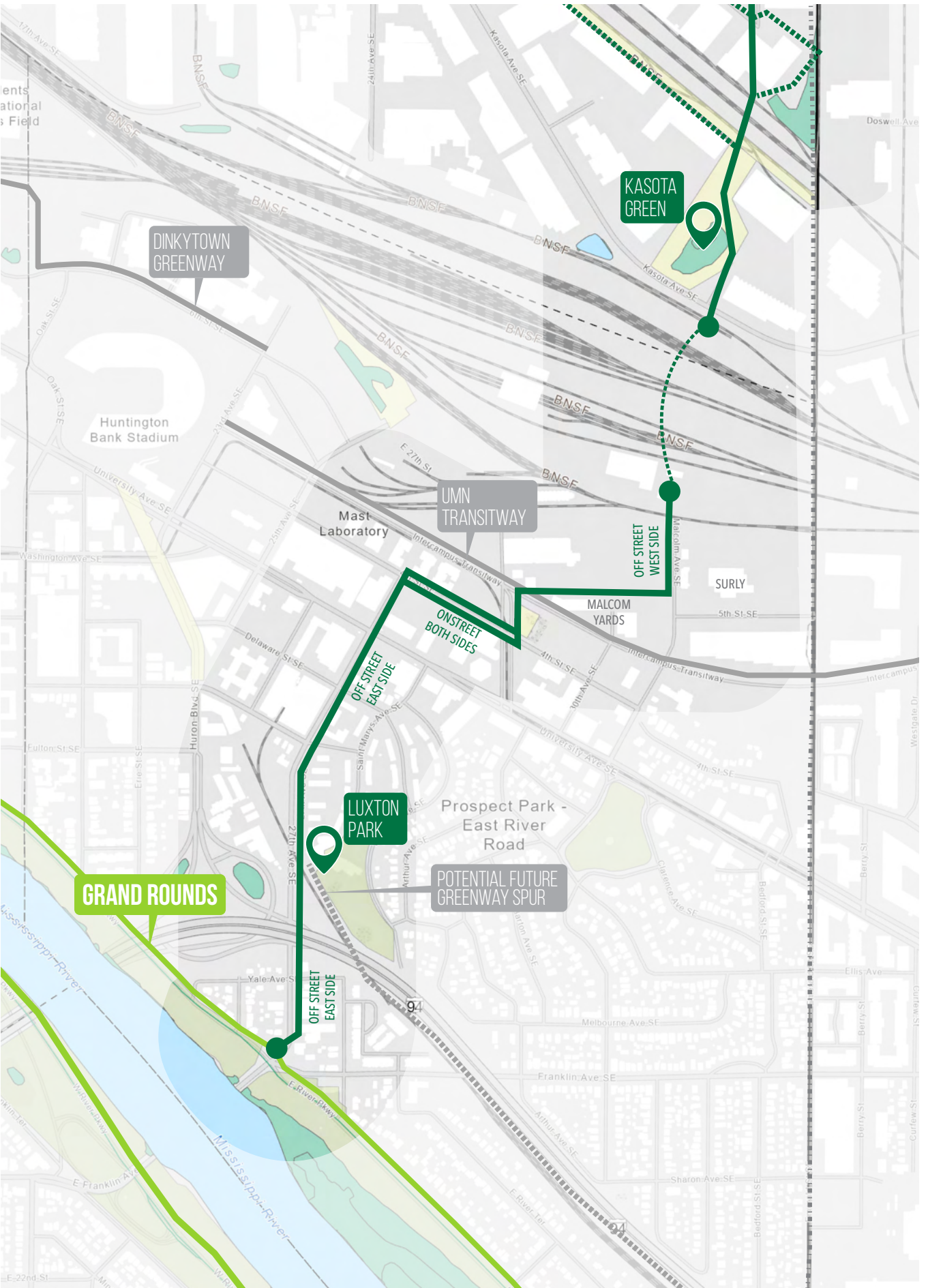


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TRAILSIDE AMENITY

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FIELD NOTES:

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Draw a sketch

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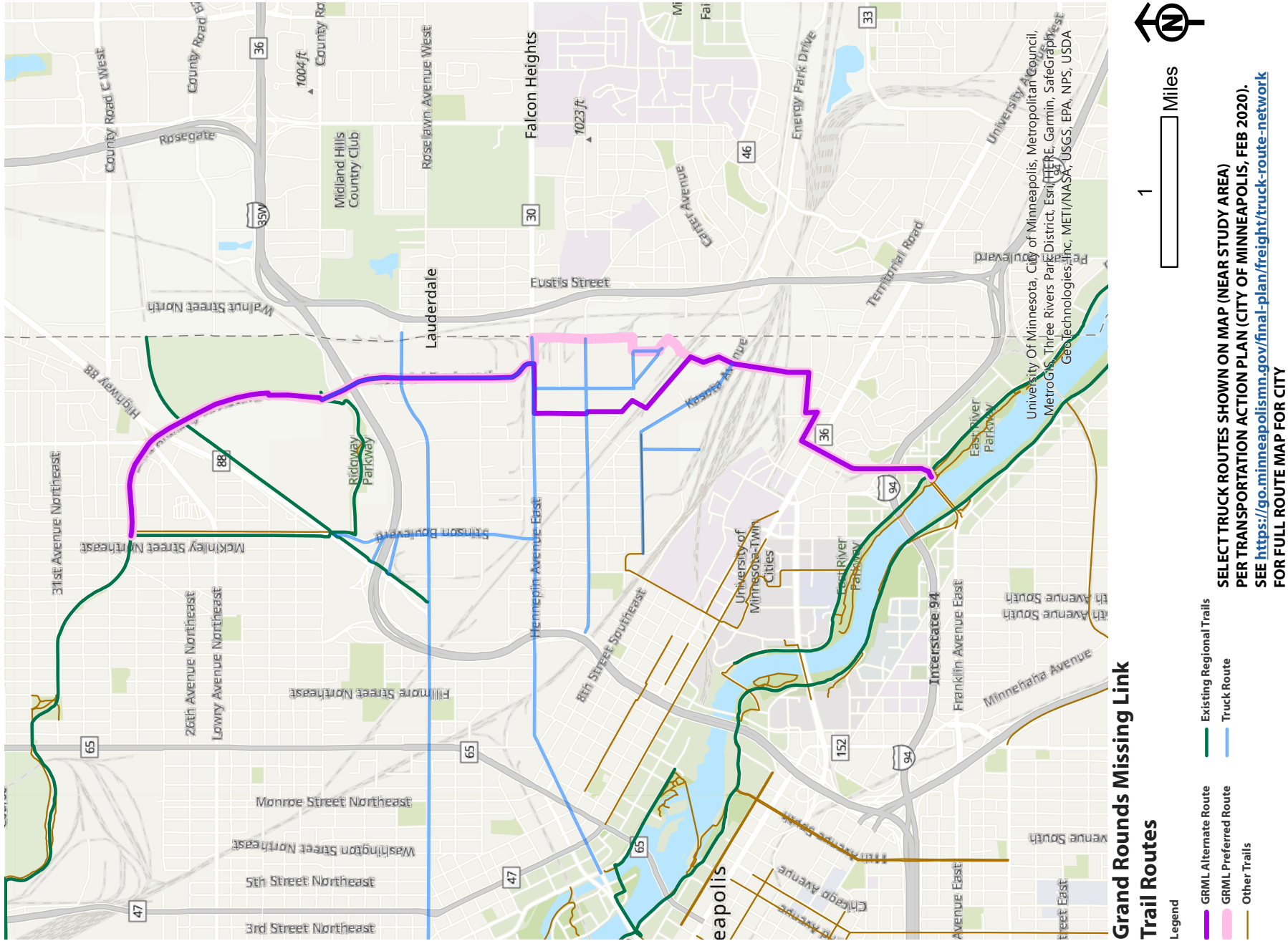
Draw a sketch

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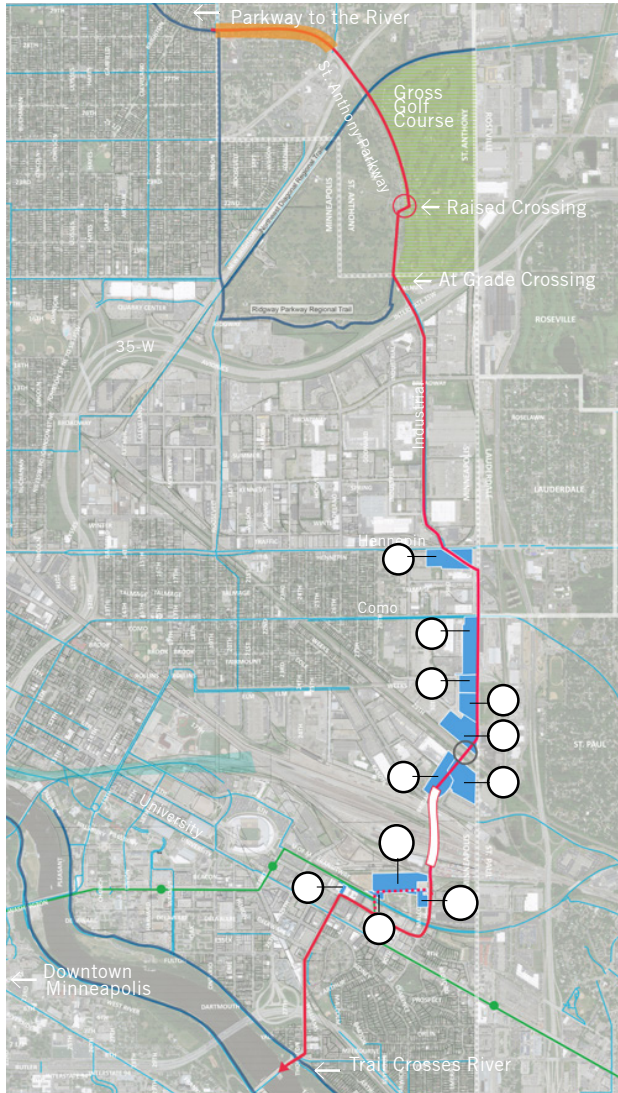
Draw a sketch

CORRIDOR MAPS: REGIONAL TRAIL CONTEXT

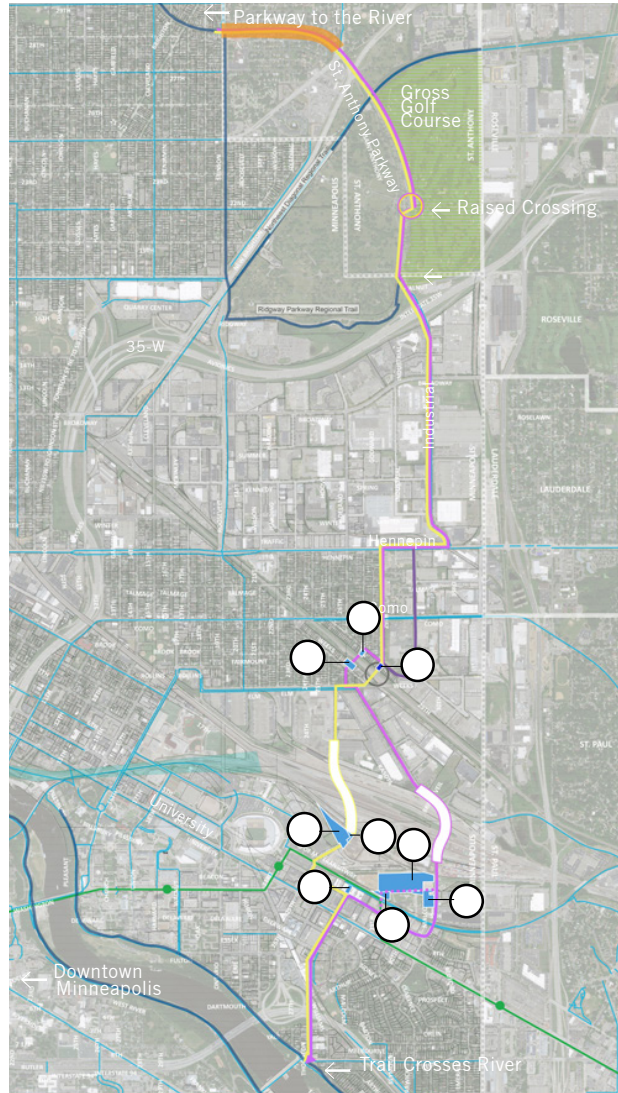


CORRIDOR MAPS: EASEMENTS & ACQUISITIONS

Preferred Route



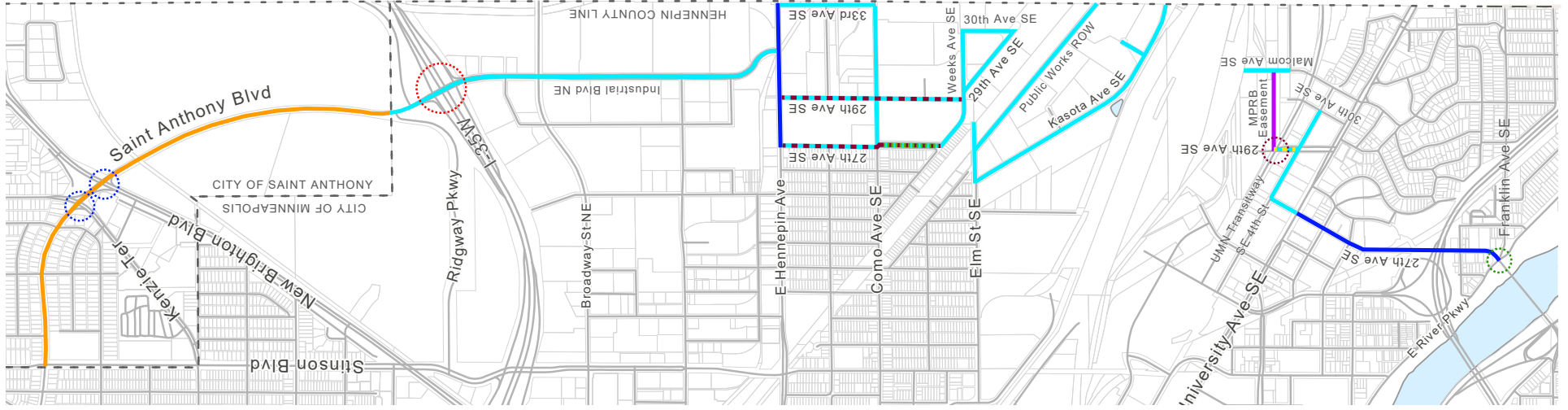
Alternate Routes



PARCEL #

PARCEL #	OWNER (as of 2019)
1	Hawkins Chemical Inc.
2	Weekes Forest Products Inc
3	Capp Industries Inc.
4	Capp Industries Inc.
5	Capp Industries Inc.
6	City of Minneapolis R.O.W.
7	American Importing Co Inc.
8	G&I VIII Metro Park East LLC
9	Wall Development Co LLC
10	Wall Development Co LLC
11	Wall Development Co LLC
12	Elizabeth Rose Skok
13	Riverton Community Housing
14	Sarah Freitag
15	University of Minnesota
16	City of Minneapolis
17	G&I VIII Metro Park East LLC
18	Wall Development Co LLC
19	Wall Development Co LLC
20	Wall Development Co LLC

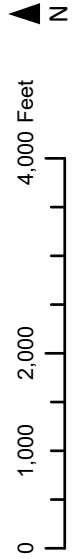
CORRIDOR MAPS: OWNERSHIP



○ Intersection — Corridor

AGENCY:

- Hennepin County
- City of Minneapolis
- University of Minnesota (UMN)
- Metro Transit
- Minneapolis Park & Recreation Board (MPRB)
- City of Saint Anthony
- Minnesota Department of Transportation (MnDOT)
- Wall Developers



CORRIDOR MAPS: TRAILSIDE AMENITIES

MAP LEGEND

YELLOW AND PURPLE ROUTES

- Bike + Pedestrian + Automobile
- Bike + Pedestrian Access Only
- Sub-Option

YELLOW ROUTE:

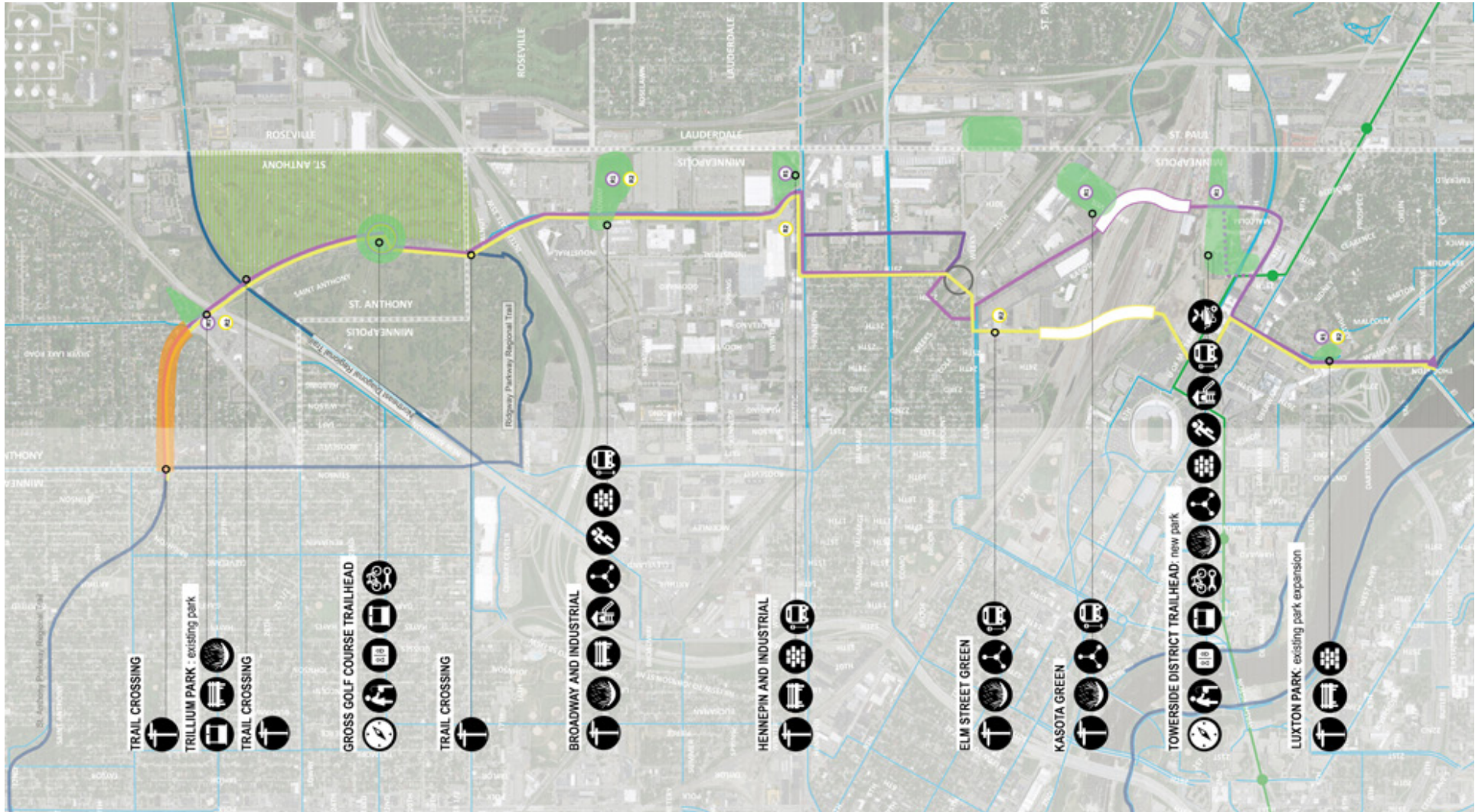
- Bike + Pedestrian + Automobile

EXISTING

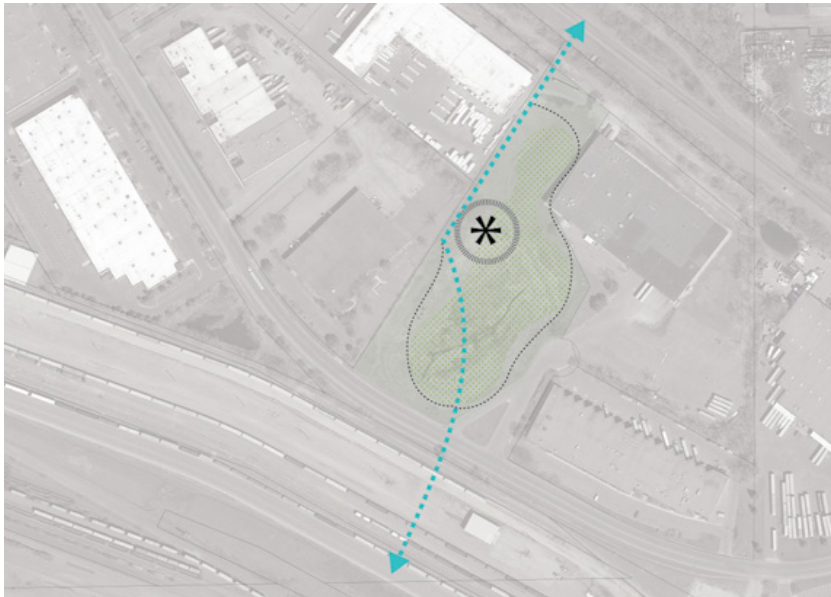
- Existing Regional Trails
- Existing Grand Rounds Route
- Existing Bike Route (Other)
- MPRB Property

OTHER

- Green Line LRT and Stations
- Purple Route: Elevated Crossing
- Yellow Route: Elevated Crossing
- Railroad Crossing
- On Street Route Segment
- Potential Location of Trailside Amenities



PREVIOUS DESIGN STUDIES: TRAILSIDE AMENITY LOCATIONS



KASOTA GREEN



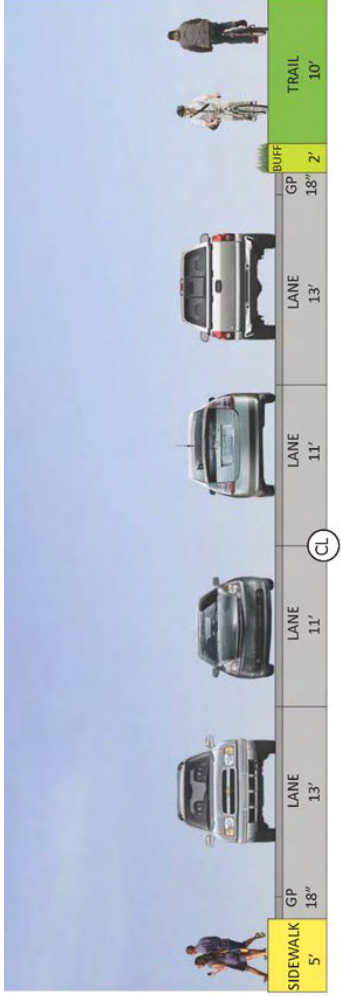
TRILLIUM PARK

MAP LEGEND

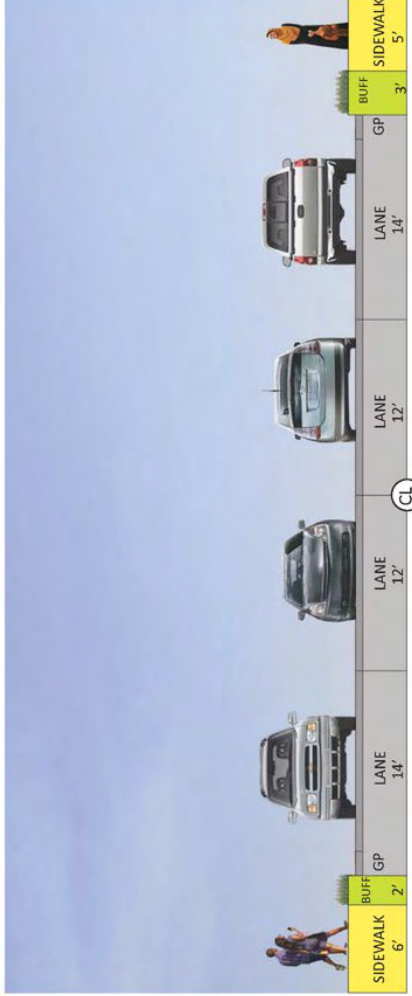
-  GATHERING AREA
-  WALKING TRAIL
-  REGIONAL TRAIL ROUTE
-  STORMWATER AREA
-  PLAY AREA
-  PLAZA SPACE

PREVIOUS DESIGN STUDIES:

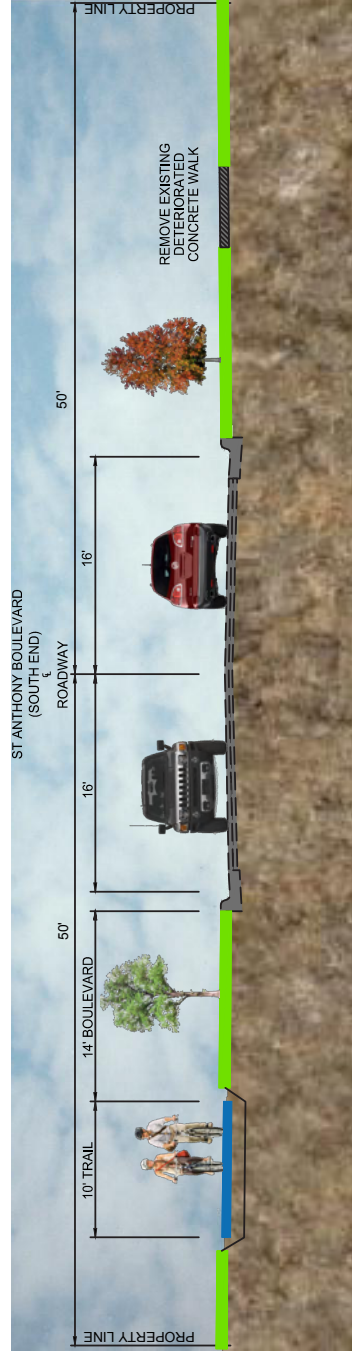
E HENNEPIN AVE & ST. ANTHONY BLVD FROM MET COUNCIL & MPRB 2019 ADOPTED MASTER PLAN



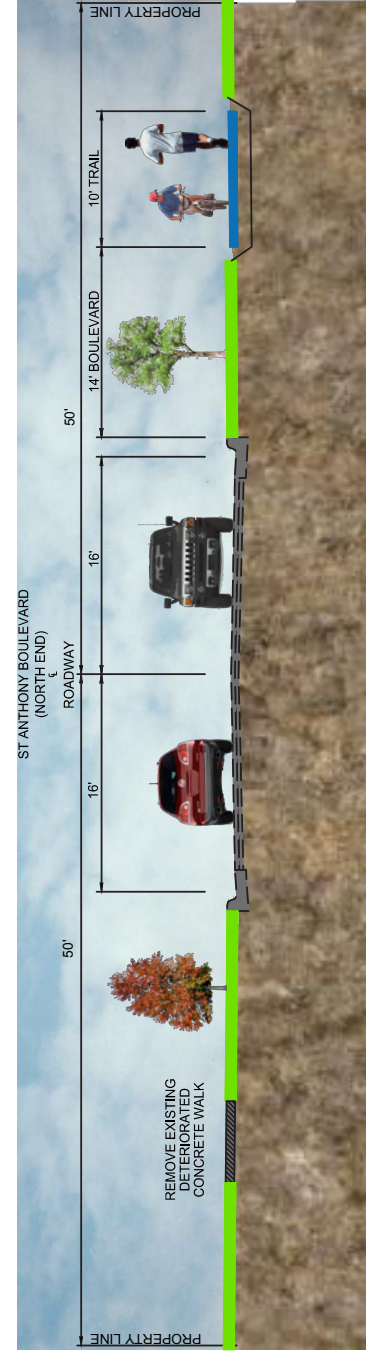
E Hennepin Ave - Proposed



E Hennepin Ave - Existing

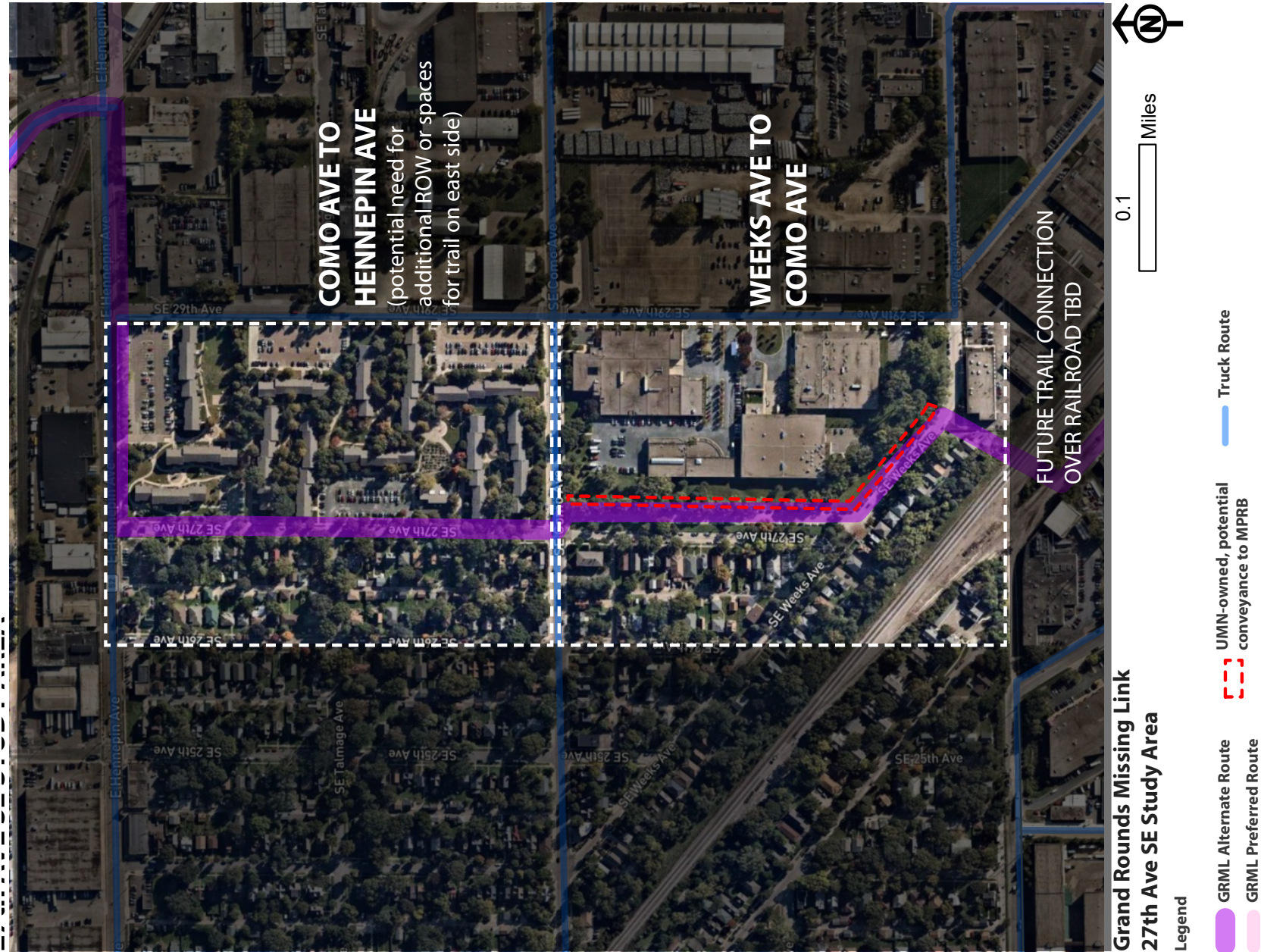


St. Anthony Blvd (South End)



St. Anthony Blvd (North End)

PREVIOUS DESIGN STUDIES: 27TH AVE SE (WEEKS AVE SE TO E HENNEPIN AVE)



PREVIOUS DESIGN STUDIES: 27TH AVE SE (WEEKS AVE SE TO E HENNEPIN AVE)

COMO AVE TO HENNEPIN AVE SCENARIO 1

SCENARIO 1: SIDEWALK + 2-WAY BIKE TRAIL

SCENARIO 1 NOTES:

32' Roadway to remain as-is:

- 8' parking both sides
- 16' drive aisle in neighborhood

+/- 60' ROW:

- Likely will require some easement or land acquisition along east side of trail corridor

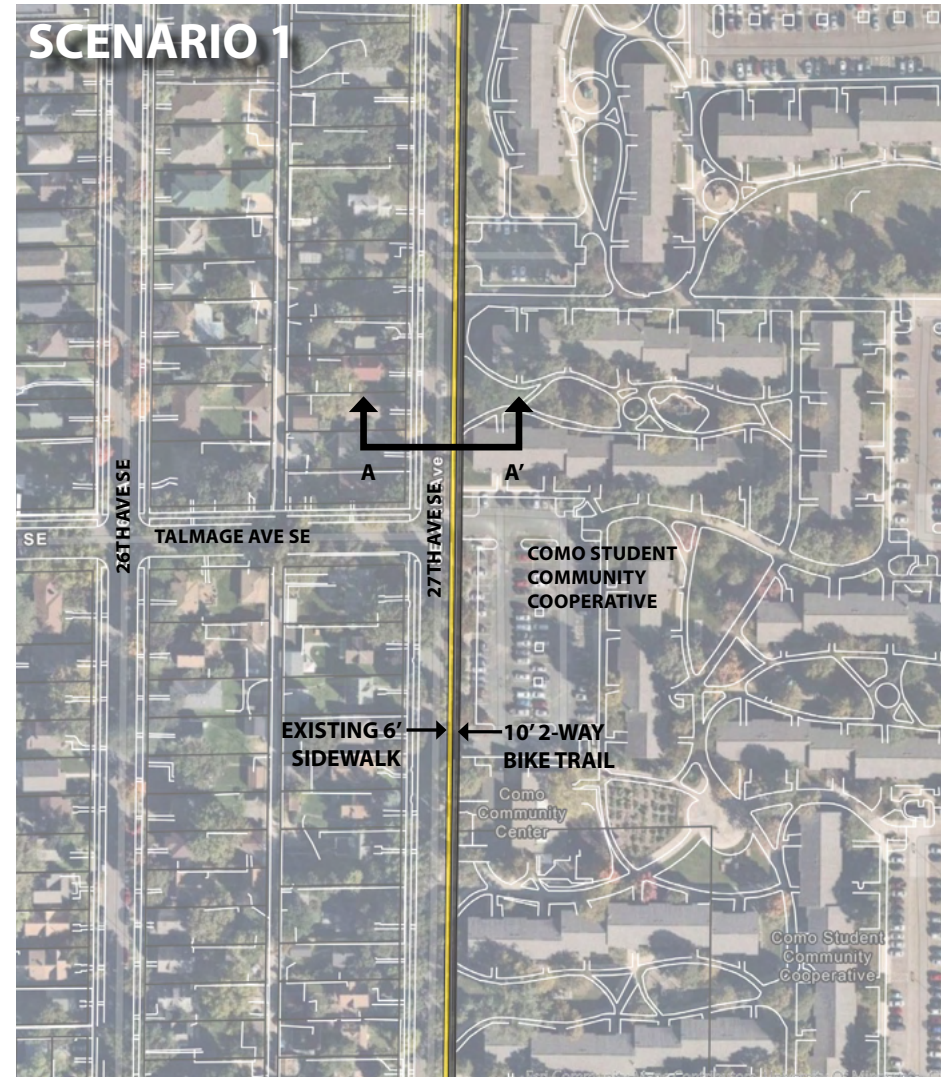
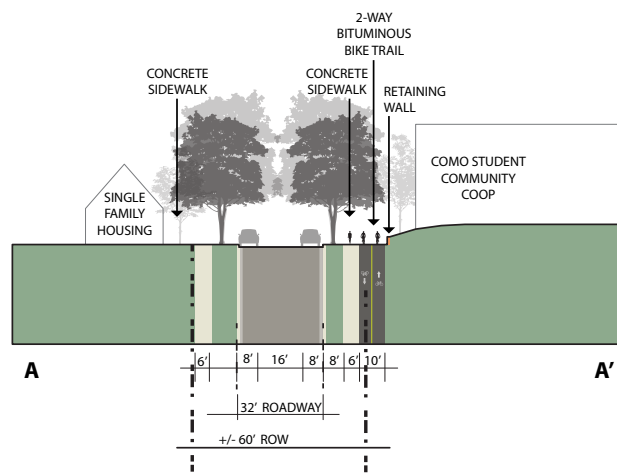
Potential need for short retaining walls along east side of bike trail

Existing 6' sidewalk to remain

New 10' 2-way bike trail adjacent to sidewalk

Conflicts:

- Retaining wall at Como Ave, north of Lot A
- (15) Conifer trees of varying age and condition
- (4) Deciduous trees of varying age and condition
- (2) Emergency call boxes
- Bus stop and shelter north of Lot A driveway
- (6) Driveways



PREVIOUS DESIGN STUDIES: 27TH AVE SE (WEEKS AVE SE TO E HENNEPIN AVE)

WEEKS AVE TO COMO AVE SCENARIO 1a

SCENARIO 1a: SIDEWALK + 2-WAY BIKE TRAIL

SCENARIO 1a NOTES:

6'-0" Concrete sidewalk at back of existing curb, 10'-0" bituminous 2-way bike trail on east side of tree line

Tree / light conflict:

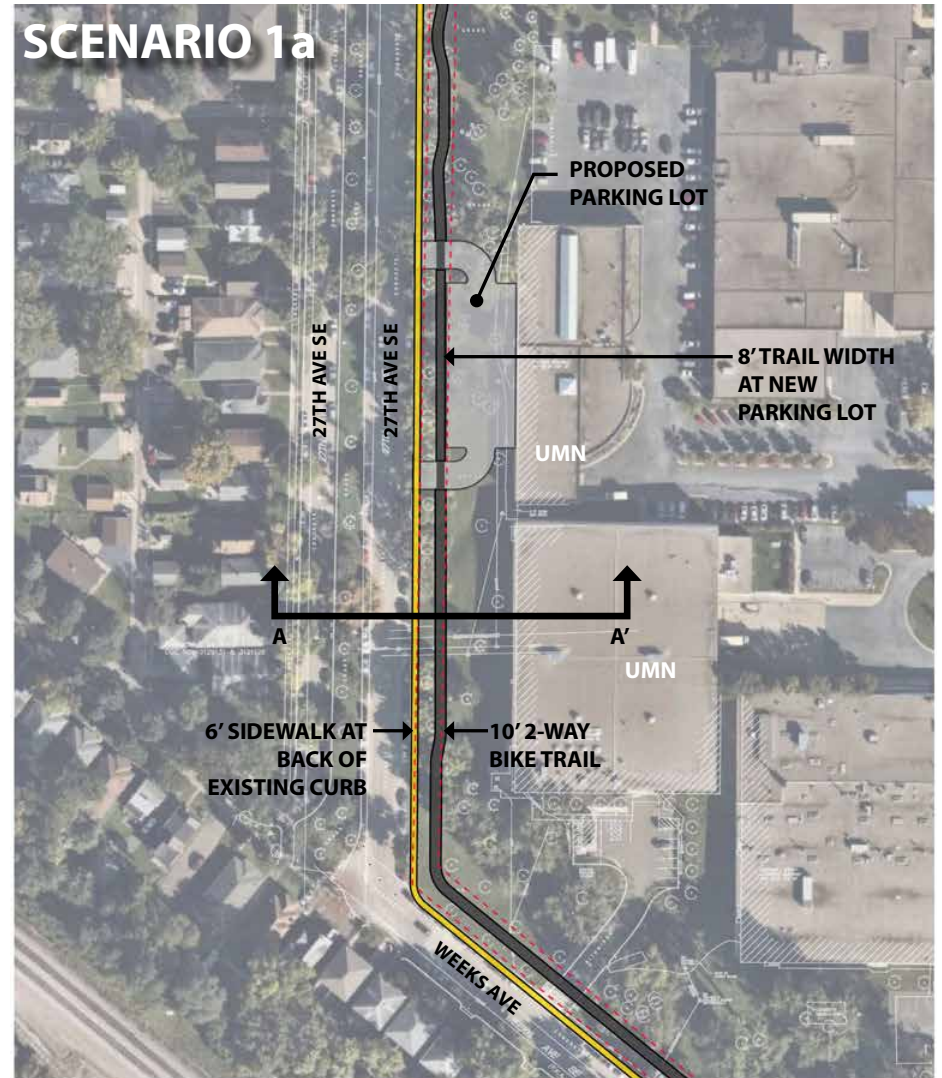
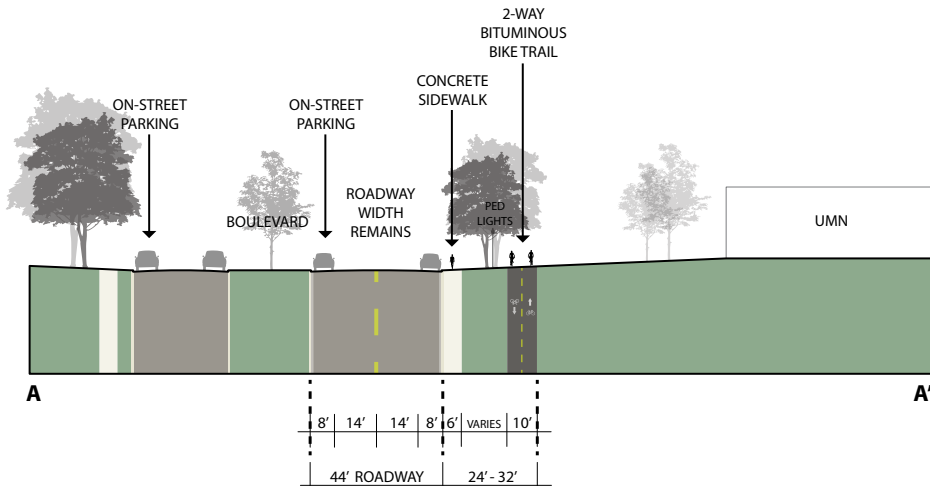
- 23" Elm
- (2) Light Poles
- 19" Basswood
- 26" boxelder
- 3-4" maple
- 23" elm
- Trees in boulevard west of new parking lot are questionable

10' Bituminous trail (2-way bike trail)

- Distance from BOC: 20 - 23'
- 10' width except at new parking lot 8' width

Road width remains as existing

- 8' parking lanes on either side
- 14' drive lanes



PREVIOUS DESIGN STUDIES: 27TH AVE SE (WEEKS AVE SE TO E HENNEPIN AVE)

WEEKS AVE SE TO COMO AVE SCENARIO 3

SCENARIO 3: ROADWAY REMOVAL + MULTI-USE TRAIL

SCENARIO 3 NOTES:

Proposed parking lot from 27th Ave SE will be inaccessible as-shown

- Option to access from internal parking areas

East segment of 27th Ave SE completely removed from Weeks to Como Ave

- West segment to remain for access to residences, on-street parking

Opportunity for above ground stormwater BMP, pollinator corridor within former roadway

12' 2-way bike trail along west curb of existing roadway

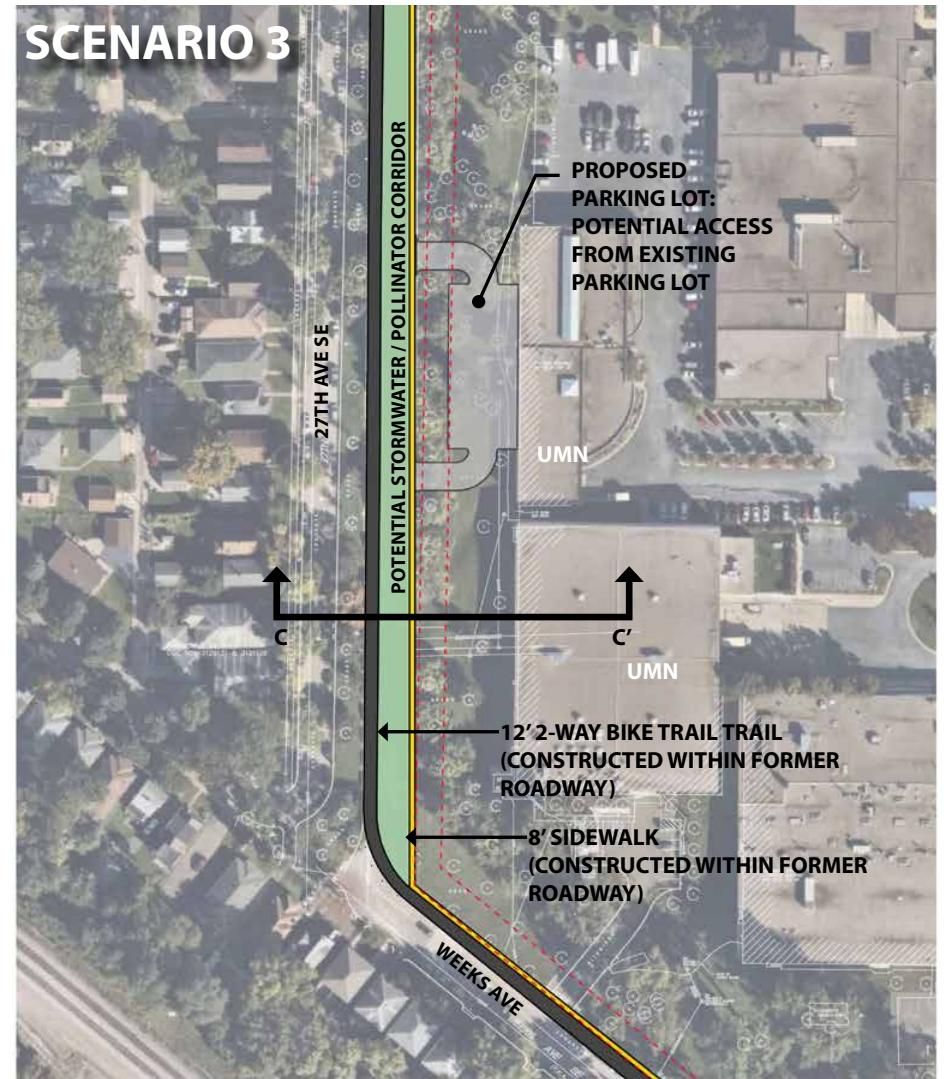
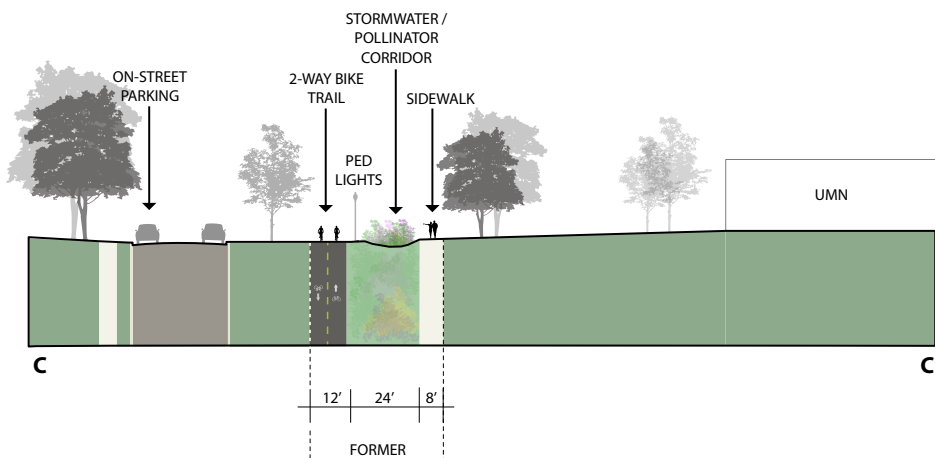
- This placement provides better alignment with Como Ave crossing

8' concrete sidewalk along east curb of existing roadway

Conflicts:

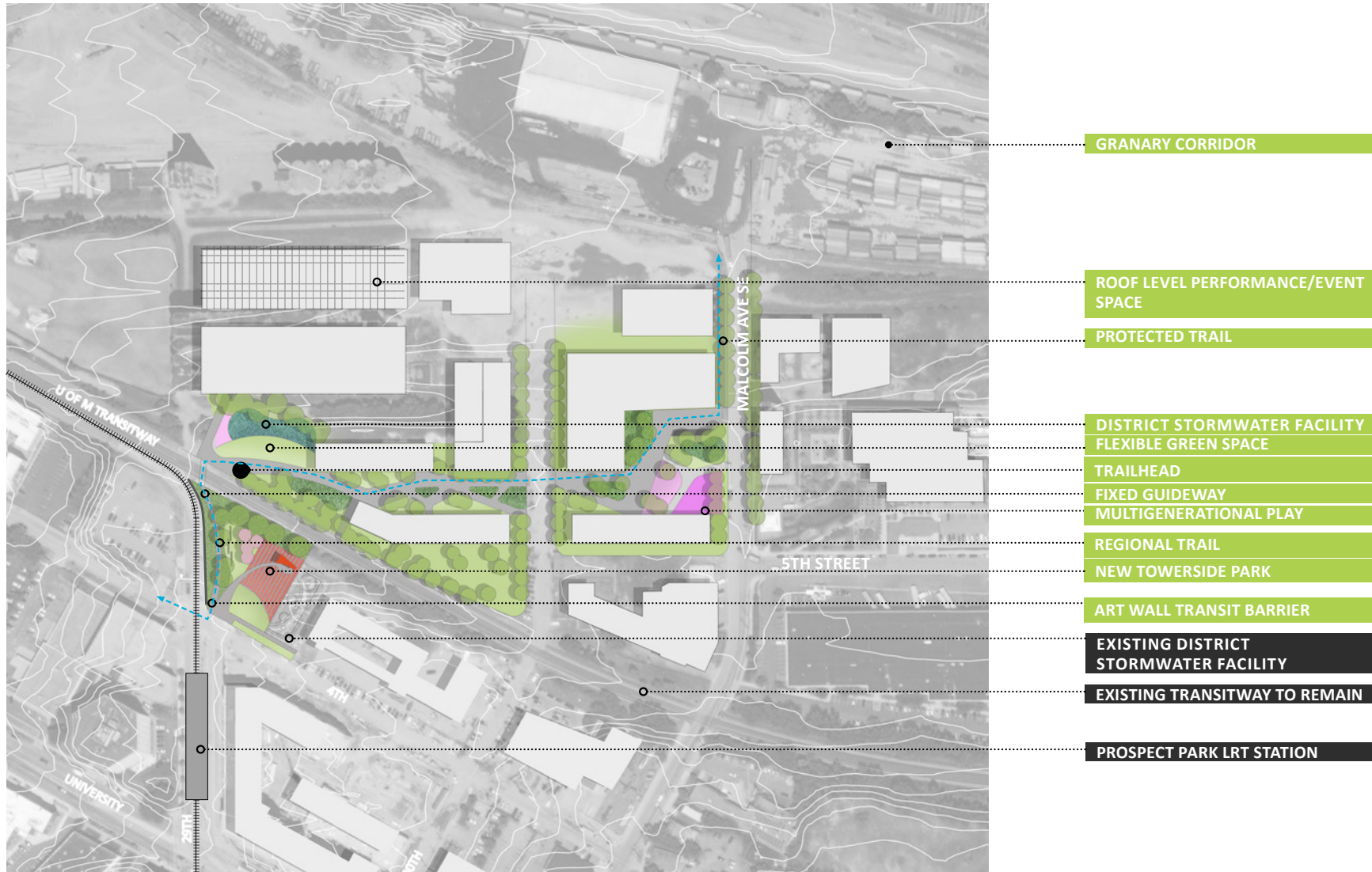
- (4) Manholes
- (4) Catch basins
- No trees in conflict
- No light poles in conflict

Bollards, signage along Weeks Ave necessary



PREVIOUS DESIGN STUDIES: TOWERSIDE DISTRICT

FROM MET COUNCIL & MPRB 2019 ADOPTED MASTER PLAN



PROPOSED TOWERSIDE DISTRICT



PREVIOUS DESIGN STUDIES: TOWERSIDE DISTRICT



Figure A 7: Greenway Scenario 2 (district stormwater urban, wider corridor)



Figure A 8: Greenway Scenario 2 (district stormwater natural, wider corridor)

Towerside Phase 2 /Malcom Yards District Stormwater Feasibility Study

PREVIOUS DESIGN STUDIES: LUXTON PARK

FROM MET COUNCIL & MPRB 2019 ADOPTED MASTER PLAN

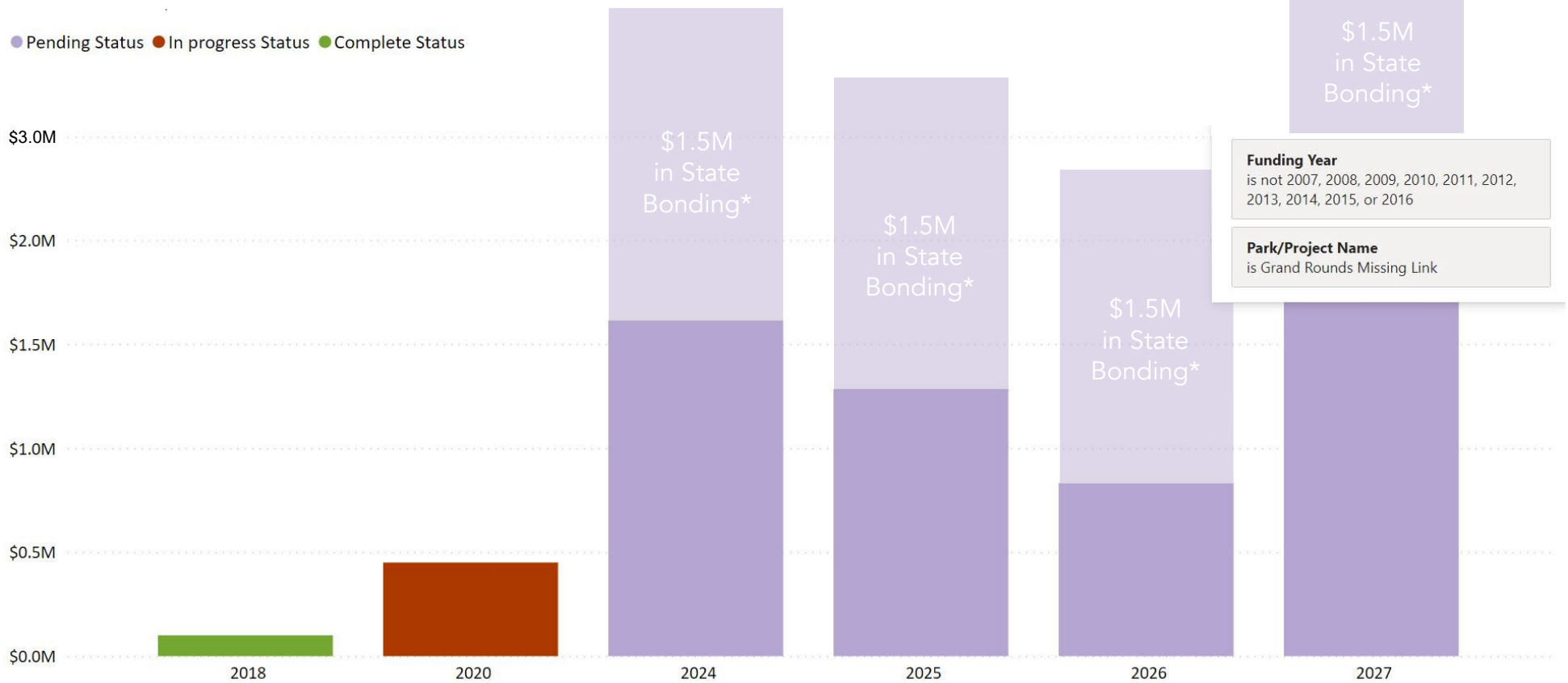


■ New or significantly changed amenity
 ■ Existing amenity to remain

IMPLEMENTATION & FUNDING PRIORITIES

- MPRB CIP Parks and Trails funding allocations starting in 2024 for approximately \$800K-\$1.5M/year
- Funding opportunities also in Met Council land acquisition funds
- 2023 state bonding: \$5.5M (focused north of the railroad)
- The cost estimate for the full GRML is close to \$30M
- All near-term funding will be focused on design, construction, and acquisition

Opportunities for: MWMO funding, Hennepin County Cost Share, Local match for federal funding, others?



*\$5.5M over 5 years

PROJECT CONTACT

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Project Website

https://www.minneapolisparcs.org/park-care-improvements/park-projects/current_projects/grand_rounds_missing_link/



Minneapolis
Park & Recreation Board

DF/

T'OOLE
DESIGN

HR