

*Welcome to the*

# GRAND ROUNDS SCENIC BYWAY

I N T E R P R E T I V E M A S T E R P L A N

C H O O S E F R O M :

EXECUTIVE SUMMARY

FULL TECHNICAL REPORT

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Recreation Board

*Together, the natural and cultural resources of  
The Grand Rounds will continue to sustain  
the vitality of Minneapolis.*

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INTERPRETIVE MASTER PLAN

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April 7, 1999

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*“Look forward for a century, to the time when the city has a population of a million, and think what will be their wants. They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost opportunity, or restore natural features of grandeur and beauty, which would then possess priceless value, and which you can preserve for them if you will but say the word and save them from the destruction which certainly awaits them if you fail to utter it.”*

**Horace W. S. Cleveland, 1883**



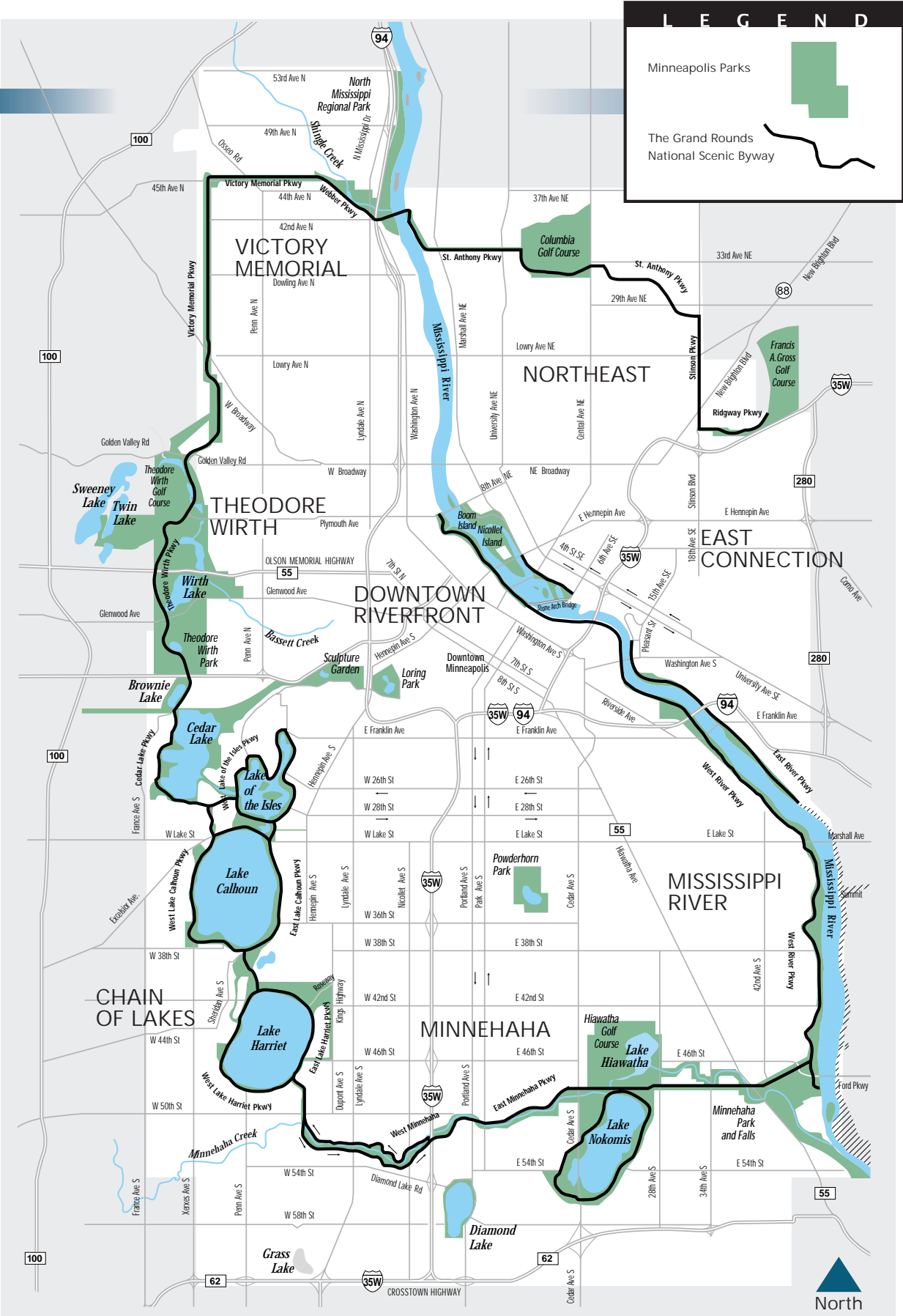
*“They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost opportunity, or restore natural features of grandeur and beauty....”* Nearly 120 years have passed, yet Horace W. S. Cleveland’s perspective of the challenges our society now faces in conserving its natural and cultural heritage could not have been more in focus. Led by Cleveland’s vision and that of many others who followed, the Minneapolis Park and Recreation Board’s early ‘down payment’ to protect many of the intrinsic resources of Minneapolis by creating **The Grand Rounds** has returned immeasurable benefits to generations of city residents and millions of city visitors.

Among many other national and international distinctions, that early ‘investment’ in The Grand Rounds today also manifests itself as **America’s most important urban scenic byway.**

This Interpretive Master Plan for The Grand Rounds joins numerous other plans that provide the roadmaps for continuing the Board’s tradition of responsively providing leisure benefits to its constituents and sustaining the very resources that make those recreation opportunities possible in the first place.

Ultimately this Plan is about communication—through effective interpretation, how can the experience and opportunities offered by The Grand Rounds become more rewarding for its many users as well as for those who have not yet experienced its benefits? We invite you to examine the findings and recommendations that will help answer this challenge.

# THE GRAND ROUNDS



**LEGEND**

- Minneapolis Parks
- The Grand Rounds National Scenic Byway

April 7, 1999

## BACKGROUND

Several recent milestones for The Grand Rounds include:

- **Designated as a Minnesota State Scenic Byway** (1997)  
According to the Federal Highway Administration, “*Scenic Byways are public roads having special scenic, historic, recreational, cultural, archeological and natural qualities that have been recognized as such through legislation and other official declaration. Scenic byways refer not only to the road, street or highway itself but also to the corridor through which it passes.*”
- Received two **federal grants** for the development of **the Interpretation Program** (1997) and a **model volunteer and hospitality program** (1998)
- **Designated as a ‘National Scenic Byway’** by the Federal Highway Administration (April 1998)
- Recognized by the Federal Highway Administration as **the premier national urban scenic byway** (1998)
- Provided the **key link in completing the Great River Road** (1998)

## WHAT IS INTERPRETATION?

Interpretation is a communication process that reveals meanings and relationships of our culture and natural history to the public (visitors and users) through first-hand experiences with objects, artifacts, landscapes or sites. Interpretation, environmental education and information delivery are not the same. Information delivery is focused on creating awareness through various types of public information announcements and promotion that a recreation or interpretive opportunity exists. Environmental education is usually intended for participants who are interested in an educational, structured and in-depth experience. Interpretation, as used in this program, focuses on leisure-oriented users and visitors who have a full and free choice about how much time and effort they will devote to an experience. All three—interpretation, environmental education and information delivery are necessary tools for reaching the public.



## INTERPRETIVE MISSION, GOALS, OBJECTIVES

The foundation of the interpretive program for The Grand Rounds will be based on the following:

### MISSION STATEMENT:

*The mission of The Grand Rounds National Scenic Byway Interpretive Program is to interpret the natural and cultural resources of the byway and to facilitate an enjoyable and safe recreation learning experience for all byway users. Using innovative interpretation services and products, the program will demonstrate stewardship of the byway's many resources.*

### CENTRAL THEME:

*Together, the natural and cultural resources of The Grand Rounds National Scenic Byway will continue to be critical to sustaining the urban vitality of Minneapolis.*

### GOALS:

- Provide a user- and visitor-friendly orientation to the byway.
- Create and sustain a unique and unifying park system identity and cohesiveness.
- Foster stewardship of park and byway resources, property and facilities.
- Distribute park and byway users throughout the entire byway system.
- Provide a variety of interpretive programs and services aimed at different user, visitor and customer segments.
- Conduct an ongoing user and visitor assessment to gauge the effectiveness of interpretive programs and services.
- Connect users with other related interpretive programs in the Twin Cities metropolitan area.
- Encourage Minneapolis residents who don't participate in the byway experience to do so.

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Over 45 orientation, learning, behavioral and emotional objectives support The Grand Rounds National Scenic Byway Interpretive Program.





## BYWAY USERS

The Interpretive Program would be developed with a continual awareness of user needs and preferences. Providing effective interpretive services and experiences would recognize individual segments of the users, including those listed below, as opposed to a “one size fits all” approach.

- **Frequency of use** (everyday users to non-users)
- **Principle travel mode of user** (pedestrian, bicyclist, skater, motorists—personal motor vehicle, tour bus rider, etc.)
- **Party size and structure** (individuals or groups)
- **Context of use** (home, work, organized event, or tourism visit)
- **Purpose and benefit derived by using the Byway** (relaxation, fitness, traveling from point A to B, etc.)

## HISTORICAL CONTEXT

As much as user preferences will direct the interpretive program for The Grand Rounds, the context of history and the byway's intrinsic resources will influence the content of interpretation. A number of important themes emerge in this area:

- **History:** overview of major events and trends.
- **Recreation:** how The Grand Rounds has been used over time.
- **Nature:** the evolution of landscape architecture, and changing definitions of nature.
- **Aesthetics:** changing definitions of beauty, particularly as reflected in architecture.
- **Transportation:** how different modes of transportation have influenced development of The Grand Rounds.
- **Memorials:** for the stewards who created and have maintained The Grand Rounds, as well as for others who have contributed to society.





## COMMUNICATION NETWORK

Developing the Interpretive Master Plan for The Grand Rounds brought about the opportunity to examine visual aspects of the communication process that connect byway and park users with the recreation and interpretation opportunities provided by The Grand Rounds as well as the overall park system. That examination produced recommendations for **organizing, integrating and improving the appearance** of all Park Board

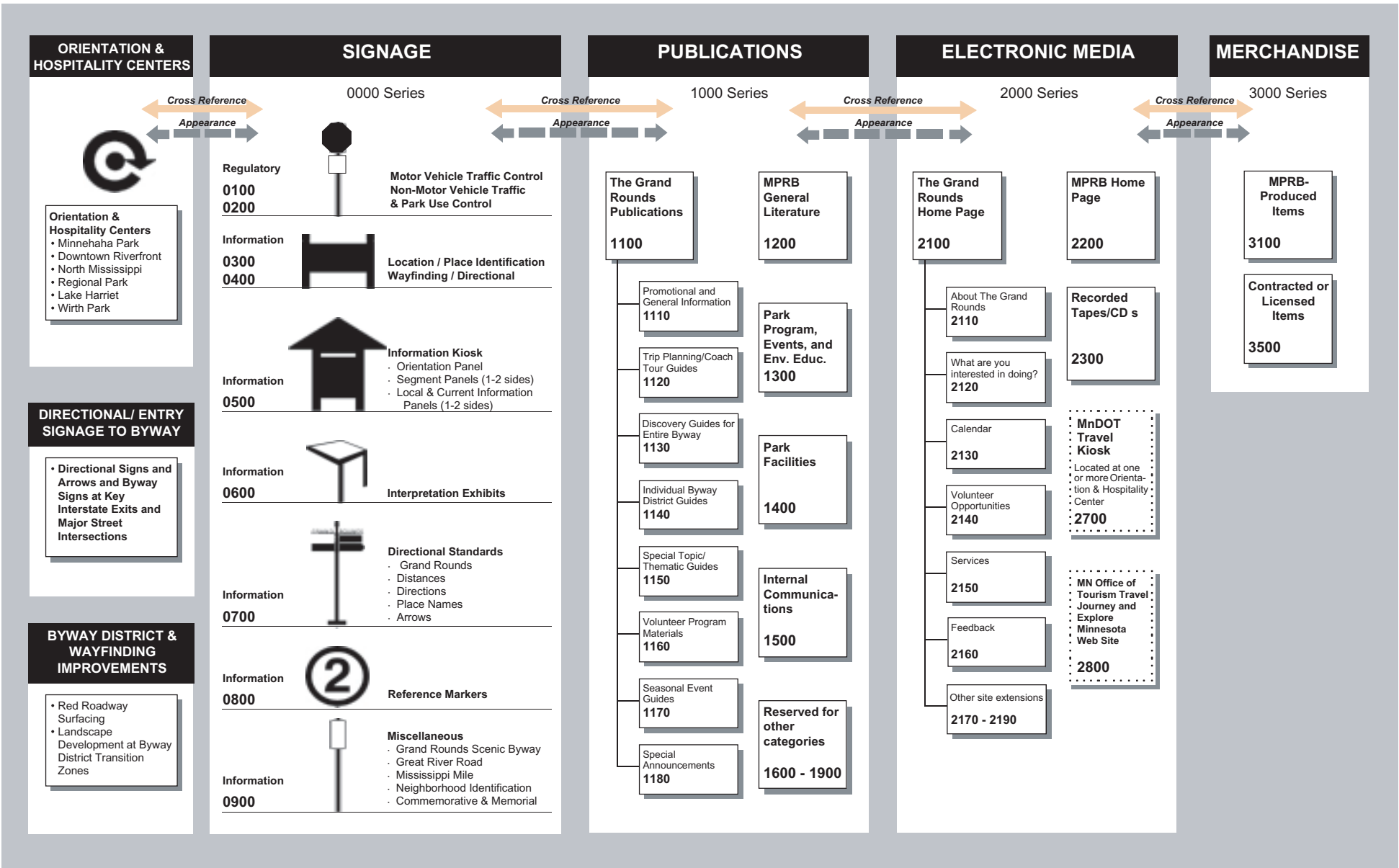
- **Interpretive Components,**
- **Signage,**
- **Publications, and**
- **Electronic media and web sites**

It is recommended that a **Communication Network** approach be established for The Grand Rounds wherein all signs, printed materials, electronic media as well as non-traditional communications media be developed under a **common set of unifying guidelines**. The Communication Network can apply to the entire system of parks including recreation centers, neighborhood parks and trails. These guidelines also recognize that bringing the Park Board's vast inventory of existing signs and publications under a communications network approach will require transition and adaptation. While this approach has universal application to the entire system, emphasis in this plan is on developing the guidelines and performance specifications that are focused primarily on interpretation needs related to The Grand Rounds.

# COMMUNICATION NETWORK OVERVIEW



THE MINNEAPOLIS PARK & RECREATION BOARD



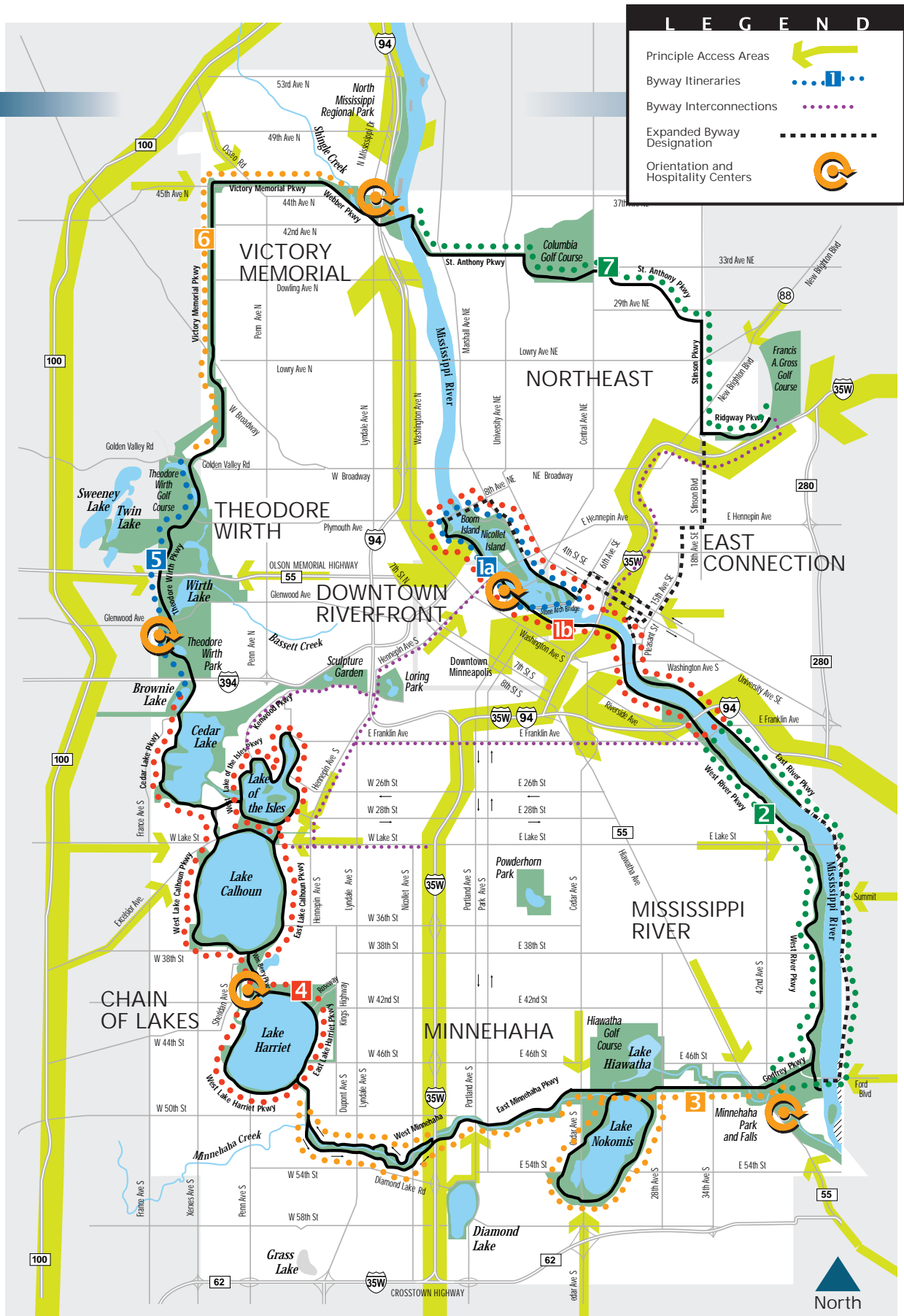


## INTERPRETIVE COMPONENTS

The interpretive program for The Grand Rounds would include a family of integrated components including:

- Eight **Byway Districts**—distinct segments of The Grand Rounds that exhibit unique landscape characteristics and cultural resources
- Eight **Interpretive Itineraries**
- Twenty-four **Byway Access Areas** from interstates and major thoroughfares
- More than fifty identified **Interpretive Sites**—Discovery areas where the public will have opportunities to experience interpretation programs and exhibits
- Physical Components
  - Five Grand Rounds **Orientation and Hospitality Centers**
  - **Direction and Entry Signage** to the byway and Orientation Centers
  - New and Refurbished **Grand Rounds Information Kiosks**
  - New Information Kiosk **Orientation Maps and Information Panels**
  - New **Directional Standards**
  - Grand Rounds **Reference Markers**
  - Landscape development of **District Transition Zones**
  - Interpretive Media
    - **Promotion and General Information**
    - **Discovery Guides**
    - **Web Site**

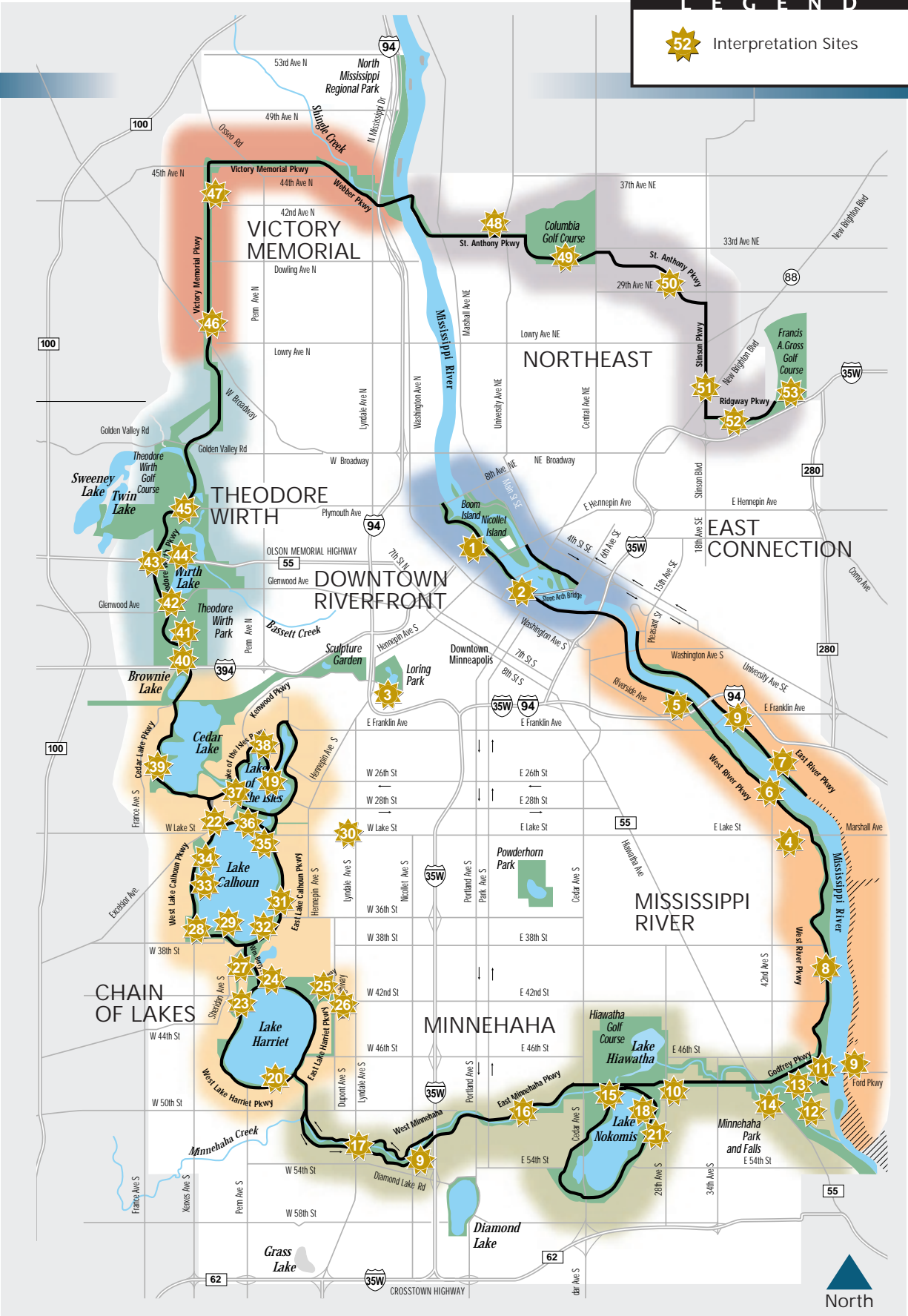
# BYWAY ACCESS & INTERPRETIVE ITINERARIES



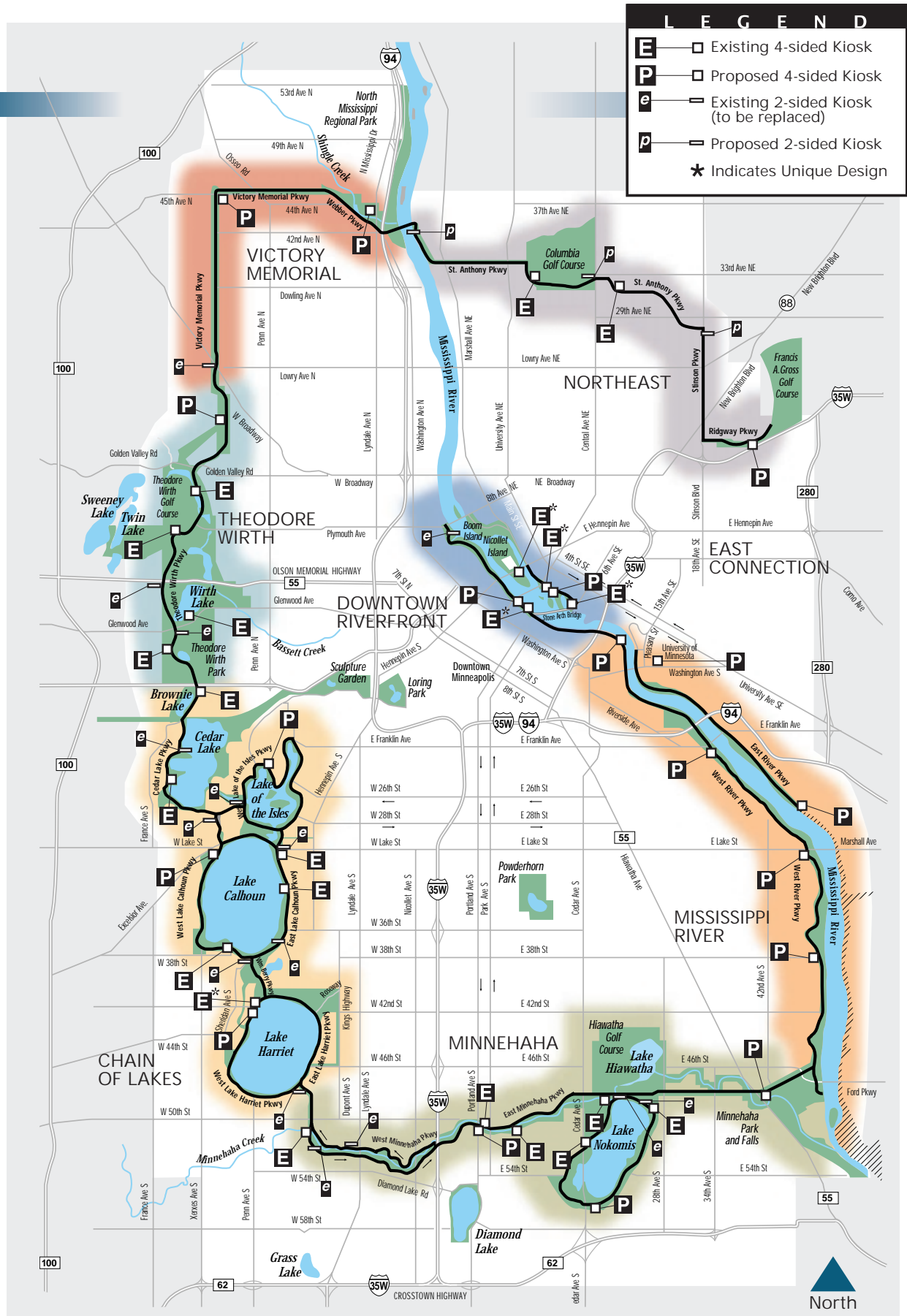
# INTERPRETATION SITES

## LEGEND

 Interpretation Sites

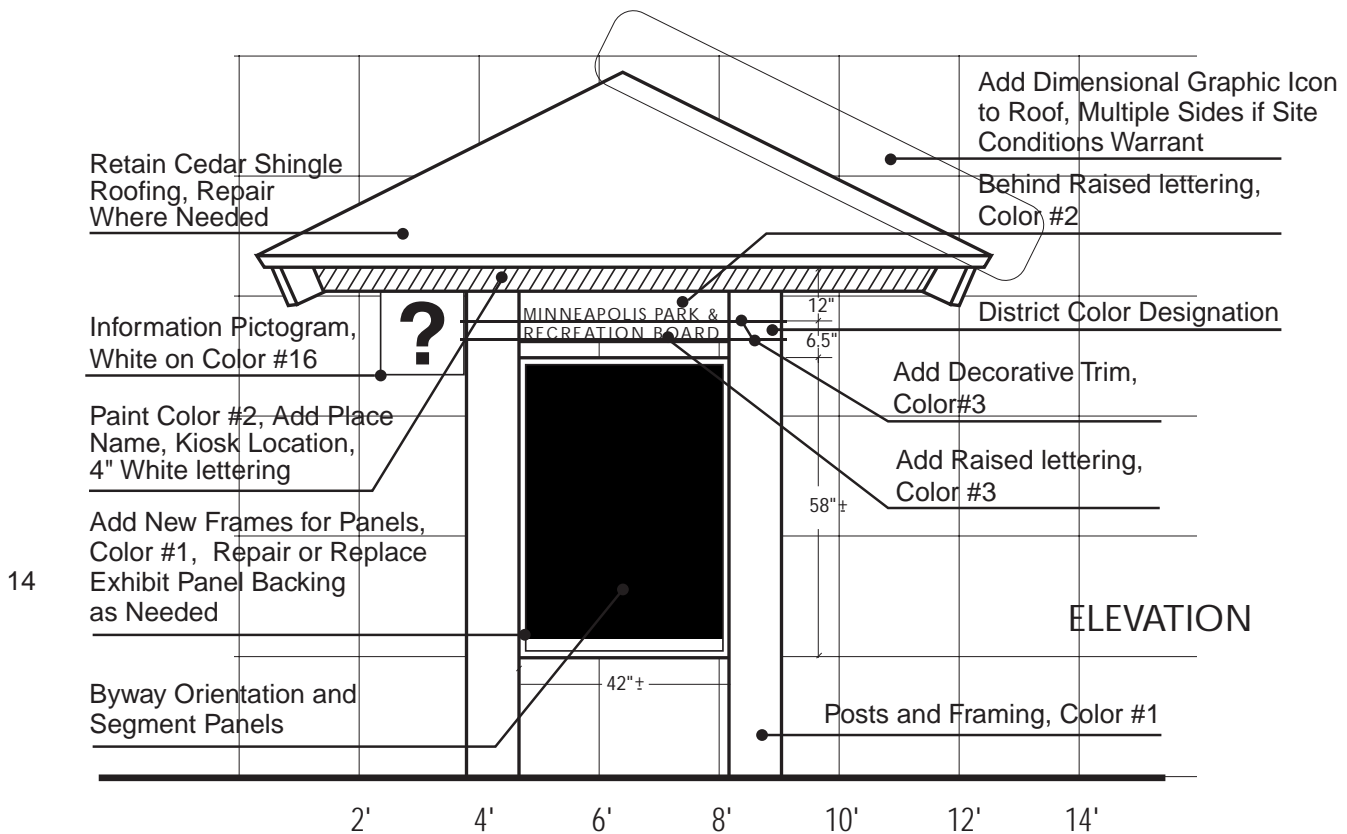
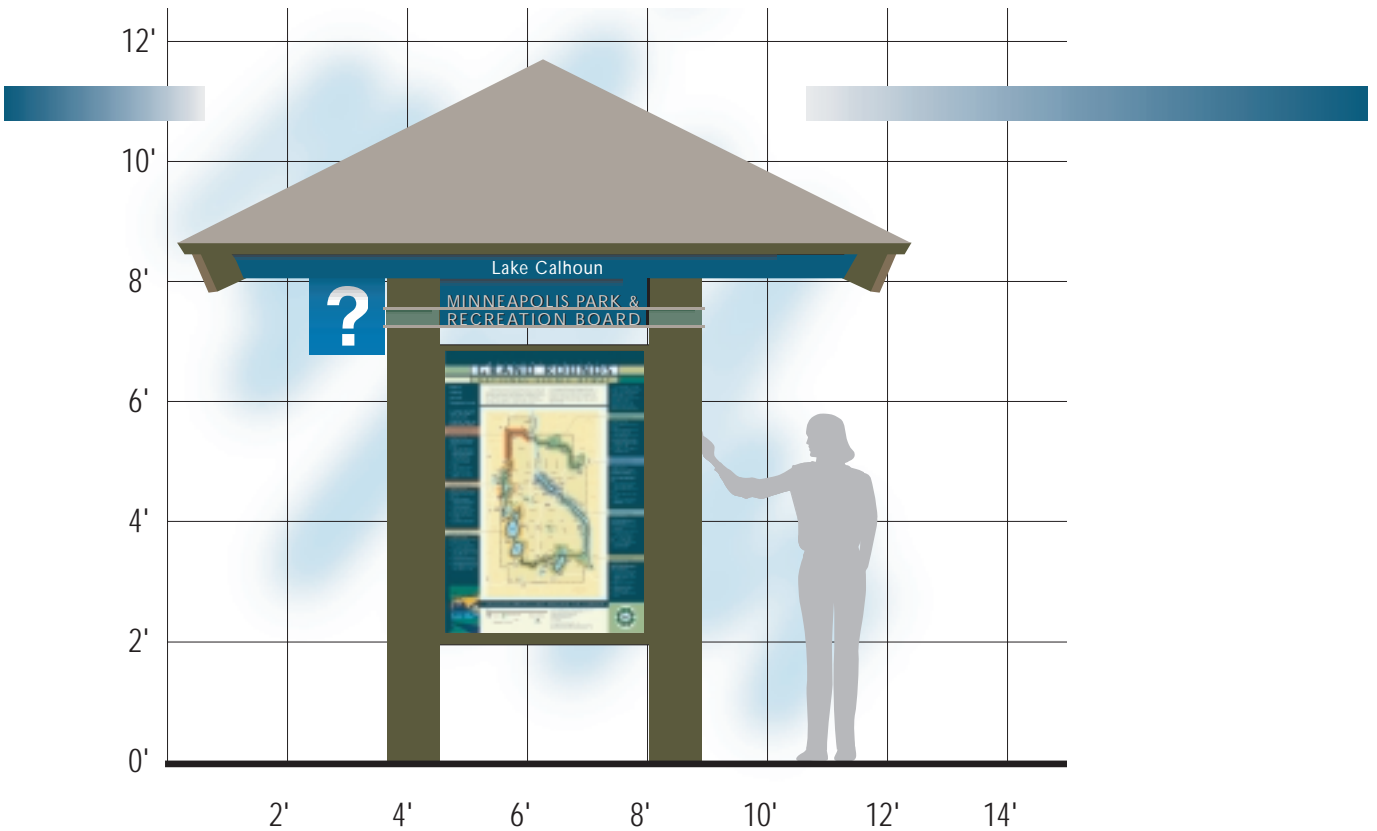


# INFORMATION KIOSK LOCATIONS

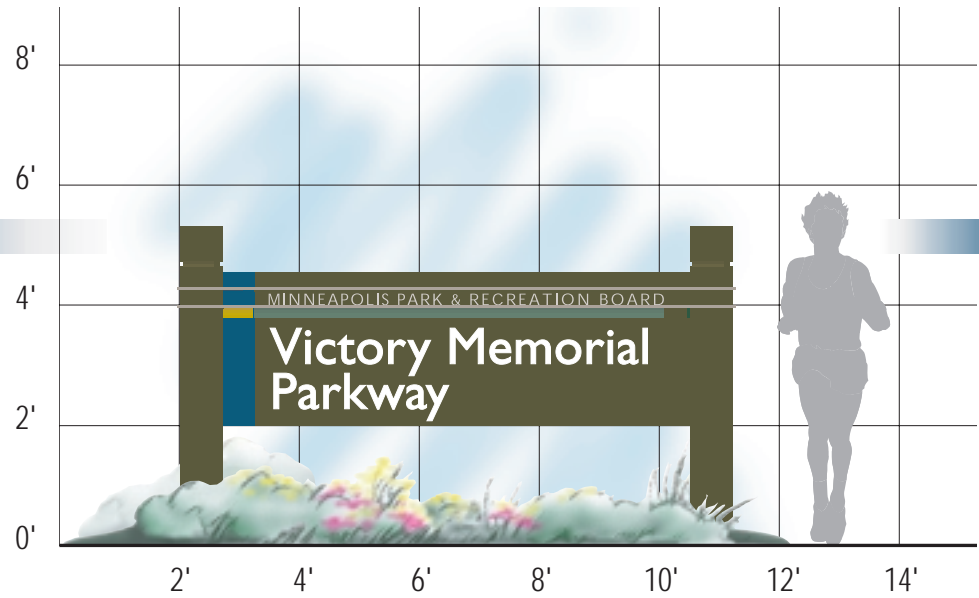




# INFORMATION KIOSK



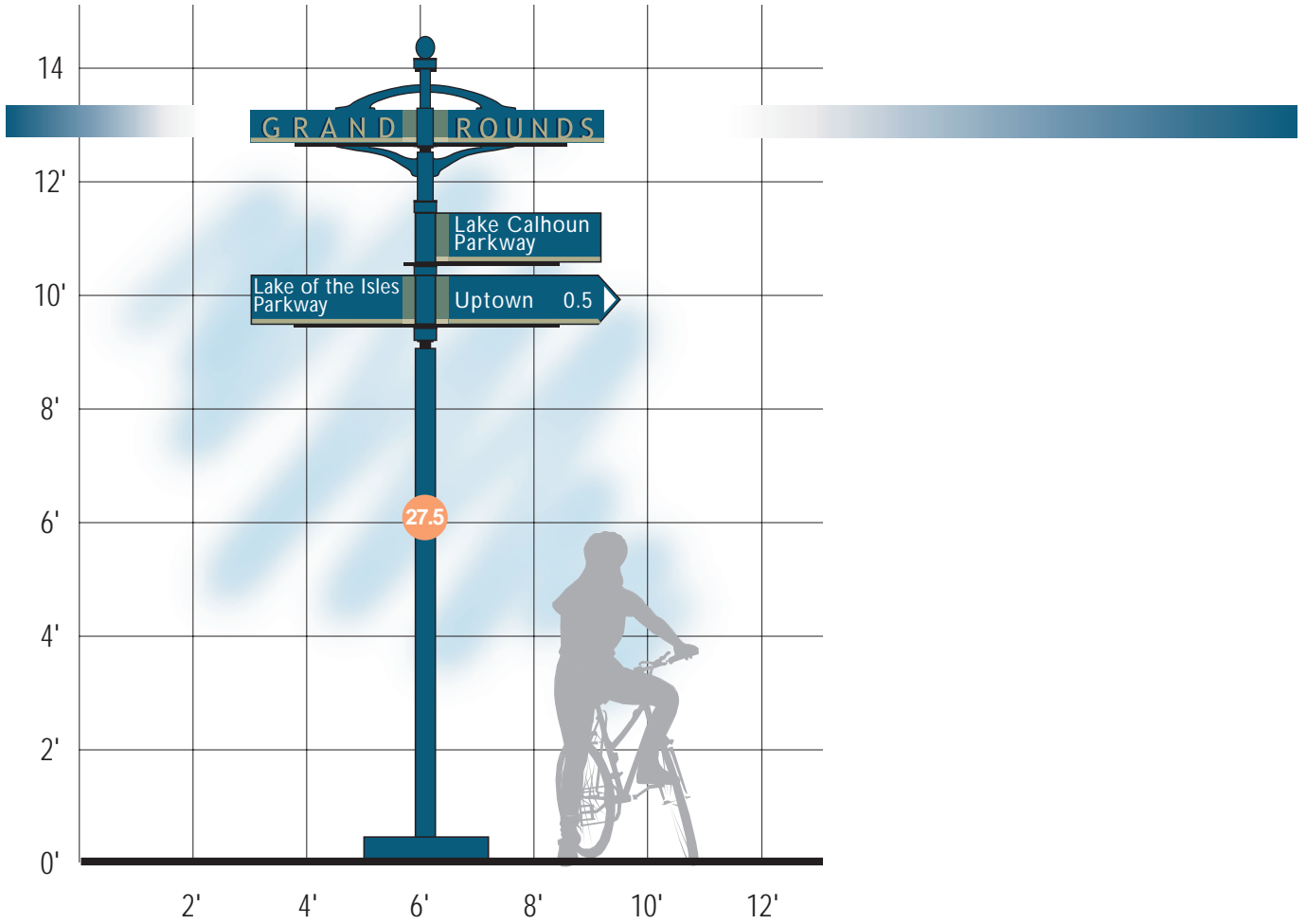
TYPICAL SIGNAGE



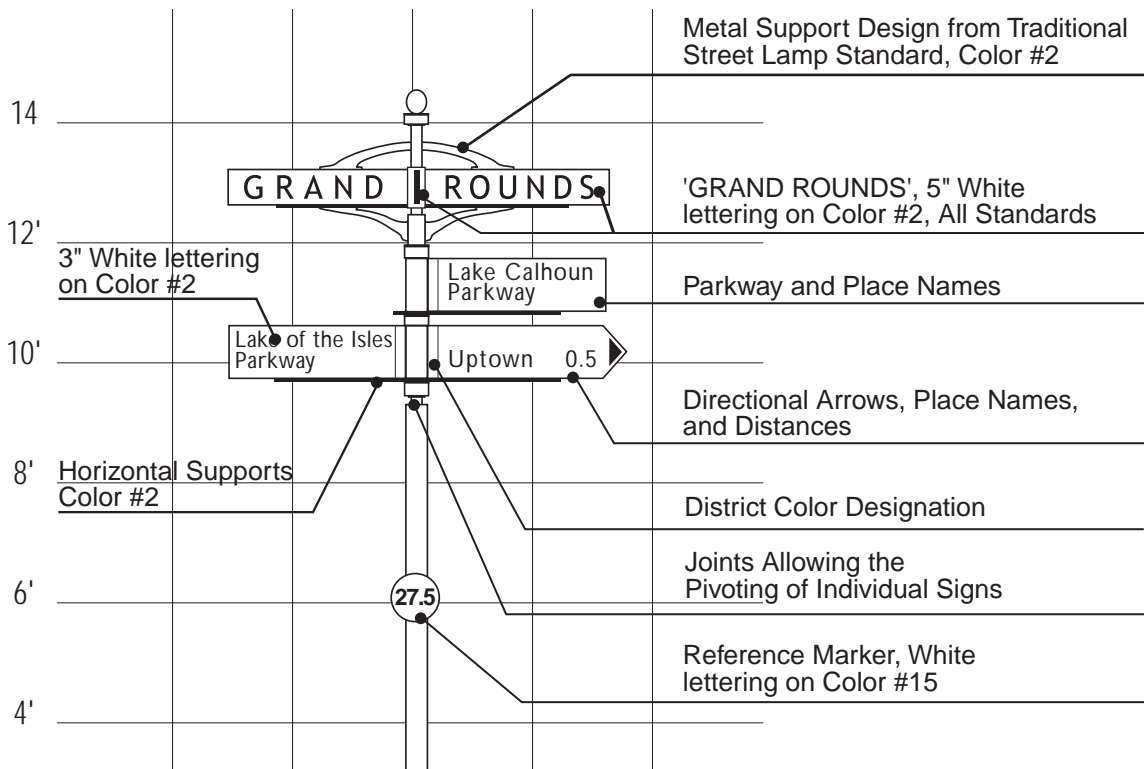
COLOR PALETTE FOR THE COMMUNICATION NETWORK

COLOR #	APPLICATION	SWATCH
<b>BASE COLOR</b>		
1	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
<b>PRIMARY ACCENT COLORS</b>		
2	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
3	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
<b>SECONDARY ACCENT COLORS</b>		
4	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
5	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
6	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	
<b>DISTRICT DESIGNATION COLORS</b>		
7	Downtown Riverfront District	
8	Mississippi River District	
9	Minnehaha District	
10	Chain of Lakes District	
11	Theodore Wirth District	
12	Victory Memorial District	
13	Northeast District	
14	East Connection District	
<b>MARKERS AND PICTOGRAMS</b>		
15	Reference Markers	
16	Pictograms	

# DIRECTIONAL STANDARD



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# KIOSK ORIENTATION PANEL

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W E L C O M E S Y O U T O T H E

## GRAND ROUNDS SCENIC BYWAY

### Nature, History, and our Community

Its creators had bold vision - fifty miles of interconnected parks, parkways, paths and preserves for nature.

Today, when you explore The Grand Rounds on foot, by bike or in a car you will also discover something grand. Peacefulness and solitude or excitement and adventure. Ancient landscapes to the latest in recreation fads. Foundations of the Twin Cities history or a child's dream for tomorrow. In the challenge of The Grand Rounds—a 50-mile ribbon of public open space—here lies its rewards for you to discover.

Since 1893, the Minneapolis Park and Recreation Board has sustained an international resource that is at the same time natural and urban, historic and up-to-date. Designated as a National Scenic Byway in 1998, The Grand Rounds is the first national scenic byway totally located in a major urban area.

The Grand Rounds National Scenic Byway is also seven districts - each having its own special features and personality. Along the Byway, you can discover many historical sites, participate in a variety of recreational activities, and experience some of the city's unique natural and scenic beauty.

### VICTORY MEMORIAL DISTRICT

Tour the historic rows of trees and markers that commemorate the Hennepin County servicemen of World War I

- Reflect on world history at the memorials that line the Victory Memorial Parkway, then explore the natural resources along Shingle Creek and North Mississippi Regional Park
- Explore the curvy Webber Parkway
- Find where barge navigation begins on "old man river"

### THEODORE WIRTH DISTRICT

Relax and get away from it all in the "wild places" of the Theodore Wirth District

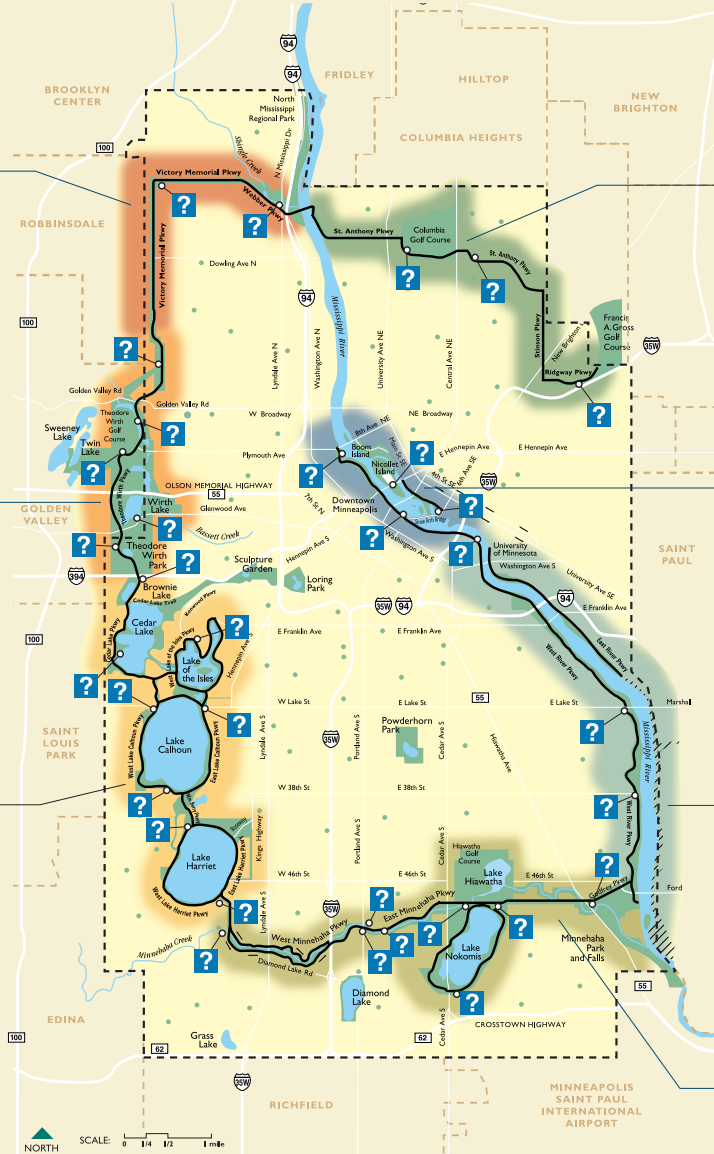
- Recreate in the beauty of Theodore Wirth Park, the largest regional park in Minneapolis
- Visit the quaking bog, search for wildlife at Birch Pond, or identify wildflowers at the Eloise Butler Garden and Sanctuary
- Play golf, go snowtubing or cross country skiing at the same place

### CHAIN OF LAKES DISTRICT

Take part in the excitement and action around the "Chain of Lakes"

- Canoe for nearly two miles from Lake Calhoun to Brownie Lake
- Search for the marker at the site of the area's first schoolhouse or Cloudman's village, a Lakota Indian site
- Step back 50 years in time and ride the Como-Harriet Streetcar Line

Discover what's just around the bend...



### MAP LEGEND

- Information Kiosks
- Minneapolis Parks
- Recreation Centers
- Minneapolis City Limits
- The Grand Rounds - A National Scenic Byway

For more information, event schedule, or education programs on The Grand Rounds National Scenic Byway, contact: Minneapolis Parks and Recreation Board, 400 South Fourth Street, Suite 200, Minneapolis, MN 55415-1400, (612) 661-4800

Look us up on our web site at: www.mprb.org. If you have comments or suggestions about The Grand Rounds National Scenic Byway, e-mail us at the following address: info@mprb.org



### NORTHEAST DISTRICT

Visit where Minneapolis works and plays, side by side

- Stop for a dramatic downtown skyline view from Deming Heights
- Golf at either the Columbia or Francis A. Gross Golf Courses
- See where barges, trains and trucks deliver the raw materials and finished products that make the Twin Cities a world class work place

### DOWNTOWN RIVERFRONT DISTRICT

Investigate the history of Minneapolis while enjoying its cosmopolitan atmosphere on the Mississippi riverfront

- Explore the historic West Side Milling District, Nicollet and Boom Islands
- Find out how St. Anthony Falls has moved up the Mississippi River
- From the Stone Arch Bridge, view today's lock and dam on the river or the old mill ruins of yesterday

### MISSISSIPPI RIVER DISTRICT

Examine the geological wonder: the Mississippi River Gorge along the West and East River Parkways

- View dramatic vistas from bluff tops and river flats
- Search for the Winchell Trail, an ancient Native American trail
- Observe the fall leaf color and the ever changing prairie color

### MINNEHAHA DISTRICT

Experience how recreation, history and nature blend together to create the Minnehaha District

- Picnic, explore the Minnehaha Falls, and take a historic walk through the Longfellow House and Steven's House at Minnehaha Park
- Wind your way along Minnehaha Creek
- Watch the spring flowers as they emerge and bloom along the parkway

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## RECOMMENDATIONS

Full implementation of the Master Plan for interpreting The Grand Rounds will involve the completion of a family of improvements. The majority of these recommended actions are integral with other projects or operations of the Minneapolis Park and Recreation Board. The order of listing does not suggest priority or a recommended sequence of implementation.

1	Continue and expand the <b>volunteer and hospitality program</b> and the delivery of volunteer opportunities.
2	Conduct <b>historical, architectural</b> , and, where appropriate, <b>archaeological surveys</b> as directed by The Grand Rounds Research Design Report-a separate project.
3	Determine if all or part of The Grand Rounds qualifies for the National Register of Historic Places and <b>nominate eligible properties</b> to the National Register.
4	Expand the <b>inventory and research of natural resource and habitats</b> associated with The Grand Rounds.
5	Continue to <b>educate the public</b> about the history and significance of The Grand Rounds.
6	<b>Integrate preservation planning into standard procedures</b> for project planning and maintenance; evaluate special maintenance needs of significant properties; and implement a plan to address these extraordinary needs.

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7	Implement procedures to properly <b>archive historic documents</b> , reports and drawings, photographs and other materials that relate to the history of The Grand Rounds.
8	Conduct ongoing secondary and primary <b>use and user research</b> to account for changing interests and effectiveness of achieving interpretive objectives.
9	Enhance <b>views of the Mississippi River</b> in various locations.
10	Apply for <b>expanded designation</b> of State and National Scenic Byway to encompass certain streets that will connect "loose ends" of the present designation.
11	Plan and design the inclusion of <b>Orientation and Hospitality Centers</b> in the following byway districts or locations: Downtown Riverfront District, Minnehaha Park, North Mississippi Park, Lake Harriet, and Wirth Park.
12	Coordinate the installation of <b>Directional / Entry Signage</b> to Grand Rounds Scenic Byway at approximately 25 locations.
13	<b>Refurbish existing four-sided Information Kiosks</b> -18 locations.
14	<b>Build new four-sided Information Kiosks</b> -17 locations.



15	Build new <b>two-sided Information Kiosks</b> -17 locations.
16	Install <b>Orientation Panels</b> on all Information Kiosks.
17	Install byway <b>Segment Panels</b> on four-sided Information Kiosks.
18	Install byway <b>Directional Standards</b> at approximately 60 locations along The Grand Rounds.
19	Install Grand Rounds <b>Reference Markers</b> at regular intervals.
20	Install <b>on-site interpretive exhibits and panels</b> for major intrinsic resources of the Byway.
21	Develop and maintain <b>The Grand Rounds Web site</b> .
22	Design and print <b>self-guiding brochures</b> for The Grand Rounds Scenic Byway and selected interpretation sites.



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23	Identify and install byway signs for the Byway link in the <b>Eastern Connection</b> .
24	Install and upgrade <b>essential amenities</b> : benches, water fountains, restrooms, and public telephones.
25	Develop <b>master landscape plans</b> for trees, shrubs and ground cover beds of the parkways.
26	Implement improvements to the overall <b>communication network</b> associated with The Grand Rounds include the applications of core elements of a standardized approach.
27	Install <b>red color seal coating for parkway pavement surfaces</b> to aid in wayfinding and appearance continuity.
28	Replace <b>parkway street sign blades</b> with a common appearance.
29	Extend and interconnect <b>bicycle and pedestrian paths</b> within Minneapolis and to adjacent trail systems.
30	Develop a program to <b>preserve and restore historic plaques, memorials</b> , etc. and recreate those that have been lost or stolen.





## MANAGEMENT CONSIDERATIONS

Providing quality recreation and interpretation experiences for all Byway users happens when the limited resources of the Minneapolis Park and Recreation Board are effectively deployed and leveraged.

### OUTCOMES OF INTERPRETING THE GRAND ROUNDS

A number of desired outcomes can be expected with the implementation of the Interpretive Master Plan including:

- Users (as well as park non-users) will have a better understanding of the proper use of The Grand Rounds and other park property.
- Relatively low used portions of The Grand Rounds will experience increases in use.
- There may be some shifting of use away from highly popular segments of The Grand Rounds.
- Public and user appreciation will increase for Park Board-provided facilities, services and benefits.
- Park property abuse and vandalism can be reduced through interpretation.
- Accessibility to the parks and availability of recreation opportunities for all citizens of Minneapolis would increase by enhancing the availability of useful information.
- Since The Grand Rounds carries national significance, recognition of the Park Board and Minneapolis will increase.
- New and increased funding options should emerge.



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## FUNDING OPTIONS

Funding to support implementation and maintenance of this Plan's recommendations would come from a variety of sources including Park Board funding; federal and state grants and cooperative relations; and private sources. Specifically several options should be developed:

- Several sources of federal funding are available for program implementation including the Federal Highway Administration's Scenic Byway program and enhancement funding under TEA-21. Federal designation of The Grand Rounds National Scenic Byway enhances the Park Board's ability to sustain the financial support for the byway's Interpretive Program with repetitive grants requiring 20% local match.
- An effective volunteer-based hospitality program can support many of the byway's interpretive activities.
- Many of the recommended capital improvements are integral parts of other specific projects or accomplish an ongoing Operations program in a slightly different way (maintenance or rehabilitation of information kiosks using color specified as part of the overall communication network).
- Increased private funding can come in several areas including:
  - Bequests and grants directed to specific byway projects.
  - Limited sponsorships by corporations (not advertising) of byway components, for example, a one-year, renewable agreement to improve and maintain a new information kiosk.
  - Development of a program selling quality merchandise that will increase the positive visibility of The Grand Rounds and the Park Board.

## VOLUNTEER AND HOSPITALITY PROGRAM

Across the country, numerous parks agencies have successfully implemented volunteer and hospitality programs to supplement the fundamental services that public agencies provide. The Park Board has had success in working with a large number of 'friends' groups and non-profit organizations over the years and they will continue to play a vital role in supporting specific sites and programs. The development of The Grand Rounds National Scenic Byway and its Interpretive



Program offers new opportunities and needs for volunteers and hospitality services. While these are being developed under a separate grant, the integration of a variety of volunteer opportunities with interpretation will be essential.

## LONG RANGE STRATEGIC PLANNING FOR GRAND ROUNDS PROJECT FUNDING AND PHASING

With the support of the Scenic Byway Program for the Minnesota Department of Transportation and the Federal Highway Administration, the Park Board is developing a long term strategic plan for integrating a variety of projects—interpretation as well as other improvements for The Grand Rounds—into a multi-year, multi-funding source strategy plan. This approach will effectively leverage existing Park Board funding and increase the likelihood of securing available federal funding for The Grand Rounds.

## POLICY CONSIDERATIONS

Where they may not exist, it is recommended that policies be developed to support the following:

- The recommendations pertaining to interpretive components, interpretive sites and the communication network as outlined in the Interpretive Master Plan.
- The research and protection of historically significant resources related to The Grand Rounds.
- A partnership with the City of Saint Paul to include the East River Parkway and other streets with The Grand Rounds National Scenic Byway.
- Expanded partnerships with regional, state and federal agencies for the interpretation of The Grand Rounds.
- Development of sponsorship relationships with corporate entities to support the development and interpretation of The Grand Rounds.
- Including interpretation planning in future development of other Park Board projects.

Enter

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*Together, the natural and cultural resources of  
The Grand Rounds will continue to sustain  
the vitality of Minneapolis.*

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April 7, 1999

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*"Look forward for a century, to the time when the city has a population of a million, and think what will be their wants. They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost opportunity, or restore natural features of grandeur and beauty, which would then possess priceless value, and which you can preserve for them if you will but say the word and save them from the destruction which certainly awaits them if you fail to utter it."*

Horace W. S. Cleveland, 1883

*"Your committee . . . [recommends] a main encircling boulevard or parkway . . . connecting and passing through several of the larger park areas. For this feature the name 'THE GRAND ROUNDS' is suggested as a tentative and provisional designation."*

Minneapolis Board of Park Commissions,  
Eighth Annual Report, 1890



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*"These are the roads that tell us something about our people, about our land, and about America."*

Rodney E. Slater, U.S. Secretary of Transportation  
Announcing that The Grand Rounds is designated a National Scenic Byway  
1998

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SECTION 2:	<b>SITUATION OVERVIEW</b>
SECTION 3:	<b>A CONTEXTUAL HISTORY</b>
SECTION 4:	<b>MISSION, THEME AND OBJECTIVES</b>
SECTION 5:	<b>BYWAY USER DIRECTION</b>
SECTION 6:	<b>INTERPRETIVE RESOURCES</b>
SECTION 7:	<b>PROGRAM COMPONENTS</b>
SECTION 8:	<b>COMMUNICATION NETWORK</b>
SECTION 9:	<b>MANAGEMENT DIRECTION</b>
SECTION 10:	<b>REFERENCE INFORMATION</b>



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## SUMMARY

*“They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost opportunity, or restore natural features of grandeur and beauty....”* Nearly 120 years have passed, yet Horace W. S. Cleveland’s perspective of the challenges our society now faces in conserving its natural and cultural heritage could not have been more in focus. Led by Cleveland’s vision and that of many others who followed, the Minneapolis Park and Recreation Board’s (MPRB) early ‘down payment’ to protect many of the intrinsic resources of Minneapolis by creating **The Grand Rounds** has returned immeasurable benefits to generations of city residents and millions of city visitors.

Among many other national and international distinctions, that early ‘investment’ in The Grand Rounds today also manifests itself as **America’s most important urban scenic byway.**

This Interpretive Master Plan for The Grand Rounds joins numerous other plans that provide the roadmaps for continuing the MPRB’s tradition of responsibly providing leisure benefits to its constituents and sustaining the very resources that make those recreation opportunities possible in the first place.

Ultimately this Plan is about communication—through effective interpretation, how can the experience and opportunities offered by The Grand Rounds become more rewarding for its many users as well as for those who have not yet experienced it’s benefits? We invite you to examine the findings and recommendations that will help answer this challenge.



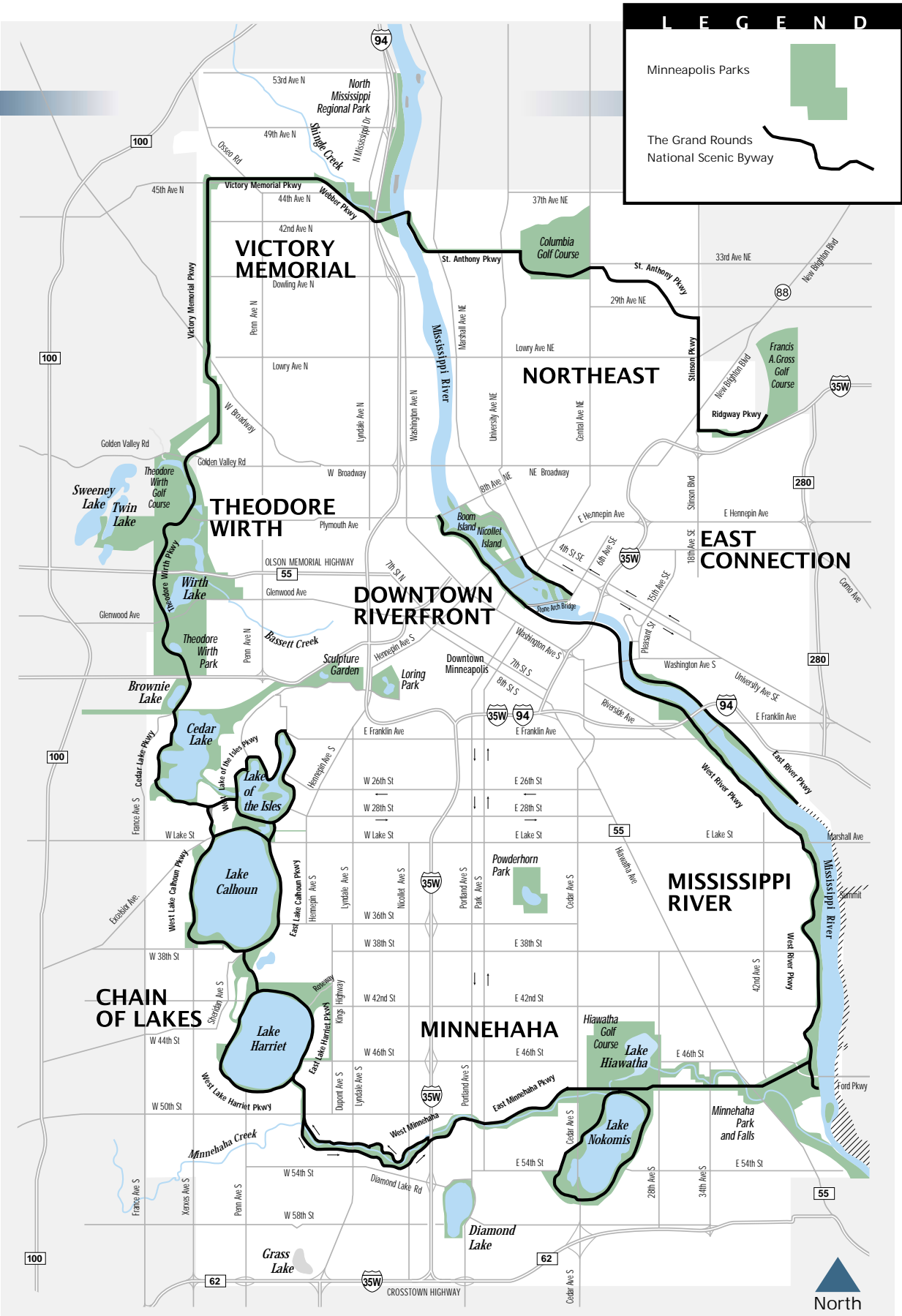
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# THE GRAND ROUNDS



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# GRAND ROUNDS SCENIC BYWAY

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### BACKGROUND

Several recent milestones for The Grand Rounds include:

- **Designated as a Minnesota State Scenic Byway** (1997)  
According to the Federal Highway Administration, “*Scenic Byways are public roads having special scenic, historic, recreational, cultural, archeological and natural qualities that have been recognized as such through legislation and other official declaration. Scenic byways refer not only to the road, street or highway itself but also to the corridor through which it passes.*”
- Received two **federal grants** for the development of the **interpretive program** (1997) and a **model volunteer and hospitality program** (1998)
- **Designated as a ‘National Scenic Byway’** by the Federal Highway Administration (April 1998)
- Recognized by the Federal Highway Administration as **the premier national urban scenic byway** (1997)
- Provided the key link in completing **the Great River Road** (1998)

### WHAT IS INTERPRETATION?

Interpretation is a communication process that reveals meanings and relationships of our culture and natural history to the public (visitors and users) through first-hand experiences with objects, artifacts, landscapes or sites. Interpretation, environmental education and information delivery are not the same. Information delivery focuses on creating awareness through various types of public information announcements and promotion that a recreation or interpretive opportunity exists. Environmental education is usually intended for participants who are interested in an educational, structured and in-depth experience. Interpretation, as used in this program, focuses on leisure-oriented users and visitors who have a full and free choice about how much time and effort they will devote to an experience. All three--interpretation, environmental education and information delivery are necessary tools for reaching the public.



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**INTERPRETIVE MISSION, GOALS, OBJECTIVES**

The foundation of the interpretive program for The Grand Rounds will be based on the following:

**Mission Statement:**

*The mission of The Grand Rounds National Scenic Byway Interpretive Program is to interpret the natural and cultural resources of the byway and to facilitate an enjoyable and safe recreation learning experience for all byway users. Using innovative interpretation services and products, the program will demonstrate stewardship of the byway's many resources.*

**Central Theme:**

*Together, the natural and cultural resources of The Grand Rounds National Scenic Byway will continue to be critical to sustaining the urban vitality of Minneapolis.*

**Goals:**

- Provide a user- and visitor-friendly orientation to the byway.
- Create and sustain a unique and unifying park system identity and cohesiveness.
- Foster stewardship of park and byway resources, property and facilities.
- Distribute park and byway users throughout the entire byway system.
- Provide a variety of interpretive programs and services aimed at different user, visitor and customer segments.
- Conduct an ongoing user and visitor assessment to gauge the effectiveness of interpretive programs and services.
- Connect users with other related interpretive programs in the Twin Cities metropolitan area.
- Encourage Minneapolis residents who don't participate in the byway experience to do so.



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Over 45 specific orientation, learning, behavioral and emotional objectives support The Grand Rounds National Scenic Byway Interpretive Program.

# GRAND ROUNDS SCENIC BYWAY

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#### BYWAY USERS

The Interpretive Program would be developed with a continual awareness of user needs and preferences. Providing effective interpretive services and experiences would recognize individual segments of the users, including those listed below, as opposed to a “one size fits all” approach.

- **Frequency of use** (everyday users to non-users)
- **Principle travel mode of user** (pedestrian, bicyclist, skater, motorists—personal motor vehicle, tour bus rider, etc.)
- **Party size and structure** (individuals or groups)
- **Context of use** (home, work, organized event, or tourism visit)
- **Purpose and benefit derived by using the byway** (relaxation, fitness, traveling from point A to B, etc.)

#### HISTORICAL CONTEXT

As much as user preferences will direct the interpretive program for The Grand Rounds, the context of history and the byway’s intrinsic resources will influence the content of interpretation. A number of important themes emerge in this area:

- **History:** overview of major events and trends.
- **Recreation:** how The Grand Rounds has been used over time.
- **Nature:** the evolution of landscape architecture, and changing definitions of nature.
- **Aesthetics:** changing definitions of beauty, particularly as reflected in architecture.
- **Transportation:** how different modes of transportation have influenced development of The Grand Rounds.
- **Memorials:** for the stewards who created and have maintained The Grand Rounds, as well as for others who have contributed to society.



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## COMMUNICATION NETWORK

Developing the Interpretive Master Plan for The Grand Rounds brought about the opportunity to examine visual aspects of the communication process that connect byway and park users with the recreation and interpretation opportunities provided by The Grand Rounds as well as the overall park system. That examination produced recommendations for **organizing, integrating and improving the appearance** of all MPRB

- **Interpretive Components**
- **Signage**
- **Publications**
- **Electronic Media**

It is recommended that a **Communication Network** approach be established for The Grand Rounds wherein all signs, printed materials, electronic media as well as non-traditional communications media be developed under a **common set of unifying guidelines**. The Communication Network can apply to the entire system of parks including recreation centers, neighborhood parks and trails. These guidelines also recognize that bringing the MPRB's vast inventory of existing signs and publications under a Communications Network approach will require transition and adaptation. While this approach has universal application to the entire system, emphasis in this plan is on developing the guidelines and performance specifications that are focused primarily on interpretation needs related to The Grand Rounds.



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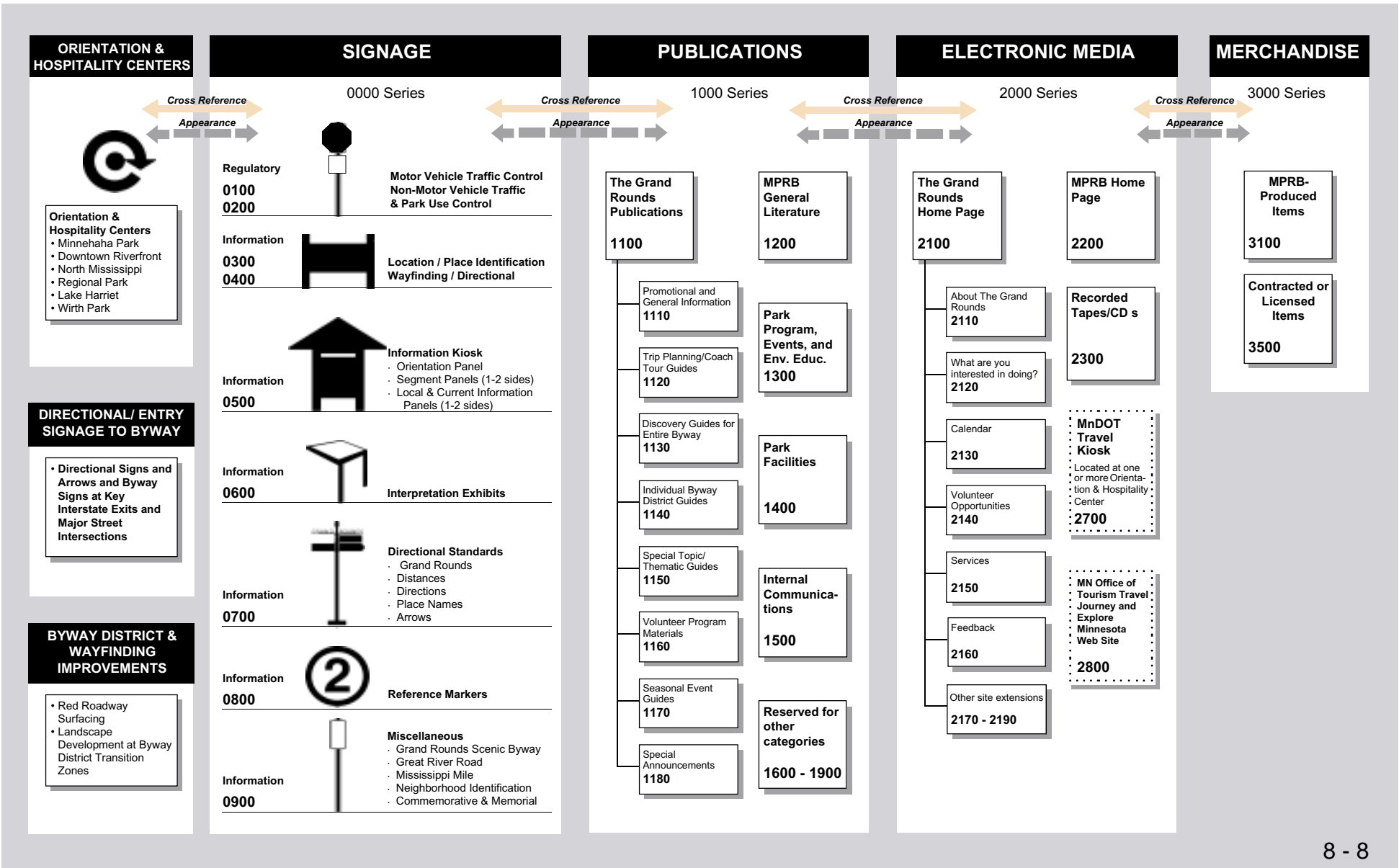
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# COMMUNICATION NETWORK OVERVIEW



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## INTERPRETIVE COMPONENTS

The interpretive program for The Grand Rounds would include a family of integrated components including:

- Eight **Byway Districts**—distinct segments of The Grand Rounds which exhibit unique landscape characteristics and cultural resources
- Eight **Interpretive Itineraries**
- Twenty-four **Byway Access Areas** from Interstates and major thoroughfares
- More than fifty identified **Interpretive Sites**—Discovery areas where the public will have opportunities to experience interpretation programs and exhibits
- Physical Components
  - Five Grand Rounds **Orientation and Hospitality Centers**
  - **Direction and Entry Signage** to the byway and Orientation Centers
  - New and Refurbished **Grand Rounds Information Kiosks**
  - New Information Kiosk **Orientation Maps and Information Panels**
  - New **Directional Standards**
  - Grand Rounds **Reference Markers**
  - Landscape development of **District Transition Zones**
- Interpretive Media
  - **Promotion and General Information**
  - **Discovery Guides**
  - **Web Site**



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## RECOMMENDATIONS

Full implementation of the Master Plan for interpreting The Grand Rounds will involve the completion of a family of improvements. The majority of these recommended actions are integral with other projects or operations of the Minneapolis Park and Recreation Board. The recommendations presented below refer to one or several Sections in the Master Plan that have additional information. The order of listing does not suggest priority or a recommended sequence of implementation.

RECOMMENDATION		SECTION REFERENCE
1	Continue and expand the <b>volunteer and hospitality program</b> and the delivery of volunteer opportunities.	<b>2 9</b>
2	Conduct <b>historical, architectural</b> , and, where appropriate, <b>archaeological surveys</b> as directed by The Grand Rounds Research Design Report—a separate project.	<b>3 6</b>
3	Determine if all or part of The Grand Rounds qualifies for the National Register of Historic Places and <b>nominate eligible properties</b> to the National Register.	<b>3 6</b>
4	Expand the <b>inventory and research of natural resource and habitats</b> associated with The Grand Rounds.	<b>3 6</b>
5	Continue to <b>educate the public</b> about the history and significance of The Grand Rounds.	<b>3 8</b>
6	<b>Integrate preservation planning into</b>	<b>3</b>



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	<b>RECOMMENDATION</b>	<b>SECTION REFERENCE</b>
	<b>standard procedures</b> for project planning and routine maintenance; evaluate special maintenance needs of significant properties; and develop and implement a plan to address these extraordinary needs.	<b>9</b>
7	Implement procedures to properly <b>archive historic documents</b> , reports and drawings, photographs and other materials that relate to the history of The Grand Rounds.	<b>3 9</b>
8	Conduct ongoing secondary and primary <b>use and user research</b> to account for changing interests and effectiveness of achieving interpretive objectives.	<b>5 10</b>
9	Enhance <b>views of the Mississippi River</b> in various locations.	<b>6 7</b>
10	Apply for <b>expanded designation</b> of State and National Scenic Byway to encompass certain streets that will connect “loose ends” of the present designation.	<b>7</b>
11	Plan and design the inclusion of <b>Orientation and Hospitably Centers</b> in the following byway districts or locations: Downtown Riverfront District, Minnehaha Park, North Mississippi Park, Lake Harriet, and Wirth Park.	<b>7</b>
12	Coordinate the installation of <b>Directional / Entry Signage</b> to The Grand Rounds Scenic Byway at approximately 25 locations.	<b>7</b>
13	<b>Refurbish existing four-sided Information Kiosks</b> —18 locations.	<b>7 8</b>



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	<b>RECOMMENDATION</b>	<b>SECTION REFERENCE</b>
14	<b>Build new four-sided Information Kiosks</b> — 17 locations.	<b>7 8</b>
15	<b>Build new two-sided Information Kiosks</b> —17 locations.	<b>7 8</b>
16	Install <b>Orientation Panels</b> on all Information Kiosks.	<b>7 8</b>
17	Install byway <b>Segment Panels</b> on four-sided Information Kiosks.	<b>7 8</b>
18	Install byway <b>Directional Standards</b> at approximately 60 locations along The Grand Rounds.	<b>7 8</b>
19	Install Grand Rounds <b>Reference Markers</b> at regular intervals.	<b>7 8</b>
20	Install <b>on-site interpretive exhibits and panels</b> for major intrinsic resources of the byway.	<b>7 8</b>
21	Develop and maintain <b>The Grand Rounds Web site</b> .	<b>7 8</b>
22	Design and print <b>self-guiding brochures</b> for The Grand Rounds Scenic Byway and selected interpretation sites.	<b>7 8</b>
23	Identify and install byway signs for the byway link in the <b>Eastern Connection</b> .	<b>7 8</b>
24	Install and upgrade <b>essential amenities</b> : benches, water fountains, restrooms, and public telephones.	<b>7 9</b>



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	<b>RECOMMENDATION</b>	<b>SECTION REFERENCE</b>
25	Develop <b>master landscape plans for trees, shrubs and ground cover beds</b> of the parkways.	<b>7 8</b>
26	Implement improvements to the overall <b>communication network</b> associated with The Grand Rounds include the applications of core elements of a standardized approach.	<b>8</b>
27	Install <b>red color seal coating for parkway pavement surfaces</b> to aid in wayfinding and appearance continuity.	<b>8</b>
28	Replace <b>parkway street sign blades</b> with a common appearance.	<b>8</b>
29	Extend and interconnect <b>bicycle and pedestrian paths</b> within Minneapolis and to adjacent trail systems.	<b>9</b>
30	Develop a program to <b>preserve and restore historic plaques, memorials, etc.</b> and recreate those that have been lost or stolen.	<b>8</b>



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With proper oversight, implementing these recommendations is not expected to have significant environmental impacts.

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## MANAGEMENT CONSIDERATIONS

Providing quality recreation and interpretation experiences for all byway users happens when the limited resources of the MPRB are effectively deployed and leveraged. Considerations for implementing and managing the Interpretation Program for The Grand Rounds National Scenic Byway should include:

### OUTCOMES OF INTERPRETING THE GRAND ROUNDS:

A number of desired outcomes can be expected with the implementation of the Interpretive Master Plan including:

- Users (as well as park non-users) will have a better understanding of the proper use of The Grand Rounds and other park property and programs.
- Relatively low used portions of The Grand Rounds will experience increases in use.
- There may be some shifting of use away from highly popular segments of The Grand Rounds.
- Public and user appreciation will increase for MPRB-provided facilities, services and benefits.
- Park property abuse and vandalism can be reduced through interpretation.
- Accessibility to the parks and availability of recreation opportunities for all citizens of Minneapolis would increase by enhancing the availability of useful information.
- Since The Grand Rounds carries national significance, recognition of the Board and Minneapolis will increase.
- New and increased funding options should emerge.



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# GRAND ROUNDS SCENIC BYWAY

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### FUNDING OPTIONS

Funding to support implementation and maintenance of this plan's recommendations would come from a variety of sources including MPRB funding; federal and state grants and cooperative relations; and private sources. Specifically several options should be developed:

- Several sources of federal funding are available for program implementation including the Federal Highway Administration's Scenic Byway program and enhancement funding under TEA-21. Federal designation of The Grand Rounds National Scenic Byway enhances the MPRB's ability to sustain the financial support for the byway's Interpretive Program with repetitive grants requiring 20% local match.
- An effective volunteer-based hospitality program can support many of the byway's interpretive activities.
- Many of the recommended capital improvements are integral parts of other specific projects (a byway Orientation and Hospitality Center at Minnehaha Park is actually a very similar to the improvement being planned for Longfellow House) or accomplish an ongoing operations programs in a slightly different way (maintenance or rehab of kiosks using color specified as part of the overall communication network).
- Increased private funding can come in several areas including:
  - Bequests and grants directed to specific byway projects.
  - Limited sponsorships by corporations (not advertising) of byway components, for example, a one-year, renewable agreement to improve and maintain a new information kiosk.
  - Development of a program selling quality merchandise that will increase the positive visibility of The Grand Rounds and the MPRB.



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**VOLUNTEER AND HOSPITALITY PROGRAM**

Across the country, numerous parks agencies have successfully implemented volunteer and hospitality programs to supplement the fundamental services that public agencies provide. The MPRB has had success in working with a large number of ‘friends’ groups and non-profit organizations over the years and they will continue to play a vital role in supporting specific sites and programs. The development of The Grand Rounds National Scenic Byway and its Interpretation Program offers new opportunities and needs for volunteers and hospitality services. While these are being developed under a separate grant, the integration of a variety of volunteer opportunities with interpretation will be essential.

**LONG RANGE STRATEGIC PLANNING FOR GRAND  
ROUNDS PROJECT FUNDING AND PHASING**

With the support of the Scenic Byway Program for the Minnesota Department of Transportation and the Federal Highway Administration, the MPRB is developing a long term strategic plan for integrating a variety of projects—interpretation as well as other improvements for The Grand Rounds—into a multi-year, multi-funding source strategy plan. This approach will effectively leverage existing MPRB funding and increase the likelihood of securing available federal funding for The Grand Rounds.



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**POLICY CONSIDERATIONS**

Where they may not exist, it is recommended that policies be developed to support the following:

- The recommendations pertaining to interpretive components, interpretive sites and the communication network as outlined in this Master Plan.
- The research and protection of historically significant resources related to The Grand Rounds.
- A partnership with the City of Saint Paul to include the East River Parkway and other streets with The Grand Rounds National Scenic Byway.
- Expanded partnerships with regional, state and federal agencies for the interpretation of The Grand Rounds.
- Development of sponsorship relationships with corporate entities to support the development and interpretation of The Grand Rounds.
- Including interpretation planning in future development of other MPRB projects.



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SUMMARY AND INTRODUCTION

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## SCOPE OF THIS PLAN

Readers and users of The Grand Rounds Interpretive Master Plan should keep several points in mind.

- This is a plan, not a design. It addresses system-wide issues and provides information—a roadmap—to assist and direct designers in completing specific project assignments. The Plan will also support managers in securing adequate financial resources to implement its recommendations and provide direction in staging the order of implementing interpretive components and services. In short, this Plan presents the “why and what” to implement and build, “how to do” will follow as specific projects are formulated.
- As all plans are, this Plan is a snapshot of time. It was prepared with information and governing factors that were available at the time. The Plan’s findings and recommendations represent the best professional judgement of the authors at that same time. These recommendations are not absolute and concrete—when circumstances, user preferences, goals, and information change, this Plan should be modified accordingly.

### HOW TO USE THIS MANUAL:

This manual has been designed to be:

- a reference guide;
- a supplement to other plans for The Grand Rounds; and
- a dynamic and adaptive source of information.

With the notebook format, readers are encouraged to add their own notes and materials to each section as well as updates as new materials may be distributed.



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## INTRODUCTION

The Grand Rounds is the result of more than 100 years of planning, development, and operations by the Minneapolis Park and Recreation Board (MPRB). For just as long, it has survived, thrived and matured with widespread public support. The Grand Rounds has emerged to become the central organizing influence in one of the nation's best park systems.

With such a long history, its Management Plan is in reality a vast collection of documents, resolutions, ordinances, regulations, plans and designs that have been prepared, enacted, and amended over the decades. No single document could truly claim to compile all the literature that now guides the dynamic and vital management of this national treasure. This Interpretive Master Plan for The Grand Rounds is one of many documents which make up The Grand Rounds National Scenic Byway Corridor Management Plan.

### THE MINNEAPOLIS PARK AND RECREATION MPRB

The (MPRB) was created by an act of the Minnesota Legislature in 1883. Its purpose is to establish, acquire, develop, and maintain parks, wildlife sanctuaries, forests and playgrounds. In addition, the MPRB provides public access to and maintains historic sites, lakes, rivers, streams, and other natural habitat. Since its inception, the MPRB has grown from a few city parks to a nationally renowned park system of over 6,000 acres of land and water.

The MPRB receives its revenue from a variety of sources. These revenue sources include tax levies on properties within Minneapolis, grants in aid from the Minnesota Legislature including Local Government Aid, Homestead and Agricultural Credit Aid and grants



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from the Legislative Commission on Minnesota Resources, user fees and charges, and gifts of land and money. The MPRB also depends on the City of Minneapolis' bonding authority for capital improvements.

The citizens of Minneapolis are the prime constituency served by the MPRB. The MPRB, as an implementing agency for the metropolitan area regional park system, also helps meet the outdoor recreational needs of the city, region and state.

The MPRB's mission is to strive to permanently preserve, protect, maintain, improve and enhance the city's park land and recreational opportunities on behalf of all current and future citizens of the city of Minneapolis.

The MPRB is an independently elected body. Since its creation, the MPRB has been a semi-autonomous political subdivision, having the powers granted to it by the Minnesota Legislature established by the City Charter and allowable under common law. The MPRB's position as a separate, independent political subdivision allows autonomous action in providing recreation services, facilities and educational experiences consistent with fulfilling its purpose and mission.

The MPRB recognizes the importance of forging positive relationships with other political subdivisions that complement those mandated by the Minnesota Legislature. From time to time, the MPRB has formed partnerships with other political subdivisions allowing both to work together towards common objectives. Interpreting the intrinsic resources of The Grand Rounds will offer new partnership opportunities.



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**THE GRAND ROUNDS SCENIC BYWAY SETTING**

In virtually any discussion of the Mississippi River, whether the history, economic impact, or its recreational assets, sooner or later the city of Minneapolis will be motioned as a significant example. On the local, regional, national or global scale, it is difficult to separate Minneapolis from its identity as a river city. Minneapolis started as a lumber and grain milling center on the Falls of St. Anthony (the only Falls of the Mississippi River) because of its economic benefit. Over time the river has evolved into a recreational asset. Nearly all of The Grand Rounds Scenic Byway system incorporates the Mississippi River, the lakes or tributaries that drain into the River. In Theodore Wirth Park for example, The Grand Rounds offers outstanding examples of natural prairie environments as part of the landscape.

The Grand Rounds offers a multitude of diverse amenities and can provide travelers with a unique tour of one of America's finest urban park systems. Water, woodlands and trails are the main stays of this system which encompasses over 6,000 acres of land in addition to 14 lakes, several lagoons, four islands, three creeks, one river, and three waterfalls.

The most striking part of the byway's roadway is its close proximity to the resource itself. Along the Mississippi River, it's tributaries, lakes, lagoons and other landscapes are all highly visible to the user and are maintained with that in mind. In most cases the landscape itself has dictated the roadway design. For example, along Minnehaha Creek the roadway tends to be curving and meandering like the creek itself, whereas along Victory Memorial Parkway the effect is more formal as it travels through a neighborhood laid out in a grid. The roadway is either one or two-way (and never more than two lanes wide) with pull-offs or parking bays allowing the motorists to



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pull off and directly experience the resources. In many cases access from feeder roads is minimized in order to prevent further intrusion and protect the environment.

**The Grand Rounds Scenic Byway Corridor**

The corridor boundaries of The Grand Rounds include the following areas:

- The traveled roadway and its various intersections with crossing streets—owned primarily by the MPRB.
- The public rights-of-way associated with the portions of the parkways—owned primarily by the MPRB.
- Adjoining park lands, pedestrian and bicycle trails, open spaces including lakes and wetlands—owned by the MPRB.
- Land areas and development seen from the traveled roadway of the scenic byway—owned by private owners.

**Design AND Maintenance Standards**

The roadways and trails that comprise The Grand Rounds have been established for many decades by the MPRB. The MPRB maintains policies and design standards for the maintenance, repair and design renovation of all parkway sections to assure safety as well as integration of the roadway with the adjoining park character. Additionally, as park and parkway master plans are periodically updated, standards are reviewed to assure that contemporary concerns are addressed while maintaining the visual character of the original parkway design. As roadway modifications may occur in the future—including transportation improvements that may intersect the byway--the MPRB’s practice is to assure the highest possible integration of original park character with the proposed improvement.



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The Federal Highway Administration offers guidance in understanding the diverse resources of byways through its definition of ‘intrinsic resources’. Intrinsic resources are the scenic, historic,

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recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of a scenic byway corridor. The Grand Rounds Scenic Byway includes fine examples of each of the six intrinsic resources: many have national importance.

The majority of the intrinsic qualities associated with The Grand Rounds are owned, operated and maintained for the public by the MPRB. The tools that the MPRB uses to manage these resources include long range planning; detailed design; budgeting revenue for annual capitol improvements and operations; and maintaining policies and rules for public use of these resources.

Property located outside of the immediate Grand Rounds and park boundaries is either privately owned or held by other public agencies. The City of Minneapolis will continue to enforce its zoning, development and building code regulations in the areas outside of the property owned by the MPRB. Some portions of the corridor are governed by the guidelines and regulations established by historic districts. Public agencies as well as private property owners and developers have long recognized the importance of The Grand Rounds and it is expected that a strong level of public support will continue to assure that the byway sustains its high standards of enhancement, protection and development.



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### **PUBLIC PARTICIPATION**

The foundation for on-going public participation in The Grand Rounds is the fact that the MPRB is an independently elected body. The MPRB's position as a separate, independent political subdivision allows autonomous action in providing recreation services, facilities

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and educational experiences consistent with fulfilling its purpose and mission, including that of sustaining The Grand Rounds. Individual citizens, representatives of special interest groups and other public officials have access to the MPRB through a number of existing avenues including advisory groups, special planning committee and task forces and direct contact with staff. As annual operating budgets and capital improvement plans for The Grand Rounds and its attendant intrinsic qualities are prepared and adopted, public participation is encouraged and it occurs.

The MPRB is granted powers to enforce various aspects related to The Grand Rounds Scenic Byway Corridor Management Plan. Through its official policies and procedures, the MPRB has the power to enforce many activities associated with the byway:

**STATE AND NATIONAL SCENIC BYWAY PROGRAMS**

The MPRB wishes to recognize and commend the valuable contributions and leadership of the Federal Highway Administration, the Minnesota Department of Transportation and many other organizations that are now successfully focussing national attention on the importance of scenic byways. The MPRB appreciates how the Federal Highway Administration has advanced the art and practice of corridor management planning for scenic byways.



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## INTRODUCTION

Extending for over a century, the history of The Grand Rounds influenced, and was influenced by, the growth of Minneapolis. From a broader perspective, the park system reflects changing trends in American landscape architecture, architecture, culture, and technology.

Layers of history are exhibited by physical components of The Grand Rounds. Interpretation of these resources can add depth to park users' enjoyment of The Grand Rounds and encourage stewardship of this remarkable park system.

The following study outlines the history of The Grand Rounds. The contextual overview is presented in the left column. The center column includes related material, primarily contemporary quotations, that supplements the contextual information and illustrates potential sources for interpretative text. The right column links specific sites along The Grand Rounds to the interpretive themes discussed in the contextual overview. Some of these themes are presented in separate sections of the narrative; others are interwoven in the general overview. The themes are:

- **History:** overview of major events and trends.
- **Recreation:** how The Grand Rounds has been used over time.
- **Nature:** the evolution of landscape architecture, and changing definitions of nature.



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- **Aesthetics:** changing definitions of beauty, particularly as reflected in architecture.
- **Transportation:** how different modes of transportation have influenced development of The Grand Rounds.
- **Memorials:** for the stewards who created and have maintained The Grand Rounds, as well as for others who have contributed to society.

The examples, which are meant to be illustrative rather than definitive, are included only when there is an obvious connection between the overview and a specific location. Many subjects, such as the founding of The Grand Rounds, could be told in a number of locations.



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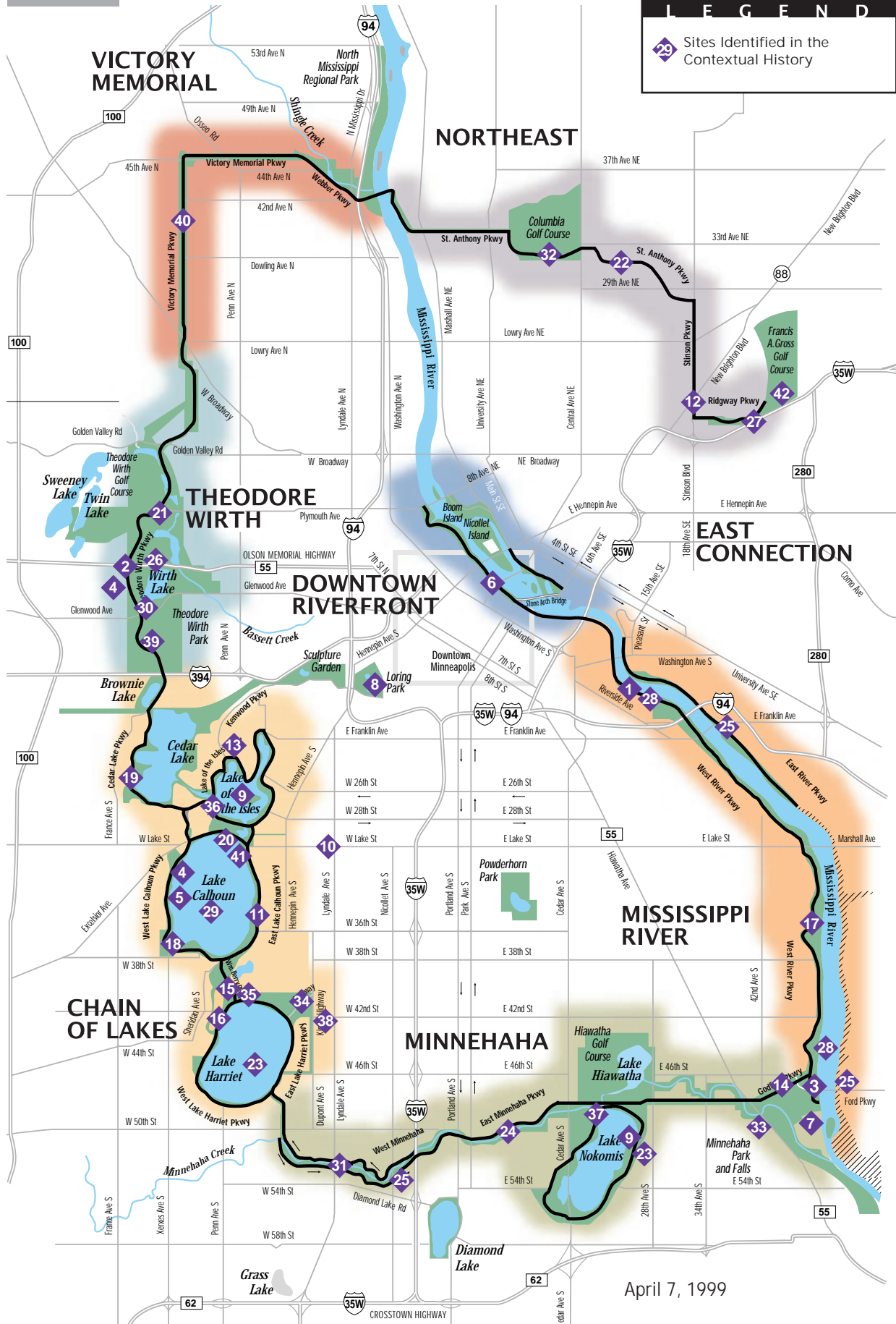
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LEGEND

29 Sites Identified in the Contextual History



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FORCES ON THE LAND

Narrative	Quotations	Sites
<p>Minneapolis owes its lakes, rivers, and landform to the glaciers that came and went during a series of ice ages thousands of years ago. At one period when the glaciers had receded, the Mississippi River flowed through what is now south Minneapolis. The river's early course is traced by the Chain of Lakes and Minnehaha Creek. After the river was diverted to the east, glaciers smoothed its previous bed. Depressions remained, however, filling with water as the glaciers melted.<sup>1</sup></p>		
<p>The glaciers left behind a layer of "drift"—earth, stone, and other materials. This rests on a ledge of Platteville limestone, which is exposed in many places along the Mississippi River gorge downstream from Saint Anthony Falls. Ranging from gray to tan in color with distinct bedding planes, the limestone has been quarried to supply building projects along The Grand Rounds.<sup>2</sup></p>	<p>"Mr. Horace V. Winchell has placed a large and interesting boulder, shipped from the Mesaba Iron Range, at the little hillock near Franklin Avenue. This is the north entrance to the Winchell Trail."<sup>3</sup></p>	<p>◆1 History: Geological development (Winchell Trail; WPA stonework below Riverside Park)</p>
<p>Neither Platteville limestone nor</p>		



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<sup>1</sup> George M. Schwartz and George A. Thiel, *Minnesota's Rocks and Waters: A Geological Story*, rev. ed. (Minneapolis: University of Minnesota Press, 1976), 25, 320.

<sup>2</sup> Schwartz and Thiel, 50, 136.

<sup>3</sup> Minneapolis Board of Park Commissioners (hereafter "MBPC"), *Thirty-fourth Annual Report, 1916*, 66.

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the layer of Saint Peter sandstone below it could resist the erosive force of the Mississippi. Saint Anthony Falls was probably first located near the juncture of the Mississippi and Minnesota Rivers, about seven miles below its current site. As the rushing water wore down the falls' structure, the crest migrated upstream. When it reached an island near the current location of Lock and Dam No. 1 (Ford Dam), the larger eastern channel progressed more quickly, commandeering the river's entire flow when it got above the island. The falls on the island's western side began moving up Minnehaha Creek, ultimately forming Minnehaha Falls.<sup>4</sup>

The region's vegetation is influenced by its geography, as well as by its location midway between the north pole and the equator. A monument marking the point where the forty-fifth parallel crosses The Grand Rounds was installed in Wirth Park in 1917.<sup>5</sup>

*"A Point of Geographical Interest. A large boulder has been placed at the North entrance to the park on Nineteenth Avenue, with an inscription giving the longitude, latitude and elevation at that point."<sup>6</sup>*

◆2  
History: 45<sup>th</sup> Parallel Monument (Wirth Park)



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EURO-AMERICAN SETTLEMENT  
BEGINS

Narrative	Quotations	Sites
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<sup>4</sup> Schwartz and Thiel, 323-325.  
<sup>5</sup> MBPC, *Thirty-fifth Annual Report, 1917*, 38.  
<sup>6</sup> Ibid.

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For thousands of years the region’s forests and prairies were occupied by native tribes. The arrival of Euro-American explorers, missionaries, and fur traders in the late seventeenth century began changing Indian living patterns. This presaged a more radical shift with the influx of homesteaders in the nineteenth century, pushing Indian tribes from the Minneapolis area. Still, the state’s population of American Indians probably exceeded that of Euro-Americans until after 1850.<sup>7</sup>

◆3  
History: American Indians before Euro-American contact (Minnehaha Park: contrast with romanticized view in *Song of Hiawatha*)

After La Salle claimed the entire Mississippi River Valley for France in 1682, European powers vied to control the vast territory. Spain gained title to the land west of the Mississippi in 1762. It was ceded back to France in 1800, then sold to the United States in 1803. To secure its new possession the fledgling nation established a series of military posts including Fort Snelling, founded in 1819 at the confluence of the Mississippi and Minnesota Rivers. Area outside of the military reservation remained Indian territory until the Treaty of Traverse des Sioux in 1851, so white settlement was

*Some lake names are legacies from the nineteenth century. **Calhoun** was the Secretary of War when Fort Snelling was built; the lake was earlier known as Lake Medoza or Lake of the Loons. **Harriet** Lovejoy Leavenworth was the wife of the fort’s first commandant. **Cedar** Lake, once lined by red cedars, was also called Lake Snelling.*

◆4  
History: as represented by lake names



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<sup>7</sup> Clark Dobbs, comp., *Historic Context Outlines: The Contact Period Contexts (ca. 1630 A.D.-1820 A.D.)*, draft, Institute for Minnesota Archaeology Reports of Investigations, Number 39, [ca. 1988].

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<p>prohibited—although a number of squatters ignored this restriction.<sup>8</sup></p>		
<p>Settlement was also not allowed on the military reservation, which extended up the Mississippi River from Fort Snelling to the Falls of Saint Anthony, then west and south to include the east half of Lake of the Isles and Lake Calhoun and all of Lake Harriet. An exception was made, however, for brothers Samuel and Gideon Pond, who decided to become missionaries on the western frontier after a religious conversion. In their mid-twenties when they arrived at Fort Snelling in 1834, the brothers were sent to assist Dakota Chief Cloudman, who had founded an agricultural settlement on the east shore of Lake Calhoun with the encouragement of federal Indian agent Lawrence Taliaferro.<sup>9</sup></p>	<p><i>Agent Taliaferro on Cloudman's village in 1833: "Much corn is being raised—from 800 to 1000 bushels—3d year of this establishment—advanced [from] 8 to 125 souls."<sup>10</sup></i></p>	<p>◆5 History: Cloudman's Village (Lake Calhoun)</p>
<p>While farming, the Pond brothers pursued their mission of promoting Christianity to their Indian neighbors. To effectively proselytize, however, they needed to speak and write in the language of Cloudman's people. Since the language had never been written,</p>		



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<sup>8</sup> William Watts Folwell, *A History of Minnesota* (St. Paul: Minnesota Historical Society, 1956), 1:183-187, 423-425.  
<sup>9</sup> Ibid.  
<sup>10</sup> Quoted in Folwell, 1:186.

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B Y W A Y**

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<p>the Ponds created a phonetic alphabet to put words on paper.<sup>11</sup></p>		
<p>More missionaries soon arrived in the area including Reverend Jedediah Stevens, who established a mission on Lake Harriet near the present site of the bandstand. By the end of the 1830s, however, disagreements among the missionaries had scattered their ranks. At the same time, Fort Snelling's commandant evicted the Indians, already shaken by tribal hostilities, from the military reservation.<sup>12</sup></p>		

**BOOM TOWN ON THE FRONTIER:  
MINNEAPOLIS'S EARLY YEARS**

<b>Narrative</b>	<b>Quotations</b>	<b>Sites</b>
<p>The land between the Saint Croix and Mississippi Rivers was thrown open to Euro-American settlement by treaties ratified in 1837. A village soon grew up on the east bank of Saint Anthony Falls, a power source that would make Minneapolis the flour-milling capital of the world within a few short decades. When the first plat was filed for the town of Saint Anthony in 1849, the population stood at 248. The town was</p>		<p><b>◆6</b> This subject is already interpreted by the Saint Anthony Falls Heritage Trail</p>



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<sup>11</sup> Folwell, 1:188-189.  
<sup>12</sup> Ibid., 1:193-196.

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incorporated in 1854, four years before Minnesota achieved statehood.<sup>13</sup>

Settlement on the river’s west bank got a later start. In 1849, John Harrington Stevens got permission to live by the falls on the military reservation in exchange for operating a free ferry across the river. When the size of the reservation was reduced in 1852, houses and claim shanties began dotting the west bank, and the nascent community was christened “Minneapolis.”<sup>14</sup>

*The house Stevens built has been moved several times; it is now open to visitors in Minnehaha Park.*

◆7  
History: Early settlement (Minnehaha Park—Stevens House)

The community’s boosters soon saw their most optimistic dreams come true as immigrants and restless residents of the eastern states flocked to the region. Minneapolis was favored over Saint Anthony by the end of the Civil War, claiming 4,600 residents to Saint Anthony’s 3,500. By 1870, Minneapolis had grown to 13,000 and Saint Anthony to 5,000. The municipalities merged in 1872, and their combined population reached 32,721 by 1875, mushrooming to 129,200 ten years later.<sup>15</sup> This phenomenal growth caused rapid environmental, social, and economic changes. Streets laid out across virgin prairie were



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<sup>13</sup> Ibid., 1:159-160, 229, 351-352, 379.  
<sup>14</sup> Ibid., 1: 428-430.  
<sup>15</sup> Ibid., 3:280n.

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<p>quickly lined by residences, commercial blocks, and industrial shops. New churches and schools opened their doors. Real estate speculators and business owners made and lost fortunes.</p>		
<p>In this formative period, Minneapolis was lucky to have a group of enlightened businessmen who shaped the development of the young city with remarkable foresight. They realized that prosperity alone could not make a city great, and that the private sector could not be relied on to provide urban amenities. One leader was Charles M. Loring, dubbed the “Apostle of Parks and Playgrounds” by historian William Watts Folwell. In 1864, only four years after arriving in Minneapolis, Loring convinced a property owner to donate a small duck pond near Hennepin Avenue’s intersection with the Mississippi to Minneapolis for a park. This was the first parcel in what was to become Gateway Park.<sup>16</sup></p>		<p>◆8        History/        stewardship:        Loring Park</p>
<p>The city council, however, was slow to appreciate the benefits associated with parks, and repeatedly passed up opportunities to acquire parkland. After almost two decades of</p>		



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<sup>16</sup> Ibid., 1:425-426.



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<p>frustration, Loring and other civic leaders convinced the state legislature to authorize a referendum to create a Park Board completely separate from city government. Despite substantial opposition by the city council and other groups, the referendum passed in 1883, the same year that Minneapolis annexed the property around Lake of the Isles, Lake Calhoun, and Lake Harriet. The Park Board was given authority to obtain property for park development, and to issue bonds and levy an annual tax to cover park costs. At its first meeting in 1883, the new Park Board elected Loring president.<sup>17</sup></p>		
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LANDSCAPE ARCHITECTURE  
COMES OF AGE IN AMERICA



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Narrative	Quotations	Sites
<p>With Loring's encouragement, one of the Park Board's first actions was to retain landscape architect Horace W. S. Cleveland to plan a comprehensive park system.<sup>18</sup> Cleveland represented a new profession that had emerged in American in the nineteenth century as urban areas became more self-</p>	<p><i>"Landscape Gardening, or more properly Landscape Architecture, is the art of arranging land so as to adapt it most conveniently, economically and gracefully, to any of the varied wants of civilization."</i><sup>19</sup></p>	

<sup>17</sup> Ibid., 4:426-429; Wirth, *Minneapolis Park System*, 39.  
<sup>18</sup> Folwell, 4:429n.  
<sup>19</sup> Horace W. S. Cleveland, *Landscape Architecture as Applied to the Wants of the*

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conscious about their design. This was prompted, in part, by the Industrial Revolution, which concentrated population in cities. While the writings of Emerson, Thoreau, and other contemporaries sang the praises of the natural environment and the simple rural life, the reality for an increasing number of Americans was an intensely urban—and often unpleasant—experience.

As this dichotomy became more pronounced, the profession of landscape architect began to emerge. The country's most influential early practitioner was Andrew Jackson Downing, who was born in New York's Hudson River Valley in 1815. As a young man, he took over his father's nursery business and soon became a successful garden designer. In 1841, he published *A Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America*, the country's first book "to treat the art of landscape gardening in both a scientific and a philosophical way," according to architectural historian William H. Pierson. Much of Downing's work involved the development of new residential estates in areas that were previously wilderness. Here it was



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*West* (1873; reprint, with an introduction by Roy Lubove, Pittsburgh: University of Pittsburgh Press, 1965), 5.

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<p>possible, “by judicial cutting, not only to achieve imaginative ‘ornamental’ effects, but also to retain something of the quality of nature itself.”<sup>20</sup></p>		
<p>Downing’s views on the primacy of natural form in landscape design directly influenced a new generation of landscape architects who brought the profession to maturity by the late nineteenth century. Downing was subsequently eclipsed by one of his followers, Fredrick Law Olmsted, who became famous for his work on New York’s Central Park and other commissions around the country. Olmsted began his career as America entered into a period of radical change. As cities grew, problems associated with them multiplied. Low-paid workers were crowded into disease-ridden tenements. Transportation systems were overloaded. Pollution fouled the air and water. Olmsted believed that well-designed parks could do much to alleviate these worrisome issues. Parks offered sunlight, fresh air, recreational opportunities, and the chance to enjoy the beauty of nature. Parkways between parks offered a tranquil escape from the relentless</p>	<p><i>“Whatever the future may have in store for our city, it will pay Minneapolis to expend liberal money on her parks. If this city is to be a city of the first rank in manufacture and trade, the parks will be the breathing places and solace of her thousands of busy operatives when resting from their confining labors.”<sup>22</sup></i></p>	



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<sup>20</sup> William H. Pierson, Jr., *Technology and the Picturesque: The Corporate and the Early Gothic Styles*, vol. 2 of *American Buildings and Their Architects* (Garden City, N.Y.: Doubleday and Company, 1978), 350, 355.

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<p>rush of city traffic. Not the exclusive enclave of the wealthy, America's public parks reflected the country's democracy by providing equal access to the factory owner and the factory worker. At the same time, however, the enlightened leaders supporting park development saw parks playing a role as a safety valve to diffuse social unrest and inculcate recent immigrants with American values.<sup>21</sup></p>		
<p>Olmsted's philosophy was shared by Horace Cleveland, whose portfolio included the designs for Sleepy Hollow Cemetery in Concord, Massachusetts; Jekyll Island, Georgia; Washington Park in Chicago; and Como Park in Saint Paul. Born in Massachusetts in 1814, Cleveland grew up in a relatively prosperous family where reading, travel, and liberal thinking were encouraged. He spent five years in Cuba while his father was serving as U.S. vice consul. At the age of twenty-one, Horace ventured as far west as Saint Louis. After studying civil engineering, his interest in horticulture led him to establish a</p>		



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<sup>21</sup> An excellent assessment of Olmsted's philosophy is provided by Albert Fein's *Frederick Law Olmsted and the American Environmental Tradition* (New York: George Braziller, 1972).

<sup>22</sup> William W. Folwell, J. E. Northrup, and A. E. Allen, committee report in MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 27.

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<p>farm in New Jersey. He moved back to Massachusetts in 1854, and soon formed a partnership specializing in “Landscape and Ornamental Gardening.” After relocating to Chicago in 1869, Cleveland began working throughout the Midwest. “The work in Minneapolis particularly appealed to Cleveland,” according to one biographer, prompting his move to that city in 1886. He returned to Chicago by the late 1890s, where he died in 1900.<sup>23</sup></p>		
<p>Cleveland outlined his design philosophy in a series of talks and publications. In <i>Landscape Architecture as Applied to the Wants of the West</i>, issued in 1873, he emphasized the long-term implications of good planning in the new communities that were multiplying as the frontier sped west: “We know that the health, and the daily comfort and convenience of countless millions who are to inhabit the towns and cities which are to grow up through all this region, may be affected for ages after we are forgotten, by the care or the carelessness with which we perform our duty in designing their primary</p>		



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<sup>23</sup> Theodora Kimball Hubbard, “H. W. S. Cleveland: An American Pioneer in Landscape Architecture and City Planning,” *Landscape Architecture* 20 (January 1930): 92-111; Horace W. S. Cleveland, *The Aesthetic Development of the United Cities of St. Paul and Minneapolis*, an address given to the Minneapolis Society of Fine Arts on April 2, 1888 (N.p., n.d.), 10.

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<p>arrangement.” He criticized railroads and real estate developers for platting monotonous grid-pattern towns that ignored natural features and urban function, much like an incompetent architect asserting that “every family would be best secured by living in a square house, with square rooms, of a uniform size.” In a speech before the Minneapolis Society of Fine Arts in 1888, Cleveland asserted: “It is a matter of as great importance for a town as for an individual, to build up a character of its own.”<sup>24</sup></p>		
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<sup>24</sup> Cleveland, *Landscape Architecture*, 18, 49; *Aesthetic Development*, 12.

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CLEVELAND’S VISION FOR THE  
TWIN CITIES

Narrative	Quotations	Sites
<p>Cleveland first began promoting a plan for an ambitious park system encompassing both Minneapolis and Saint Paul in February 1872, when he appeared in a lecture series in the Twin Cities. Two months later, Saint Paul hired him to outline a comprehensive park system for the city. Although a national economic depression in 1873 thwarted his ambitious plans, some elements were later developed including Phalen Park, Como Park, and boulevards connecting the two cities and edging the Mississippi.<sup>25</sup></p>		
<p>Eleven years passed before the Minneapolis Park Board was founded and invited Cleveland to present his ideas for a comprehensive park and parkway system. To insure the attention of business-minded Board members, Cleveland began by emphasizing the economic benefits of park development. He noted the</p>	<p><i>“Look forward for a century, to the time when the city has a population of a million, and think what will be their wants. They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost</i></p>	<p>◆9 History: Economic justification for parks (Lake of the Isles or Lake Nokomis—good examples of “unsightly</p>



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<sup>25</sup> Lance M. Neckar, “Fast-tracking Culture and Landscape: Horace William Shaler Cleveland and the Gardens in the Midwest,” in *Regional Garden Design in the United States*, ed. by Therese O’Malley and Marc Treib (Washington, D.C.: Dumbarton Oaks Research Library and Collection, 1995), 83-85.

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<p>increased value of land around New York’s decade-old Central Park and in Washington, D.C., where new boulevards and parks were attracting residents to the city. He also observed that the initial outlay for park development need not be onerous, particularly in comparison to the cost of buying inflated or improved property at a later date. Plans for developing the land should be prepared at the outset, but could be implemented in phases.<sup>26</sup></p>	<p><i>opportunity, or restore natural features of grandeur and beauty, which would then possess priceless value, and which you can preserve for them if you will but say the word and save them from the destruction which certainly awaits them if you fail to utter it.”</i> Horace W. S. Cleveland, 1883<sup>27</sup></p>	<p>swamps” transformed to prime real estate)</p>
<p>The concept of The Grand Rounds was born from Cleveland’s “preference of an extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares.” This was not only an aesthetic consideration: Cleveland had lost many possessions in the 1871 Chicago fire, and saw parkways as an effective firebreak in built-up urban areas. In addition, Cleveland stressed the sanitary benefits derived from parkways. Cholera, typhus, and other diseases plagued cities in the late nineteenth century. Parkway</p>	<p><i>“You have faith, and so have I, that Minneapolis is destined to attain the dimensions of a great metropolis. Do you not see that when that day comes those level areas under the hills [along the Mississippi], if you fail to save them now, will just as certainly become the plague spot and breeding-place of moral and physical pestilence and disease?”</i> Horace W. S. Cleveland, 1883<sup>29</sup></p>	



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<sup>26</sup> Theodore C. Blegen, *Horace William Shaler Cleveland: Pioneer American Landscape Architect* (Minneapolis: published for the St. Anthony Park Area Historical Association by H. N. Bruce Printing Company, n.d.), n.p.; Horace W. S. Cleveland, *Suggestions for a System of Parks and Parkway for the City of Minneapolis*, read at a meeting of the Minneapolis Park Commissioners, June 2, 1883 (Minneapolis: Johnson, Smith and Harrison, 1883), 3-4.

<sup>27</sup> Cleveland, *Suggestions*, 6.



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could save land from unhealthy uses and, reflecting the Victorians great love for ventilation, carry “winds . . . to the heart of the city, purified by their passage over a long stretch of living water, and through the foliage of miles of forest.”<sup>28</sup>

Minneapolis was fortunate to be endowed with natural amenities that were ideally suited for a series of parkways. Cleveland identified some components of what was eventually to become The Grand Rounds, although his vision, bold for its time, now seems modest. This resulted, in part, from the smaller boundaries of Minneapolis at that time. Cleveland urged the Park Board to establish parkways on each side of the Mississippi River gorge, a “priceless . . . jewel,” and to acquire the land between the parkways and the river for public enjoyment. On the east side of the river, the parkway’s north end would terminate at the University of Minnesota campus. To the south, the parkway would provide access to Bridal Veil Falls and, at the city’s border, link up with a complementary roadway in Saint Paul. On the river’s west side, the parkway would begin south of downtown Minneapolis, then

*“The Mississippi River . . . is the object of vital interest and the center of attraction to intelligent visitors from every quarter of the globe, who associate such ideas of grandeur with its name as no human creation can excite.”*  
 Horace W. S.  
 Cleveland, 1883<sup>31</sup>



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<sup>28</sup> Ibid., 6, 13.  
<sup>29</sup> Ibid., 13.

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<p>continue until it reached a proposed park at Minnehaha Falls. Cleveland hoped that the parkway could ultimately extend beyond the city limits to Fort Snelling and the Mississippi's juncture with the Minnesota River.<sup>30</sup></p>		
<p>Cleveland characterized south Minneapolis between the Mississippi, Lake Harriet, and Lake Calhoun as “nearly dead level, offering no natural features of interest.” To attract high-class commercial and residential development to this area, he recommended that Lake Street between the river and Lake Calhoun be improved as an “ornamental avenue” at least two hundred feet wide. Cleveland later urged that Thirty-fourth Street be similarly developed to provide a direct connection, with the construction of a new bridge, to Saint Paul’s Summit Avenue.<sup>32</sup></p>		<p>◆10 History: What could have been (Lake and Thirty-fourth Streets as grand boulevards)</p>
<p>A parkway extending from the western end of Lake Street would wrap around the north, west, and south sides of Lake Calhoun, then along Thirty-sixth Street, the northern border of Lakewood Cemetery, to Hennepin Avenue. This section of Thirty-sixth Street, as well as the entire length of</p>		<p>◆11 History: Conception of circumferential park system (Thirty-sixth Street and East Calhoun Parkway—</p>



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<sup>30</sup> Ibid., 6-9.  
<sup>31</sup> Ibid., 6.  
<sup>32</sup> Ibid., 9; Cleveland, *Aesthetic Development*, 16, map appended.

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<p>Hennepin to its intersection with Lyndale Avenue near downtown Minneapolis, would become parkways. The Board had already determined that a parkway would encircle Lake Harriet.<sup>33</sup></p>		<p>Cleveland's initial proposal)</p>
<p>Lyndale Avenue, a north-south boulevard to complement Lake Street's east-west axis, would extend into north Minneapolis to Twenty-sixth Avenue North, where Cleveland recommended a park be developed. The parkway would then turn east, following Twenty-sixth Avenue to the Mississippi and Ferry Street (18<sup>th</sup> Avenue N.E.) from the river to the city's east boundary. The parkway would continue south along the border to reach the university campus, making the loop with the Mississippi River parkway. "The general system," Cleveland explained, "would comprise more than twenty miles of parkways, completely encircling the central portions of the city."<sup>34</sup></p>	<p>"I would have the City itself a work of art." Horace W. S. Cleveland<sup>35</sup></p>	
<p>The Board, which had inherited only six acres of parkland from the city council, immediately began to implement Cleveland's plan. Within a year it had acquired thirty acres near downtown for Central</p>	<p>"[Cleveland's] purpose was to impress upon his clients the <u>idea of a plan</u>, so that whatever particular works they might be</p>	<p>◆12 History: From stockyards to subdivisions (Stinson Boulevard)</p>



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<sup>33</sup> Cleveland, *Suggestions*, 9-10.  
<sup>34</sup> *Ibid.*, 11.  
<sup>35</sup> MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), cover.

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<p>(later Loring) Park and twenty acres on the west bank of the Mississippi for Riverside Park. It had also begun negotiating for land along both banks of the Mississippi. In 1885, James Stinson donated a strip of land two hundred feet wide and a mile long for a boulevard; the site was graded, planted, and named after its benefactor in 1892, making it northeast Minneapolis's first parkway. Also by 1885, the park Board had acquired and widened Hennepin Avenue, designating it a boulevard. A similar treatment was given to Lyndale Avenue North between Glenwood and 29<sup>th</sup> Avenue North in the following year.<sup>36</sup></p>	<p><i>pleased to undertake and execute, should not be isolated and unrelated fragments, but parts of a comprehending and systematic whole."</i> Board of Park Commissioners Annual Report, 1890<sup>37</sup></p>	
<p>At the same time, parkway development was proceeding along Lake Harriet, Lake Calhoun, and Lake of the Isles. The systematic approach advocated by Cleveland was exemplified by proposed connections between Lake of the Isles and parks to the north and south of it. By 1888, grading was underway on part of Kenwood Parkway, which would link the lake to Central (now Loring) Park. Reaching Lake Calhoun was more problematic,</p>	<p><i>"In April, 1885, Colonel King became a member of the Board, and with his characteristic greatheartedness and well-known generosity, especially in park matters, . . . confirmed title to the Board of . . . the approximate 360 acres of water area comprising Lake Harriet and about 55 acres of surrounding land."</i><sup>39</sup></p>	<p><b>◆13</b> Nature: Linking the lakes (Dean Parkway and Interlachen Park) Stewards: fountain at Kenwood Parkway and Lake of the Isles donated by Frank Peavey, 1891<sup>40</sup></p>



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<sup>36</sup> Jurisdiction over Stinson Boulevard was transferred from the park Board to the city of Minneapolis in 1962; see MBPC, *Eightieth Annual Report, 1962*, 7. For other references, see Wirth, *Minneapolis Park System*, 39.

<sup>37</sup> MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 22.

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<p>however, because railroad tracks bisected the route. Joseph Dean and others had donated some land for this link in 1887, and additional property was purchased from his estate in 1892. It was not until 1896, however, that the railroad grade crossing was removed by construction of a viaduct. Plans to create a navigable waterway along what is now Dean Parkway were never carried to fruition. The link between Lake Calhoun and Lake Harriet was established in 1890 when the Board bought a 24-acre parcel for Interlachen Park.<sup>38</sup></p>		
<p>Another noteworthy acquisition during this period was a 173-acre parcel that contained Minnehaha Falls. Longfellow’s publication of the “Song of Hiawatha” in 1855 drew national attention to the falls. An effort to create a park owned jointly by Minneapolis and Saint Paul was rejected by the latter city in 1875. A decade later, the legislature authorized the creation of Minnesota’s first state park at this location, but politics and lawsuits by unhappy property owners ultimately foiled the plan. Finally, the Minneapolis Park Board stepped in and purchased</p>	<p><i>Song of Hiawatha</i></p>	<p>◆14 History: Minnehaha State Park (Longfellow House)</p>



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<sup>38</sup> Folwell et al. report in MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 24; Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: Board of Park Commissioners, 1945), 39, 63, 91, 107, 122, 150, 157.  
<sup>39</sup> Wirth, 39, 126.  
<sup>40</sup> MBPC, *Ninth Annual Report, 1891* (Minneapolis, 1892), 8.

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<p>the site, which is still officially known as “Minnehaha State Park.”<sup>41</sup></p>		
<p>Overseeing this development on a day-to-day basis was William Morse Berry, who had been hired as the Park Board’s first full-time superintendent in 1885. Cleveland had met Berry in Chicago, where they worked together on the South Park System that Berry managed for ten years. A native of Maine with experience as a ship’s captain, Berry was to devote twenty years of his life to park development and maintenance in Minneapolis. In 1916, ten years after his retirement, Interlachen Park between Lakes Harriet and Calhoun was renamed in his honor.<sup>42</sup></p>		<p><b>◆15</b> Stewards: William Berry (William Berry Park)</p>
<p>By the time Berry arrived on the scene, mass transit was helping to make the parks more accessible. Horace Cleveland had originally planned to have no component of the encircling park system further than two miles from downtown Minneapolis. In the late nineteenth century, even that distance was a challenge for the many people who could not afford a horse, to say nothing of a carriage. Bristling at charges that parks were intended</p>		<p><b>◆16</b> Trans- portation: streetcar system (Lake Harriet trolley depot)</p>



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<sup>41</sup> Roy W. Meyer, *Everyone’s Country Estate: A History of Minnesota’s State Parks* (St. Paul: Minnesota Historical Society Press, 1991), 1-2; Wirth, 49-51.

<sup>42</sup> Neckar, 80-82; Wirth, 46, 205.

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<p>for the elite, park planners were determined that The Grand Rounds could be enjoyed by all classes of society. A streetcar line reached Lake Calhoun by 1879, transporting thousands of city workers to a pavilion on the lake's east side developed by Colonel King. In the following year, the line reached Lake Harriet, where the line's owners built their own pavilion in 1887. By 1881, streetcar passengers could venture as far as Lake Minnetonka, although this line was inactive from 1887 to 1904. The streetcar network was abandoned in the early 1950s after years of declining ridership. The Lake Harriet waiting station, modeled after a Swiss chalet, was demolished in 1956.<sup>43</sup></p>		
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THE VISION ENLARGED

Narrative	Quotations	Sites
<p>In 1891, looking back over the Park Board's eight years of accomplishments, a committee report concluded that much progress had been made in</p>		

<sup>43</sup> Tom Balcom, "Landmarks on the Lake, Part I," *Southside Journal*, December 1983, and "Landmarks on the Lake, Part II," *Southside Journal*, January 1984.

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carrying out Cleveland's plan. The committee expressed disappointment, however, that the parks did not yet present a cohesive system. There was also concern over the loss of momentum in park development in the previous two years: "The original plan has not only been neglected, but the Board and the public seem to have lost the idea of a plan."<sup>44</sup>

Rather than becoming discouraged, the committee instead expanded on Cleveland's design. While Cleveland had prided himself on keeping the parkways within a two-mile radius of downtown Minneapolis, the committee envisioned a much more far-reaching system. "Attention is invited," they wrote, "to the extension and completion of a great parkway, which shall practically encircle the solid parts of the city, . . . forming the main framework of the park system."<sup>45</sup>

Work had already begun far south of the Lake Street/Thirty-fourth Avenue east-west connection that Cleveland had advocated: a wagon trail between Lake Harriet and Lyndale Avenue had been transformed into Minnehaha Boulevard (later "Parkway"), and

*"Your committee . . . [recommends] a main encircling boulevard or parkway . . . connecting and passing through several of the larger park areas. For this feature the name THE*



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<sup>44</sup> Folwell et al. committee report in MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 22-23.

<sup>45</sup> *Ibid.*, 24-26.



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plans to extend this route to Minnehaha Falls were in the works. The Board had added the parkway around Lake of the Isles to Cleveland’s original scheme in 1885, and the committee’s 1891 report further expanded the Chain of Lakes to include Cedar Lake. A road would lead north from there to the vicinity of Birch Pond, purchased by the Park Board in 1889, which was located between Wayzata Boulevard and Glenwood Avenue. “North of Glenwood,” the committee continued, “should be opened a park not less than 1,500 feet wide, extending to the northern limit of the city.” An east-west parkway would link this park with another park in the city’s northeast corner. The route would then run south, partly along Stinson Boulevard, to the university campus. In concept, this followed the Cleveland plan, but the scope was much more ambitious—inspiring the committee to christen it “The Grand Rounds.”<sup>46</sup>

*GRAND ROUNDS’ is suggested as a tentative and provisional designation.*<sup>47</sup>

While some things were added to Cleveland’s plan, it had become clear that other elements should be dropped. Hennepin and Lyndale Avenues were developing into major commercial

*“Predecessors in office did not deem it wise to acquire for the use of the city Thirty-fourth street and its proposed enlargement. . . . Had*

**◆17**  
History: opportunity for boulevard lost (West River Road at



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<sup>46</sup> Ibid.; Wirth, 62, 122-123.  
<sup>47</sup> Folwell et al. committee report in MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 26.

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<p>thoroughfares, particularly with the introduction of a streetcar line along Hennepin, so the committee recommended transferring responsibility for these roads from the Park Board to the city. Also, Cleveland's suggestion for an ornate boulevard on 34<sup>th</sup> Street between Lake Calhoun and the Mississippi was abandoned. Although the Park Board had acquired the section between Bloomington Avenue and the river by 1885, hopes for completing the boulevard were quashed by acquisition costs that had risen dramatically in just a few short years. The committee warned that the same fate could befall other areas sought for park use, so acquisitions should proceed without delay.<sup>48</sup></p>	<p><i>that street been acquired and widened into a parkway, we might by this time have seen a magnificent thoroughfare of pleasure from Lake Calhoun to the Mississippi, crossing that river by a bridge and extending by way of Summit avenue to the heart of the City of St. Paul. . . . Your committee cannot cease to regret that the opportunity was lost forever.<sup>49</sup></i></p>	<p>Thirty-fourth Street)</p>
<p>Progress on implementing the significantly greater scale of work in north Minneapolis was advanced in 1892 when the Board procured 183 acres for Columbia Park. On the south side, acquisition of the Mississippi riverfront and bluffs continued to go slowly. Cleveland was active in the cause, calling on inter-city rivalry to foster support for the acquisition of the Mississippi River gorge. Saint Paul had purchased land opposite the outlet of</p>		



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<sup>48</sup> Ibid.; Wirth, 107.

<sup>49</sup> Folwell et al. committee report in MBPC, *Eighth Annual Report, 1890* (Minneapolis, 1891), 26.

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<p>Minnehaha Creek and was planning a parkway from there upriver to Marshall Avenue. If the Minneapolis side “is suffered to be stripped of its trees and seamed with quarries, the whole neighborhood will be given over to those who can afford only cheap homes. It would be a standing and conspicuous reproach and stigma upon Minneapolis and one with which St. Paul might justly taunt her from its contrast with the superb development of her own side of the river.” Ironically, the Board originally had more success on the east rather than the west side of the river, in the area between the university campus and the Saint Paul border. By 1894, the Board had acquired land and developed a parkway along the river through the campus and as far south as Franklin Avenue. It was not until 1905 that the Board had secured all of the river’s west bank from Franklin to Minnehaha Park.<sup>50</sup></p>		
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NATURE ENHANCED

Narrative	Significant Quotations	Sites
<p>Throughout much of the nineteenth century, landscape architects voiced their disdain for</p>		

<sup>50</sup> Wirth, 63, 69, 81, 157; Cleveland, *Aesthetic Development*, 16.

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<p>those who overtly tampered with the natural environment. Cleveland expressed rather extreme emotion over the subject, asserting that people “who can see no beauty in Nature till they have washed her face and combed her hair and put her in stays,—should be hurled headlong from the precipice whose features they would thus desecrate.”<sup>51</sup></p>		
<p>Despite such emphatic statements, however, Cleveland and his compatriots substantially altered the landscapes that nature had given them. In Minneapolis, this was dramatically displayed by the dredging of the lakes. The Park Board’s first undertaking of this type was initiated in the winter of 1883-1884 in Central (Loring) Park at Cleveland’s behest. Jewett Lake, Johnson Pond, and adjacent marshland were combined into a single pool, which was further refined by the removal of a floating bog. The total cost of the project was about \$7,500.<sup>52</sup></p>		
<p>Nearly ten times that amount was spent on the first dredging project at Lake of the Isles, which began in 1889 and continued intermittently for four years. The lake’s north end was deepened and extended towards Franklin</p>	<p><i>“Lake of the Isles was the scene of the first real dredging operations undertaken by the Board. . . . A dipper dredge was purchased and</i></p>	<p><b>◆18</b> Nature: Compare the 1923 dredging of Lake Calhoun with</p>



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<sup>51</sup> Blegen, *H. W. S. Cleveland*, n.p.  
<sup>52</sup> Wirth, 101-102.

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<p>Avenue. The dredged material was used to fill in about 4.5 acres of a marsh on the east shore. It was the first of many major dredging operations initiated by the Park Board. As a later superintendent observed, "The very extensive program of general Lake District improvements . . . , in the course of many years of dredging operations (1907 to 1931), affected nearly every lake in the park system." Although Cleveland was not around to oversee this phase of landscaping, his work on Loring Park and Lake of the Isles provided models for these improvements. While the main purpose of these efforts was to create attractive parks, a significant side benefit was the increase in value of property in the vicinity of the park. The Park Board, again following Cleveland's example, often emphasized this fact to justify their expenditures.<sup>53</sup></p>	<p><i>operated at intervals between 1889 and 1893, and the material excavated moved by horse-drawn dump-cars traveling on rails.</i><sup>54</sup></p> <p><i>Lake Calhoun dredging in 1923: "On the fills between Lake Street on the east shore and 36<sup>th</sup> Street on the west shore, a distance of over two miles, the dredge delivered approximately 375,000 cubic yards of sand, and on the lawn and planting spaces on the northeast and southwest sections and William Berry Park, 138,000 cubic yards of clay and silt. The land area gained by these dredging operations is 10 acres. The shallow, weedy, unnavigable and unsanitary southwest bay has been eliminated, part of it having been converted into land and the remainder into deep water.</i><sup>55</sup></p>	<p>the 1999 southwest Calhoun wetland restoration project</p>
<p>The hundreds of thousands of cubic feet of sand, clay, gravel,</p>	<p>"It seems that the shore of dredged lakes—where a sand</p>	



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<sup>53</sup> Ibid., 90-91, 96-99.  
<sup>54</sup> Wirth, 90.  
<sup>55</sup> MBPC, *Forty-first Annual Report, 1923*, 26.

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<p>and loam that were rearranged did not always cooperate with the Park Board's plans. Filled areas developed muddy low spots, or the ground dried and became riddled with deep crevices. While some lakes adjusted to their new contours, shoreline eroded at others. The stone-faced concrete walls ringing the chain of lakes, many produced by federal relief projects in the 1930s, attest to the challenge of maintaining manmade lakeshores.</p>	<p><i>dyke is pumped up along the shoreline and mud pumped from the bed of the lake to the area behind the dykes—is very susceptible to washing from wave action, and therefore it becomes necessary to erect a wall to eliminate the waves eating into the lawn spaces.</i><sup>56</sup></p>	
<p>The Board also excavated channels between the lakes. Although long discussed, the feasibility of creating navigable connections between the lakes was not seriously explored until 1907. When the channel between Cedar Lake and Lake of the Isles was excavated, Cedar Lake's water level dropped five feet, creating a peninsula, Franklin Point, out of an island, and expanding nearby Cedar Point. The channel between Cedar and Brownie Lakes, previously passable only by small rowboats, was finally completed in 1917. A seven-foot drop in elevation between Lakes Calhoun and Harriet made it impossible to establish a navigable link between them.<sup>57</sup></p>	<p><i>"Reserve Block 40 lying between Cedar Lake and France Avenue and adjacent to Twenty-fourth Street was a low area which had been in the possession of the Park Board for many years. With the completion of the new Basswood Addition to the City of Minneapolis to the south of this area, the residents of the district petitioned for the filling of this area and its completion as a park. The area was filled with material received from the Prudential site, the rough grading was completed and top soil was spread to the</i></p>	<p><b>◆19</b> Nature: Compare the 1953 filling project with the 1996 Cedar Meadows Wetlands project</p>



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<sup>56</sup> MBPC, *Fifty-seventh Annual Report, 1939*, 84.  
<sup>57</sup> Wirth, 92, 96, 140.

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<p>While lake dredging was a long, undramatic process, channel projects stimulated intense public interest, particularly the connection of Lake of the Isles and Lake Calhoun. “Never in the history of the city,” noted Superintendent Wirth, “had there been such widespread enthusiasm and so elaborate preparations for a civic event—since it was considered that the accomplishing of the lake connections marked an epoch in the forward growth and beautification of Minneapolis.” The momentous occasion was celebrated by a week of special activities beginning July 2, 1911. One of the highlights was a Fourth of July torchlight water parade on Lake Harriet. Arranged by the Lake Harriet Canoe Club, the parade featured “hundreds of gayly-decorated water craft, including illuminated canoes, rowboats, and war canoes—followed by a brilliant display of fireworks.” After the ceremony to officially dedicate the channel on July 5, steam whistles blew across the city for five minutes. That evening, a waterborne parade on Lake of the Isles included “replicas of ancient water craft illuminated and manned by crews in picturesque historical costumes.”<sup>59</sup></p>	<p><i>finished grade.</i><sup>58</sup></p> <p><i>“Wednesday, July 5, was ‘Linking of the Lakes Day. . . . Two young girls—Dorothy Chadbourn, bearing a cup of gold, filled with water from Lake Calhoun, and Duane W. Phillips, with a cup of water from Lake of the Isles—approached [Park Board] President Decker who held in his hands a golden loving cup, into which the contents of the goblets were mingled. This he then emptied into the lagoon—thus symbolically linking the two lakes.”</i><sup>60</sup></p>	<p>◆20        History: The linking of the lakes (The Lagoon)</p>
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<sup>58</sup> MBPC, *Seventy-first Annual Report, 1953*, 63.  
<sup>59</sup> Wirth, 94-95.

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<p>The flow of Minnehaha Falls was also not entrusted to natural forces. In 1925, a 731-foot-deep well was dug in Longfellow Gardens “to maintain the small, picturesque lakelet” and to “serve as a reserve reservoir for the falls.” The well was not, however, able to meet the challenge presented by long, dry summers. Water was sometimes diverted from Bassett’s Creek into the Chain of Lakes to help prime the falls, but more dramatic interventions were occasionally required. In 1964, the Park Board reported that “we had to supply water from City water mains to make a display of the falls for the Svenskarnas Dag celebration held at Minnehaha Park at which gathering President L. B. Johnson was the guest speaker.”<sup>61</sup></p>		
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TRANSFORMATIONS IN THE  
TWENTIETH CENTURY

Narrative	Quotations	Sites
<p>The festivities for the connection of Lakes Harriet and Calhoun occurred fairly early in the tenure of Theodore Wirth, who had</p>		

<sup>60</sup> Ibid., 94.

<sup>61</sup> MBPC, *Forty-third Annual Report, 1925, 34-35, and Eighty-second Annual Report, 1964, 71.*



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become superintendent when William Berry retired in 1906. In later years, Wirth reflected: "When I arrived in Minneapolis, there was already in existence a strong demand for the improvement of park properties already in the city's possession, and equally vigorous requests for park acquisitions from those sections of the city that were as yet only sparingly, if at all, provided for." Wirth's efforts to address these needs were greatly enhanced by passage of the Elwell Law in 1911, which allowed the Park Board to issue bonds to acquire and develop land for parks. The bonds were secured by special assessments against property owners in the vicinity who benefited from the improvement.<sup>62</sup>

In the late nineteenth century, the Park Board's primary focus had been south Minneapolis, leaving the city's north side generally underserved. Efforts to address this imbalance began in the early twentieth century. Acquisition of lands south and west of Cedar Lake in 1908 and the construction of a parkway there in 1914 began to bring the Board's 1891 Grand Rounds plans to reality. This route was extended north by Glenwood Parkway, developed between 1910 and 1915, and still further by Glenwood-Camden Parkway, for



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<sup>62</sup> Wirth, 75, 248.

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<p>which land was acquired in 1910-1911. Victory Memorial Parkway was dedicated in 1921. Wirth noted that “with the construction of the parkways leading to the northern part of the city, the circuit of the Grand Rounds parkway system really began to materialize.”<sup>63</sup></p>		
<p>Many improvements in the park system bear witness to Wirth’s influence. One of his most personal contributions appears in Theodore Wirth Park, originally Glenwood Park, which was renamed in his honor in 1938. The design of the golf chalet, which opened in 1923, was inspired by a model Wirth brought back from his honeymoon in Switzerland, his homeland, in 1895.<sup>64</sup></p>		<p>◆21 Memorial: Theodore Wirth (Wirth Park)</p>
<p>America’s prosperity following World War I supported major improvements to The Grand Rounds. In northeast Minneapolis, work was initiated in 1917 to make Saint Anthony Boulevard continuous from Camden Place to East Hennepin Avenue. The project was slowed by the significant amount of fill required for bridges over the Soo Line and Northern Pacific railroads. The 5.1-mile parkway was officially opened in September 1924 with “a well-</p>	<p><i>On Saint Anthony Parkway: “Improvement work in small stages began in the fall of 1917, when grading operations through the brick yards between Camden Bridge and Marshall Street were undertaken.”<sup>66</sup></i></p>	<p>◆22 History: Saint Anthony Boulevard</p>



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<sup>63</sup> Ibid., 140-141.  
<sup>64</sup> Ibid., 253.

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<p>attended parade and dedication exercises at Columbia Park.” When the 2.5-mile-long Glenwood (Wirth) Parkway was paved in the following year, the west and north sides of The Grand Rounds boasted over 16 continuous miles of pavement from East Hennepin Avenue to William Berry Park.<sup>65</sup></p>		
<p>Dredging and landscaping Lakes Nokomis and Hiawatha filled out the system’s southern end. The Nokomis dredging project, a massive rearrangement of nearly 2.5 million cubic yards of earth, was the largest that the Park Board had undertaken. The dredged material was first used to build dikes to form the new shoreline; then, the remaining material was dumped behind the dikes to raise the level of low-lying land. The same process was used from 1929 to 1931 to create Lake Hiawatha, formerly know as Rice Lake or Mud Lake.<sup>67</sup></p>	<p><i>“The transformation of that 400-acre [Nokomis] tract—formerly shallow water surrounded by peat bog and swampland—into a clear-water lake and an attractive, useful park and recreation area had its desired effect on the growth of the city in that direction.”<sup>68</sup></i></p>	<p>◆ <b>23</b> Nature: Dredging Lakes Harriet and Nokomis</p>



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<sup>65</sup> MBPC, *Forty-second Annual Report, 1924*, 47, and *Forty-third Annual Report, 1925*, 31-33..  
<sup>66</sup> MBPC, *Fortieth Annual Report, 1922*, 23.  
<sup>67</sup> MBPC, *Thirty-fourth Annual Report, 1916*, 53-54, *Thirty-fifth Annual Report, 1917*, 43, *Thirty-ninth Annual Report, 1921*, 28, *Fortieth Annual Report, 1922*, 24, *Forty-seventh Annual Report, 1929*, 101-102, and *Forty-ninth Annual Report, 1931*, 74.  
<sup>68</sup> Wirth, 99.

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<p>During the same period, Minnehaha Parkway was paved and sections were rerouted. The project was controversial, with critics feeling it was “detrimental and even destructive to the natural scenic beauty of the parkway.” The Park Board defended its action, observing that the new “main driveway, winding its way through the valley along graceful curves, avoids all the steeper grades over the hills and leaves the former roadways more available for their original purpose as service drives for the adjoining residential districts.” Work on the parkway stimulated development in these neighborhoods.<sup>69</sup></p>	<p><i>As of 1924, “the total length of all roadways of the park system is 57.89 miles. To date 32.7 miles have been paved. . . . The average cost per mile of such paving at the standard width of the Grand Rounds, thirty-two feet, including curb, gutter, and surface drains but not sub-grade preparations, is \$48,000.” Standards for pavement were adopted in 1920.<sup>70</sup></i></p>	
<p>To complement the improvement of Minnehaha Parkway, Park Board crews erected six bridges in 1924 and another three in the following year, all designed by Park Board engineers. The Park Board’s 1924 annual report noted that the new bridges were of “pleasing appearance and their designs appropriate to their respective localities.”<sup>71</sup></p>	<p><i>On the benefits of upgrading Minnehaha Parkway: “Not only have the improvements accomplished been a great stimulus to building activities, but they have exercised a decided influence upon the character of the buildings erected, as is evidenced by the architectural beauty of the large number of stately new homes. Who can gainsay that the</i></p>	<p><b>◆24</b> Aesthetics/ transportation: bridge design along Minnehaha Parkway</p>



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<sup>69</sup> MBPC, *Forty-second Annual Report, 1924*, 41-42.  
<sup>70</sup> MBPC, *Forty-second Annual Report, 1924*, 48, and *Forty-third Annual Report, 1925*, 21.  
<sup>71</sup> MBPC, *Forty-second Annual Report, 1924*, 41, and *Forty-third Annual Report, 1925*, 28.

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	<p><i>parks and parkways are the best means of building a City Beautiful, and are a sound and well-paying investment?</i><sup>72</sup></p>	
<p>The 1920s was also an era of monumental bridge construction. In the early 1920s, Minneapolis built an open-spandrel, reinforced-concrete arch bridge to carry Nicollet Avenue over the broad and deep valley of Minnehaha Creek. For Franklin Avenue over the Mississippi, the city erected another concrete-arch bridge between 1919 and 1923. Dedicated as the Cappelen Memorial Bridge in honor of its designer, Minneapolis city engineer Frederick William Cappelen, the structure's 400-foot center span was the longest of its type in the world when it was built. The Park Board worked closely with the city on the design of the approaches on the East and West River Parkways. The Park Board was also involved with the west approach to the Inter-city (Ford Parkway) Bridge, again a concrete-arch design, constructed between 1925 and 1927. Planning for this bridge was complicated by the necessary cooperation</p>		<p>◆25 Aesthetics/ trans- portation: monumental bridges</p>



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<sup>72</sup> MBPC, *Forty-third Annual Report, 1925, 33.*

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<p>between Minneapolis and Saint Paul.<sup>73</sup></p>		
<p>The economic misery of the Great Depression in the 1930s provided another boost to developing The Grand Rounds. The parks were an ideal source of jobs for federal relief programs designed to put the unemployed back to work. Despite frequent changes in programs and funding, which sometimes made progress sporadic, nearly every part of The Grand Rounds benefited in some way from the infusion of federal subsidies. One of the first projects, initiated in 1933, transformed swamps at Glenwood (Wirth) Park into a series of lagoons. Crews were initially provided by the Civil Works Administration (CWA). In May 1935, the project was continued by the Civilian Conservation Corps (CCC), which established a camp in the park for some two hundred workers. While the bunkhouses were of temporary construction, the mess hall, recreation building, and two offices were more sturdily built and became Park Board property after the project was</p>		<p>◆26 History/ Nature/ Aesthetics: Depression (Wirth Park)</p>



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<sup>73</sup> Nicolas Westbrook, ed., *A Guide to the Industrial Archeology of the Twin Cities* (prepared for the Twelfth Annual Conference of the Society for Industrial Archeology, Saint Paul and Minneapolis, 1983), 24-26; MBPC, *Fortieth Annual Report, 1922*, 37.

<sup>74</sup> “CCC to Beautify Glenwood Park with New Lagoons,” *Minneapolis Journal*,

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<p>finished.<sup>74</sup></p>		
<p>A 250-man CWA crew started improving low areas south of Broadway for an extension of Stinson Boulevard to 18<sup>th</sup> Avenue N.E. in 1934. This, it was hoped, would begin the process of filling in the gap in the otherwise complete circumferential route of The Grand Rounds. Later, workers provided by the Emergency Relief Appropriation Act of 1935 and by the Works Progress Administration continued this project. Other crews graded the northern extension of Stinson from Lowry Avenue to Saint Anthony Boulevard, and established a double roadway, surfaced with oiled gravel, and divided by a broad landscaped median, all the way from Saint Anthony Boulevard to Broadway.<sup>75</sup></p>		<p>◆27 History: The missing link in The Grand Rounds (Ridgway Parkway overlook)</p>
<p>The Park Board first received Works Project Administration (WPA) funding in October 1936, spending \$500,000 in that year and about \$1.5 million in the following year. Another \$1 million was expended by July 1938, when the Board received word that President Roosevelt had approved a WPA grant of over \$2.6 million, covering eighty-five percent of a</p>	<p><i>In 1939, on West River Road between Franklin Avenue and Godfrey Road: "In commemoration of the One Hundred Fiftieth Anniversary of Washington's Inauguration and the First Session of Congress, approximately 1,215 trees planted in this</i></p>	<p>◆28 History/ Nature: north extension of West River Road</p>



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February 7, 1935; MBPC, *Fifty-second Annual Report, 1934*, 131- 132, and *Fifty-third Annual Report, 1935*, 118.

<sup>75</sup> MBPC, *Fifty-second Annual Report, 1934*, 129, 132, *Fifty-third Annual Report, 1935*, 113-114, 117, and *Fifty-fifth Annual Report, 1937*, 101.

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<p>\$3.1 million park improvement plan. The Park Board funded the remainder. At the program's peak in 1938, about 3,000 men were engaged in Park Board work, including a number of projects along The Grand Rounds: realigning, widening (from twenty feet to thirty-two feet), and paving West River Road from Lake Street to Minnehaha Park and establishing a number of parking concourses along the way; extending that road upriver from Franklin Avenue to Third Street South, which required construction of substantial concrete and stone retaining walls; building limestone walls at Thirty-sixth, Thirty-eighth, and Forty-fourth Streets; and undertaking an assortment of other paving and drainage projects. In the following year, the Board sought a \$1.5 million WPA grant to continue the work.<sup>76</sup></p>	<p><i>section of River Road West were named 'Sesquicentennial Trees.' . . . One of these trees near Lake Street at the Danish Old People's Home, was planted by Crown Prince Frederik of Denmark on the occasion of his visit to Minneapolis April 22, 1939. Bronze tablets commemorating these events, were placed on two large boulders—one near the Danebo Home and the other at the south end of Godfrey Road."<sup>77</sup></i></p>	
<p>During the same period, planning began in earnest for an even grander park system, which had been under discussion for at least a decade. In 1935, following the precedent of The Grand Rounds, Theodore Wirth proposed a metropolitan system encircling an area far beyond the limits of the</p>	<p><i>"The topic of county or metropolitan park systems is coming to the front very rapidly and forcibly of late. . . . Park areas and their utilization received a tremendous stimulus during the period of the depression. . . . The Federal</i></p>	



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<sup>76</sup> "Allotment of WPA Money is OK'd by F.D.R.," *Minneapolis Star*, July 6, 1938; "Park Board Asks \$250,000 WPA Bonds," *Minneapolis Tribune*, November 2, 1939; MBPC, *Fifty-sixth Annual Report, 1938*, 97-103, and *Sixty-first Annual Report, 1943*, 50.  
<sup>77</sup> MBPC, *Fifty-seventh Annual Report, 1939*, 95-99.



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development of Minneapolis's suburbs. It followed the Mississippi River upstream to Dayton, then turned to the southwest along the Crow River to Rockford. Heading south, the route was not completely continuous to Lake Sarah and Lake Independence, and no path was proposed through the Lake Minnetonka area. A few scattered sites were identified near Carver and Chaska. The system regained momentum to the southeast, where a broad forest preserve was delineated along the Minnesota River Valley from Eden Prairie and Shakopee to the river's outlet at the Mississippi. This plan laid the framework for a number of parks that were subsequently developed.<sup>78</sup>

*Government, through the active impetus of its National Park Service . . . has exercised such an effective influence on national, state, metropolitan, and even municipal park creation, expansion, construction, and utilization that, fortunately, there now exists among the people of the entire nation a wide and intelligent understanding of the value of such common properties in the service of all alike.*<sup>79</sup>

World War II diverted attention from The Grand Rounds. Materials, labor, and money were dedicated to the war effort. Except for emergency needs, the Park Board focused primarily on defense-related projects at the municipal airport, which it operated until 1943. After the war, the task of returning to civilian life consumed the public's energy for a decade. The late 1950s witnessed another burst of energy by the



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<sup>78</sup> MBPC, *Fifty-third Annual Report, 1935*, 125; "Wirth's Projected Metropolitan Park System," n.p., November 26, 1935, newspaper clipping in vertical file, Minneapolis History Collection, Minneapolis Public Library.

<sup>79</sup> MBPC, *Fifty-third Annual Report, 1935*, 125.

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<p>Park Board: facilities were renovated at Minnehaha State Park; West River Road was rerouted below the Franklin Avenue Bridge; Shingle Creek's passage through Webber Park was reconstructed; and oil-surfaced dirt roads lacking curbs and gutters, including Kenwood Parkway and East River Road south of Franklin, were finally paved.<sup>80</sup></p>		
<p>The late 1950s also ushered in the era of the interstate. The impact on The Grand Rounds was clearly visible by the early 1960s. Interstate 94 cut between Webber Park and the Mississippi. Downstream, the same freeway passed under East River Road and over West River Road, appropriating a corner of Riverside Park. Loring Park was also affected by I-94 and its tangled intersection with Lyndale and Hennepin Avenues. Interstate 35W cast a shadow over Minnehaha Parkway, and made Stinson Boulevard's character seem even more industrial. Wirth Parkway became an exit for Highway 12; the exit was closed when 12 was transformed into Interstate 394, but the bridge over the highway remains a rather</p>		



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<sup>80</sup> MBPC, *Seventy-first Annual Report, 1953, 61, Seventy-fifth Annual Report, 1957, 57, 58, 60, Seventy-sixth Annual Report, 1958, 49, Seventy-seventh Annual Report, 1959, 53, and Seventy-eighth Annual Report, 1960, 51.*

**G R A N D  
R O U N D S  
S C E N I C  
B Y W A Y**

**A C O N T E X T U A L H I S T O R Y**

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<p>jarring termination to the south end of Wirth Parkway.</p>		
<p>New construction in the parks and parkways of The Grand Rounds also cut some of the system's ties with earlier decades. Old bathhouses, concession stands, and recreation centers were torn down and replaced by buildings reflecting the influence of the International Style. Often the scale of the buildings changed: some became more modest than their predecessors, while others grew into larger community centers.</p>		
<p>It was not until the 1970s, however, that a campaign addressing the entire Grand Rounds system was launched. The Board hired prominent San Francisco landscape architect Garrett Eckbo to analyze the Minneapolis parkway system. Eckbo concluded that the parkways, particularly the Chain of Lakes, were being used beyond their capacity. He proposed the development of a series of islands and peninsulas to extend the shoreline of the lakes, especially Calhoun. To reduce conflicts between cars and pedestrians, some sections of the parkways would be diverted away from the lakes, with trams to transport people between the lakes and</p>		<p><b>◆29</b> History/ Nature/ Recreation: Lake Calhoun</p>



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remote parking lots. Eckbo's proposals met with formidable opposition. After several contentious years and significant input from a citizens' advisory committee, Eckbo's revised plans gained public support. The rehabilitation ushered in a number of changes. The pavement was colored to distinguish the parkway from regular city streets. Parkways were narrowed, then widened in some spots to provide parking bays. An entirely new visual vocabulary for park fixtures was employed, including new signage that utilized international symbols. The separation of pedestrian traffic also became a priority, particularly after the death of a pedestrian in a bicycle accident in 1973.<sup>81</sup>

In addition to these internal changes, the vision of the system as a whole began to shift. The Mississippi River in downtown Minneapolis, once the center of the nation's flour-milling industry, had been largely abandoned for commercial use by World War II. By the 1970s, Minneapolis joined many cities across America in discovering the potential of long vacant riverfront buildings and land. Planners worked to extend the West River Road north to



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<sup>81</sup> Al Wittman, interview by Charlene Roise, December 15, 1998; Eckbo, Dean, Austin & Williams, "Minneapolis Parkway System: Concepts for the Future," prepared for the Minneapolis Park and Recreation Board, 1971.

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downtown Minneapolis, creating an amenity to stimulate the riverfront's redevelopment. This also provided a more attractive route for the Great River Road, which overlapped with The Grand Rounds along the Mississippi. The pedestrian and bicycle system was further expanded in the 1990s with the refurbishment of the Stone Arch Bridge downtown and the opening of the Cedar Lake Trail to the west. With these additions, The Grand Rounds began looking, at least from the perspective of bicyclists, more like a figure eight.

The Grand Rounds continues to be an important—and ever evolving—element of the city's character. Many of the modifications that have occurred since the system was created reflect changing perceptions of its role in the life and landscape of the city. Recreational activities and aesthetic preferences exemplify these shifts which, in turn, are related to larger cultural patterns. The following sections illustrate how changing trends and tastes have affected the evolution of The Grand Rounds.



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CHANGING RECREATIONAL USES

Narrative	Quotations	Sites
<p>When The Grand Rounds was conceived, it was offered as a refreshing contrast to urban life, a beautiful setting for self-initiated activities like promenading, picnics, and fishing. By the early twentieth century, the focus in park design and operations began to shift from aesthetic to programmatic considerations. The transformation was complete by 1968, when the Minneapolis Park Board officially became the Minneapolis Park and Recreation Board.</p>	<p><i>Cleveland wrote about his design for the Sixth Ward (Riverside) Park in 1885: "I have avoided purposely the introduction of numerous driveways which would seriously detract from the comfort of pedestrians by whom this park will always be largely sought. . . . The paths are few—the intention being that visitors should ramble at will in the woods and on the lawns."<sup>82</sup></i></p>	
<p>In its 1965 annual report, the Park Board observed that "leisure time is not a static product. Its amount, how it is used and what is considered leisure time all change within our changing living conditions." The very concept of "leisure time," in fact, is a product of the twentieth century. It was mentioned in a park trade publication, <i>Recreation Magazine</i>, for the first time in April 1907. The reform movement of the late nineteenth and early twentieth centuries was gaining laborers</p>		



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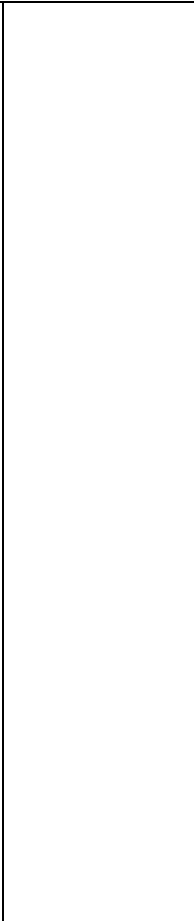
<sup>82</sup> MBPC, *Second Annual Report, 1885*, 4.

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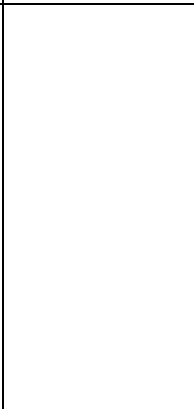
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shorter work weeks and higher wages. Some observers worried about how this spare time would be spent. According to park historian Galen Cranz, “urban park planners now considered the masses incapable of undertaking their own recreation,” and this could unleash destabilizing forces: “Spare time, in short, was a threat to society.” Park activities offered one solution by channeling leisure time into productive—or at least harmless—use. At the same time, appropriate recreational activities could promote good citizenship, healthy habits, and moral virtues. Bathhouses, for example, not only facilitated recreational swimming by providing changing rooms, but also encouraged cleanliness for working class individuals who often lacked access to indoor bathing facilities.<sup>83</sup>



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The patterns of childhood were also changing during this period as children of the newly emerging middle class were no longer pressed to work at an early age. Their options for healthy recreation, however, were limited in an urban setting. To address this issue, a national movement to provide playgrounds and organized activities for children



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<sup>83</sup> MBPC, *Eighty-third Annual Report, 1965*, 11; Galen Cranz, *The Politics of Park Design: A History of Urban Parks in America* (Cambridge, Mass. and London: MIT Press, 1989), 62, 70.

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<p>gained momentum in the late nineteenth century. As with adult programs, park activities for children were often designed to instill “proper” cultural values as well as to entertain.<sup>84</sup></p>		
<p>The Park Board’s approach to the Grand Rounds followed this pattern. At first, activities were unstructured. In fact, the beauty of the area’s natural resources attracted visitors long before Cleveland’s first plans were drafted. Fort Snelling soldiers followed Minnehaha Creek to Lake Harriet for summer outings. By the 1870s, entrepreneurs were catering to the desires of those wanting to spend time at a lake. Oak Grove House at Cedar Lake hosted boating and fishing parties, and drew tourists from the South as well as local guests. On a bluff on the east shore of Lake Calhoun, William King, a prominent businessman and member of the U.S. Congress, built an ornate three-and-one-half-story pavilion in 1877. The building continued to serve as a center of social activities under the ownership of Louis Menage, another colorful entrepreneur, who converted it into the Lyndale Hotel.<sup>85</sup></p>	<p><i>“WIRTH IS LION IN EYES OF CHILDREN....Five hundred children are coasting down the splendid hill at Fairview park today, thanks to Theodore Wirth, the new superintend of parks...Mr. Wirth visited the park yesterday and inquired of the park officer as to his duties. The man said that he did not have much to do in winter except to keep the children from coasting on the hill. ‘Well, what harm does that do?’ asked Mr. Wirth, who is an ardent believer in outdoor sports. ‘Why, it’ll hurt the grass and the shrubbery, I suppose.’ ‘But the costing can’t hurt the grass when it is covered with snow,’ declared Mr. Wirth. The policeman was</i></p>	



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<sup>84</sup> Cranz, 63-67.

<sup>85</sup> A later phase in tourism inspired the creation of the Minnehaha Auto Tourist Camp (now the site of Wabun Park) which opened in 1921. Eight rustic cabins were built



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	<p><i>not sure, but supposed that is was part of his duty to keep the children off the tempting hills. He was instructed to allow the children to coast as much as they liked, but to lay out the slide so as not to injure the shrubbery... The glad tidings spread over the neighborhood like wildfire. In a short time hundreds of boys and girls were having the jolliest of kind sport.<sup>86</sup></i></p>	
<p>Any recreational or other activities were left to the private sector in the Park Board's early years, when the Board was focusing on land acquisition and improvements. At Lake Harriet, the first pavilion was erected in 1886 by the Minneapolis Street Railway Company on their own land; the next pavilion, built in 1891, was again constructed by the railway, but on Park Board land. The railway managed the facility until it burned in 1903, at first offering vaudeville and band</p>		



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there in 1927, with seventeen more added by 1930 and another ten by 1936. The tourist camp was closed in 1955, after the park Board lost money on its operation and faced extensive repairs to the deteriorating cabins. It was converted into the Wabun Picnic Area. See newspaper article "Park Tourist Camp Closed at Minnehaha," *Minneapolis Tribune*, March 17, 1955. For other references, see Wirth, 96, 228; David A. Lanegran and Ernest R. Sandeen, *The Lake District of Minneapolis: A History of the Calhoun-Isles Community* (St. Paul: Living History Museum, 1978); and MBPC, *Seventy-fourth Annual Report, 1956*, 60, and *Seventy-fifth Annual Report, 1957*, 58.

<sup>86</sup> "Wirth is Lion in Eyes of Children," *Minneapolis Journal*, January 24, 1906.

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<p>music. In 1896, vaudeville was eliminated after the Park Board questioned the quality of some of the programs. Although operated by a concessionaire rather than directly by the Park Board, the pavilion's programs were an early example of the trend towards more scheduled activities in the late nineteenth century.<sup>87</sup></p>		
<p>Crowds were drawn to the parks in every season. Only a year after the Park Board was established, it offered a lighted skating rink at Central (Loring) Park. Six rinks, some with warming houses, were provided by 1906, the year Theodore Wirth became superintendent. That number had jumped to seventeen by 1910, "a natural outgrowth," Wirth maintained, "of the recreation movement and the establishment of playgrounds." A decade later, he added, "numerous winter sport activities had been developed to a high degree through promotion by our recreation division. Skating in all of its various forms, . . . skiing and ski-jumping, dog derbies, ice-yachting, winter hiking, skating carnivals, tobogganing, etc., now held sway throughout the entire park system." Good sledding hills were supplemented by giant toboggan slides erected by the Park Board. In addition, winter</p>	<p><i>"In spite of the many precautions taken to prevent accidents [at toboggan slides], several people were hurt, resulting in damage suits against the Board. It is therefore a question . . . whether the Board should continue to assume the risk involved in offering this service."<sup>89</sup></i></p>	<p><b>◆30</b>      Recreation:      Ski-jumping      in Wirth Park</p>



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<sup>87</sup> Wirth, 268-270.

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<p>horse races on frozen Lake of the Isles were popular between 1897 and 1929.<sup>88</sup></p>		
<p>Bathing suits have also shown a dramatic evolution over time, but the lure of the lakes' refreshing waters has continuously beckoned swimmers. Around the turn of the century, the Park Board began building elaborate bathhouses to provide swimmers, many of whom arrived by streetcar, a convenient place to change into and out of suits. At the Board's first bathhouse, opened on the east shore of Lake Calhoun in 1890, suits were provided, but only men were allowed. After women demanded use of the facility, they were granted only three hours a day. Continued protests led the Park Board to erect a bathhouse exclusively for women by the next summer. The sport's popularity required construction of a new bathhouse accommodating both sexes at the northwest corner of Calhoun in 1902, and an even larger one in 1912. Old structures from Lake Calhoun were reused for the same purpose at Lake Nokomis and Glenwood (Wirth) Lake; both sites received new bathhouses within the decade. An elaborate pavilion with changing rooms at Lake Harriet, built in</p>	<p><i>"The fine beach [at Lake Calhoun] attracted many patrons, both by automobile and from homes in the neighborhood, who preferred to don their bathing attire at home and drive or walk to the beach—to the shocked indication of many people who objected strenuously to the 'spectacle of those half-dressed ruffians brazenly parading their nakedness before the eyes of decent people.'"<sup>91</sup></i></p> <p><i>At Theodore Wirth: "In 1957, the old bathhouse structure was removed and replaced with a new smaller building, with facilities to conform to modern bathing habits."<sup>92</sup></i></p> <p><i>"The original Calhoun Bathhouse, which was built in 1912, had become obsolete in its arrangement because of a changed pattern of</i></p>	



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<sup>88</sup> Ibid., 186-188, 224-225.  
<sup>89</sup> MBPC, *Thirty-second Annual Report, 1914*, 48.

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<p>1904, incorporated a pool between its two wings. In areas lacking lakes, swimming pools were developed. On the north side, the magnificent John Deere Webber Memorial Baths replaced a primitive swimming hole in Shingle Creek in 1910. As automobiles allowed people to travel directly from their houses to the beach, and as clothing standards became less restrictive, the need for bathhouses diminished. All of the early twentieth-century bathhouses along The Grand Rounds have been demolished.<sup>90</sup></p>	<p><i>use. The large open dressing areas on either side of the main building were eliminated, and the main building was rearranged to afford a more satisfactory use pattern for toilet facilities, dressing rooms, office and shower rooms, and the refectory.</i><sup>93</sup></p>	
<p>Like swimming, other summer water sports have endured the test of time. The Calhoun Yacht Club, still active, was established in 1901. The Park Board began renting rowboats and sailboats at Calhoun in 1907. Around 1910, a canoeing craze beset America, taxing the Park Board's rental facilities. For those seeking a less active lake tour, excursion boats have long plied lake waters.<sup>94</sup></p>		
<p>Interest in bicycling has ebbed and flowed. In the late nineteenth century, it was bicyclists who</p>	<p><i>"While the paths along the course of Minnehaha Creek and the parkway of</i></p>	<p>◆31 Transportation/</p>



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<sup>90</sup> MBPC, *Sixty-eighth Annual Report, 1950*, 58; Wirth, *Minneapolis Park System*, 186-188, 237-241.  
<sup>91</sup> Wirth, 241.  
<sup>92</sup> MBPC, *Seventy-fifth Annual Report, 1957*, 59.  
<sup>93</sup> MBPC, *Seventy-third Annual Report, 1955*, 69.  
<sup>94</sup> Lanegran and Sandeen, 56, 59.

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<p>pushed for improvements to Minnehaha Parkway so they could journey from Lake Harriet to Minnehaha Falls. Automobiles soon surpassed bicycles in popularity, but bicycles made a comeback in the decades after World War II. By the 1970s, bicycle ridership had grown to such an extent that it became necessary to separate bicycle and pedestrian traffic, an issue that helped stimulate a major renovation of The Grand Rounds. The resurgence of bicycling coincided with a trend unique to the late twentieth century: jogging. Both bicycling and jogging were part of a fitness movement that spread across the United States during this period.</p>	<p><i>those early days had been a delight for cyclists for many years, the large hill on the driveway at Lyndale Avenue was an annoyance to them, and so in 1897 a bicycle path and several small wooden bridges were installed across the creek in such a manner as to afford a continuous path on easy grades through the crossing. . . By 1902 the popularity and importance of the bicycle, both for pleasure and means of transportation, had reached a peak, and in order to satisfy demands for improved facilities, about \$1,300 was secured for the city bicycle tag fund to construct an improved path along Minnehaha Creek Valley from Lyndale Avenue to Lake Amelia (now Lake Nokomis).<sup>95</sup></i></p>	<p>Recreation: bicycling (Minnehaha Parkway at Lyndale)</p>
<p>Horseback riding changed from a primary means of transportation to a form of recreation in the early twentieth century. A bridle path was laid out next to Lake of the Isles Parkway in 1924. The path was extended around Lake</p>		



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<sup>95</sup> Wirth, 130-131.

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<p>Calhoun in the following year, and to Kenwood Park in 1928. Apparently the Great Depression curtailed participation in this pastime.<sup>96</sup></p>		
<p>Golf was first introduced to the park system in 1916, when a nine-hole course opened at Glenwood (now Theodore Wirth) Park. After two years of allowing the public to play free of charge, a ten-cent fee was initiated. The price was upped to fifteen cents when an additional nine holes were added in 1919. The course was so popular that the Park Board decided to develop a six-hole course at Columbia Park in 1919. A round cost five cents. The two courses generated a total of \$3,798 in revenue in during the summer of 1919. Additional holes were soon added at Columbia Park. The strong interest in golf prompted the Park Board to establish additional courses. Meatpacker Armour and Company of Chicago offered the Board a 154-acre site along Saint Anthony Boulevard for golf course development in 1924; Armour Golf Course opened for use the following year. It was renamed in honor of long-time Park Board commissioner Francis A. Gross in 1947. With the acquisition of Rice Lake (Lake Hiawatha) and</p>		<p>◆32 Recreation: Golf (Columbia Park)</p>



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<sup>96</sup> MBPC, *Forty-second Annual Report, 1924, 36, Forty-third Annual Report, 1925, 33, and Forty-sixth Annual Report, 1928, 70.*

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adjacent property came the opportunity to found yet another golf course along The Grand Rounds. Given the difficulties of the site, primarily swampland requiring extensive fill, this project took significantly longer than the Armour course: although the Board gained title to Rice Lake in 1922, the first nine holes of the Hiawatha course did not open until 1934.<sup>97</sup>

Zoos are an unusual footnote in the story of park recreation. One started when three deer were penned in Minnehaha Park in 1894. Soon they were joined by five eagles, three elk, more deer, and even bear and a buffalo. Although the collection was becoming difficult for park personnel to maintain, more animals were added in 1899 when the Board purchased a traveling animal show that had become stranded in Minneapolis. Getting rid of this popular attraction proved difficult, but it was finally taken over in 1907 by Robert F. Jones, a neighbor just to the west. Jones, an eccentric and prosperous fish merchant, had originally established a small zoo near Loring Park, where the Basilica of Saint Mary now stands. In 1906, he purchased property just

◆33  
Recreation:  
zoo  
(Longfellow  
House)



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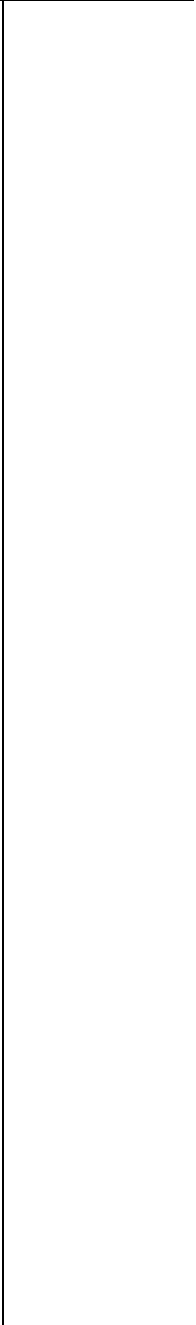
<sup>97</sup> Wirth, 252-259.

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upstream from Minnehaha Falls—a parcel that the Park Board had intended to acquire. Jones built a house that replicated, on a reduced scale, Longfellow’s residence in Cambridge, Massachusetts. He expanded his zoo on the property with the addition of the Park Board animals. Although loved by the general public, Jones’s menagerie appealed less to his neighbors, who by the 1920s agitated to have the Park Board acquire the property. Jones finally donated the property to the Board in 1924, while retaining the right for him and his heirs to occupy it for a decade. The zoo was eventually shut down, and in 1937, under a cooperative agreement with the Park Board, the building began three decades of service as a branch of the Minneapolis Public Library. After the library closed in 1967, the building was used for Halloween haunted houses and other short-term activities. When a highway project required the site in the early 1990s, the house was moved five hundred feet to the southeast; in 1995, the Park Board undertook a major renovation of the significantly deteriorated structure.<sup>98</sup>



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<sup>98</sup> Ibid., 54-57, 99-101; “Interview with Teri Nagel of Kodet Architectural Group Ltd.” and Scott Brown, “Restoration of Longfellow House Nears Completion,” *Preservation Matters*, March 1996.



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<p>Like the zoo, the elaborate pageants that were once a highlight of the summer season have also fallen by the wayside. They were inaugurated in 1908, but were not widely promoted until after the First World War. The “Mother Goose Pageant,” featuring some seven hundred children dressed in costumes inspired by nursery rhymes, drew an audience of over 10,000 to Lyndale Park in 1918. In subsequent years, the park hosted the “Wedding of the Fairies,” “The Wishing Ring,” “Ships That Sail,” and a variety of other spectacles with elaborate props, intricate costumes, and hundreds of participants. Pageant production was interrupted by World War II.<sup>99</sup> The pageants exemplify the Park Board’s efforts to productively channel the new leisure time gained by children, as well as adults, in the late nineteenth and early twentieth centuries.</p>	<p><i>“These fantasies have been increasingly lovely with each passing year, with always something dramatically new in the way of fairyland lore, amusing portrayals from the animal kingdom, twinkling lights, and a riot of color. The appeal of the children themselves is the greatest factor in the success and popularity of these annual festivals; and when performing in a pageant, each child thinks that she herself is a star and never forgets the part she played in so outstanding a production.”<sup>100</sup></i></p>	<p>◆34 Recreation: pageants (Lyndale Park)</p>
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A NEW AESTHETIC

Narrative	Significant Quotations	Sites
<p>In the original design of the Grand Rounds, nature was picturesque. Contemporary architectural styles</p>		

<sup>99</sup> Wirth, 259-262.  
<sup>100</sup> Ibid., 262.

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like the Italianate, Romanesque Revival, and Queen Anne were equally fanciful. They were not, however, particularly welcome in park settings, where any building was considered an intrusion. In a letter to the Park Board after reviewing Cleveland's plans for The Grand Rounds, Fredrick Law Olmsted wrote: "The less adulterated with artificial objects of interest, the more valuable the park." Buildings that could not "be absolutely hidden away . . . should be as much as possible sequestered, unobtrusive, and by all means made assuredly subordinate in interest to the natural elements of scenery."<sup>101</sup>

By the turn of the century, however, buildings began to play a more prominent role in park design, both because of changing aesthetic tastes and because of new programmatic demands. The visual character of park buildings reflected contemporary design trends, sometimes putting them at odds with the surrounding landscape. A major shift in architectural and landscape design was stimulated by none other than Fredrick Olmsted with his plans for the World's Columbian Exposition



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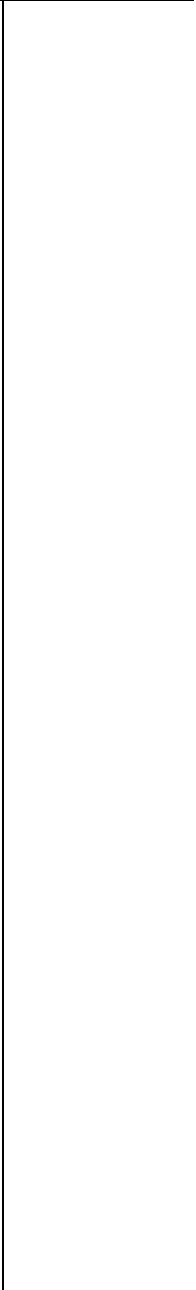
<sup>101</sup> Frederick Law Olmsted, letter to the Board of Park Commissioners, October 6, 1886, reprinted in MBPC, *Fourth Annual Report*, 1887, 22-23.

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in Chicago in 1893. The “White City,” with its monumental buildings and formal, symmetrical esplanades, enthralled visitors from around the country. During the same period, American architects flocked to Paris for training in the Classical Revival style at the Ecole des Beaux-Arts. The return of classical motifs inspired a new look at other earlier styles, and soon a variety of period revival designs gained popularity. At the same time, influences from England and Scotland were fostering a counterpoint, the Arts and Crafts movement, which evolved into the Rustic style by the 1930s. World War II caused a break in non-defense construction. Post-war designs tended towards the austere lines of the International Style, with considerations of function and economy more influential than aesthetics. A growing historic preservation movement, as well as Post Modernism in new design, has led to the retention of some older structures and a return to more picturesque forms in the last decades of the twentieth century.<sup>102</sup>



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<sup>102</sup> Post-World War II park buildings throughout the country sometimes featured extremely pragmatic designs that were virtually styleless; Ada Louise Huxtable, architecture critic for the *New York Times*, disparagingly described park buildings in that city as being in “Robert Moses’s brick-and-tile lavatory style.” Quoted in Cranz, 125.

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The transformation of stylistic preferences is exemplified by the structures erected along The Grand Rounds, such as the series of pavilions at Lake Harriet. The first, built by the streetcar line in 1887, burned down within a few years. It was replaced in 1891 by a wood-frame structure with a broad pagoda roof, reflecting the picturesque eclecticism of the late nineteenth century. The versatile architect, Harry Wild Jones, is known for the neo-Gothic Butler Building, the Moorish Lakewood Cemetery Chapel, and other exotic designs. In 1903, a fire destroyed the pavilion but missed two petite shingled buildings that housed men's and women's restrooms; these structures survive to this day. When Jones sat down to design the pavilion's replacement, he displayed his ability to change with the times by producing a Classical Revival building featuring a rotunda and two large wings edged by an elegant open colonnade. A bandstand on the roof garden was modeled after a Greek temple. While the style was very much in vogue, the structure's formality stood in sharp contrast to the lively crowds that spilled from its portals. A windstorm in 1925 blew down the pavilion. After some debate about where a new facility should be built, a rather utilitarian

*"The building consisted of an open center pavilion in the form of a rotunda . . . from which axis two commodious wings diverged at right angles. . . . The east wing was used as a dressing room for bathers and the south wing as a dining room. . . . The roof-garden over the entire building afforded seating capacity for 1,800 persons."<sup>104</sup>*

◆35  
Aesthetics:  
Lake Harriet  
pavilions/  
bandstands



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<p>bandstand and concession stand were erected on the site of the previous pavilion in 1927. The current structure, which was ready for the 1990 summer season, harkens back to the fanciful aesthetic of the late nineteenth century, a compliment to Jones's restrooms.<sup>103</sup></p>		
<p>The bridges built across the canals connecting Lake of the Isles with Lake Calhoun and Brownie Lake also illustrate the changing tastes of the new century. When a bridge was installed over the lake channel in Loring Park in 1885, it was a picturesque iron structure that typified Victorian sensibilities. The canal bridges, in turn, reflected the Beaux-Arts influence which had swept across the Atlantic from France. First prize in a contest to design the structures went to H. Lincoln Rogers and Guy Vroman from New York City, whose plans produced the Calhoun bridge. Minneapolitans William Pierce Cowles and Cecil Bayless Chapman produced the winning designs for the two bridges fronting on Lake of the Isles.<sup>105</sup></p>		<p>◆36 Aesthetics: bridges at Lake of the Isles</p>
<p>Along the parkways, though, a more rustic aesthetic prevailed. After considering three options for a bridge by Lake Nokomis in the</p>	<p><i>"No matter how neat and pleasing in design a concrete structure of any kind may appear, it will</i></p>	<p>◆37 Aesthetics: Lake Nokomis</p>



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<sup>103</sup> Wirth, 71; Tom Balcom, "Landmarks on the Lake, Part 1"; MBPC, *Forty-fifth Annual Report, 1927*, 21-22.

<sup>104</sup> Wirth, 71

<sup>105</sup> *Ibid.*, 92.

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<p>mid-1920s, the Park Board selected a concrete design faced with local limestone. Although the cost was ten to twelve percent higher than a concrete finish, the attractive appearance was felt to justify the expense.<sup>106</sup></p>	<p><i>always be minus the feeling of warmth, aspect of age, and kinship to nature that is inherent in stone masonry properly applied.</i><sup>107</sup></p>	<p>bridge</p>
<p>The approach to landscape design also shifted. The studied “natural” landscapes of the Victorian era gave way, in some parts of The Grand Rounds, to more formal treatments. In the early twentieth century, according to one historical account, the Park Board focused on “construction of greenhouses and nurseries, and floriculture on a large scale.” A formal garden established during this period at Lyndale Park on the northeast shore of Lake Harriet exemplified this trend.<sup>108</sup></p>		<p>◆38 Aesthetics/ Nature: formal gardens (Lyndale Park)</p>
<p>The legacy of Olmsted and Cleveland also continued to evolve. The next generation of landscape architects included Jens Jensen, who offered another variation of natural landscaping that was more true to an area’s original environment. An earlier promoter of native landscape restoration, Jensen perhaps influenced Eloise Butler, a retired botany teacher who became the guardian of an undisturbed woodland on the south end of</p>	<p><i>“The wild flower garden has been made more accessible through the new paths. Its curator, Miss Eloise Butler, reports a steadily growing number of visitors and increasing interest in the garden. . . . Miss Butler extended her educational activities even outside of the garden by giving illustrated lectures in</i></p>	<p>◆39 Memorial: Eloise Butler</p>



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<sup>106</sup> MBPC, *Forty-fifth Annual Report, 1927*, 22.

<sup>107</sup> *Ibid.*, 22.

<sup>108</sup> “Park Board has 50<sup>th</sup> Birthday,” *Minneapolis Tribune*, April 20, 1933.

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<p>Wirth Park in 1911. The “Natural Botanical Garden” was renamed in her honor in 1929. Natural landscaping did not, however, become a prominent influence in landscape architecture design until the environmental movement gained force in the late 1960s. Particularly since Earth Day in 1970, landscape architects have used naturalistic landscape not only for aesthetic reasons but also for functional purposes, like round water filtration.<sup>109</sup></p>	<p><i>schools and before clubs, and also through the annual exhibit of flowers and photographs at the State Fair.”<sup>110</sup></i></p>	
--	--	--

## ANOTHER ROLE: PARKS AS MONUMENTS

Narrative	Significant Quotations	Sites
<p>Both Olmsted and Cleveland warned against allowing statues and other objects to intrude in a park’s natural setting. Since parks serve symbolic as well as aesthetic and functional roles, however, this advice was often ignored. Memorials along The Grand Rounds generally fall into three classifications: those dedicated to casualties of war; those commemorating famous people and/or representing ethnic</p>		



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<sup>109</sup> Wirth, 175; Darrel G. Morrison, “Restored Natural Landscapes,” in *American Landscape Architecture: Designers and Places*, ed. by William H. Tishler (Washington, D.C.: Preservation Press, 1989), 190.

<sup>110</sup> MBPC, *Thirty-fourth Annual Report, 1916*, 39.

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heritage; and those honoring individuals who played an important role in the development of the park system.

The first statue invaded The Grand Rounds system in 1897, when a bronze figure of Norwegian musician Ole Bull was dedicated in Loring Park. Not wishing to be outdone by their fellow Scandinavians, Swedish immigrants and their descendents placed a statue of Gunnar Wennerberg, Swedish statesman and poet, in Minnehaha Park in 1915.<sup>111</sup>

Military conflicts in the twentieth century introduced a different type of memorial to the park system. In 1919, shortly after the end of World War I, Charles Loring volunteered to donate a \$50,000 endowment that was anticipated to generate \$2,500 a year for the perpetual care of memorial trees along The Grand Rounds. Loring also agreed to provide a tree to commemorate each of the 568 Hennepin County residents who died in service. Superintendent Wirth proposed that the trees be concentrated in one location rather than spread throughout the system. As a result, the Board designated 8.5 miles of the Glenwood-Camden Parkway in the northwest corner of The Grand

*“The completion of the Victory Memorial Drive and the dedication of the Memorial Trees will go down in the history of the City and the Board as one of its most important achievements. Its value will increase as the years pass and the trees grow to stately dimensions and majestic beauty.”<sup>113</sup>*

◆40  
Memorials:  
World War I  
soldiers,  
Charles  
Loring



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<sup>111</sup> MBPC, *Fifteenth Annual Report, 1897*, 35-37.



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<p>Rounds as a memorial parkway, with the northern 3.5 miles receiving a more formal design treatment. Victory Memorial Drive was dedicated with an elaborate ceremony in 1921. In 1923, a plaza ringed by eight bronze tablets with the names of those who had died in World War I was dedicated at the intersection of Xerxes and Forty-fourth Avenues North.<sup>112</sup></p>		
<p>Subsequent changes to Victory Memorial reveal the types of alterations that parks experience due to environmental and social pressures. An important element of the memorial, the 568 American elms, quickly succumbed to disease and died, requiring their replacement by heartier stock. The names of the service men and women were noted on a wood marker beside the trees. In 1928, the markers were replaced by bronze crosses and Stars of David. Originally, these markers stood vertically; beginning in 1954, they were set horizontally in a concrete bed at ground level to ease maintenance and discourage vandalism. In 1924, the memorial's scope was extended to the Civil War, when the "Grand Army Circle" was created by ten trees commemorating the ten posts of the Grand Army of the Republic. A</p>	<p><i>"Before each tree were placed plain wooden markers, decorated with flowers and wreaths of oak leaves, giving the names of the men to whom the trees were dedicated."<sup>115</sup></i></p>	



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<sup>112</sup> Folwell, 4:432-434.  
<sup>113</sup> MBPC, *Thirty-ninth Annual Report, 1921*, 24.

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<p>statue of Abraham Lincoln was placed in the circle's center in 1929.<sup>114</sup></p>		
<p>A massive tower planned for the corner of Forty-fifth Street and Xerxes Avenue North never materialized. Instead, the memorial at that location received a more modest expansion in 1948, when the flagpole was mounted on a substantial granite base; granite also replaced the original brick bases on which the eight bronze tablets were mounted. In 1976, the site was rededicated to commemorate all Hennepin County residents who had died in any war.<sup>116</sup></p>		
<p>Another cluster of war memorials is around a flagpole at the northeast corner of Lake Calhoun. A bell from the <i>U.S.S. Minneapolis</i> and an assortment of bronze tablets commemorate the Navy and Marine personnel who perished in World War I.<sup>117</sup></p>		<p>◆41 Memorials: Lake Calhoun</p>



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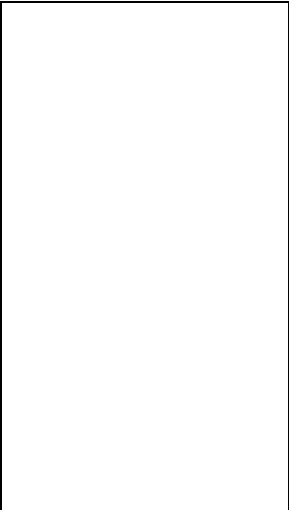
<sup>114</sup> Ibid., 4:433; “Memorial Markers to be Shifted,” *Minneapolis Star*, January 14, 1954; MBPC, *Forty-seventh Annual Report, 1929*, 103.  
<sup>115</sup> MBPC, *Thirty-ninth Annual Report, 1921*, 24.  
<sup>116</sup> “Parks Accept Memorial,” *Minneapolis Tribune*, March 13, 1948; Bob Bork, “After 55 Years, Another ceremony,” n.p., [1976], newspaper clipping in Minneapolis History Collection, Minneapolis Public Library.  
<sup>117</sup> MBPC, *Parks, Parkways and Playgrounds* (Minneapolis: Published by the Board, 1942), 46-47.

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Finally, the Park Board has a long history of memorializing benefactors, Board members, and staff by naming parks and other facilities in their honor. In 1890, for example, Central Park was renamed to commemorate Charles Loring’s energetic and insightful leadership. The Board formalized this practice in 1934 by officially adopting a policy to that effect.<sup>118</sup>



◆42  
Memorials:  
Armour Golf Course renamed Francis A. Gross Golf Course, 1947; part of St. Anthony Boulevard renamed (James A.) Ridgway Road in 1950.



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<sup>118</sup> Folwell, 4:429n.

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INTERPRETIVE MISSION, THEME AND OBJECTIVES

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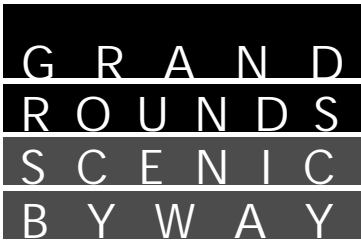
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## INTERPRETIVE MISSION, THEME AND OBJECTIVES

### INTERPRETIVE MASTER PLAN

## OVERALL MISSION STATEMENT

The Grand Rounds National Scenic Byway Interpretive Program is based on this simple statement of mission:

***The mission of The Grand Rounds National Scenic Byway Interpretive Program is to interpret the natural and cultural resources of the byway and to facilitate an enjoyable and safe recreation learning experience for all byway users. Using innovative interpretive services and products, the Program will demonstrate stewardship of the byway's many resources.***

This statement gives overall direction for interpreting The Grand Rounds National Scenic Byway. All interpretive programs and services associated The Grand Rounds National Scenic Byway will focus on accomplishing this mission statement.

## CENTRAL THEME

The central organizing theme for interpreting The Grand Rounds National Scenic Byway is based on the intrinsic resources of the byway and the supporting policies of the Minneapolis Park and Recreation Board (MPRB). The main purpose of interpreting the byway will be to provoke the attention of users, relate messages to visitors, and reveal meaning through this main, "big picture" theme:

***Together, the natural and cultural resources of The Grand Rounds National Scenic Byway will continue to be critical to sustaining the urban vitality of Minneapolis.***



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Individual interpretive programs and interpretive sites of the byway will have sub-themes that will support this central theme.

# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE MISSION, THEME AND OBJECTIVES

### INTERPRETIVE MASTER PLAN

## GOALS

The Grand Rounds National Scenic Byway Interpretation Program is also based on goals--general statements about program direction.

Goals for The Grand Rounds National Scenic Byway Interpretive Program are:

- Create and sustain a unique and unifying park system identity and cohesiveness.
- Provide a user- and visitor-friendly orientation to the byway.
- Foster stewardship of park and byway resources, property and facilities.
- Distribute park and byway users throughout the entire byway system.
- Provide a variety of interpretive programs and services aimed at different user, visitor and customer segments.
- Conduct an ongoing user and visitor assessment to gauge the effectiveness of interpretive programs and services.
- Connect users with other related interpretive programs in the Twin Cities metropolitan area.
- Encourage Minneapolis residents who don't participate in the byway experience to do so.

*Goals* are general statements of things that you would like to have happen but aren't very specific or measurable. They are the basis and foundations for measurable objectives.

*Objectives* are specific and measurable. Objectives are either accomplished or not. In the next section we will consider four types of objectives for The Grand Rounds National Scenic Byway Interpretive Plan: Orientation, Learning, Behavioral and Emotional.

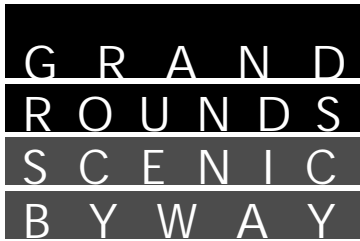


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## INTERPRETIVE OBJECTIVES FOR THE GRAND ROUNDS

To measure accomplishment, The Grand Rounds National Scenic Byway Interpretive Program will be developed on four types of objectives:

- **Orientation**
- **Learning**
- **Behavioral**
- **Emotional**

**Orientation objectives** provide information that users and visitors need to know to effectively use and participate in The Grand Rounds' experiences.

**Learning objectives** focus on users and visitors being able to name, list, describe, illustrate, etc. desired items upon completion of any given byway interpretive program or experience. Learning objectives provide facts of information that we feel are important for users and visitors to remember.

**Behavior objectives** are perhaps the most important of the objectives. Behavior objectives bring about desired physical behaviors or actions we want users and visitors to do either while reading or hearing an interpretive message (look for, see if you can find, listen for, etc.) or an action desired after users and visitors have read or heard an interpretive message (attend more interpretive programs, recycle waste, be a safer swimmer, etc).



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**Emotional objectives** are the “driving force” objectives. Emotional objectives create strong “feelings” in the users and visitors and are instrumental in achieving behavior objectives. Emotions involve feelings of surprise, anger, sadness, guilt, acceptance, pride, etc.

**ORIENTATION OBJECTIVES**

(Information needed to use the byway)

- 
- O-1. Be able to locate access points onto The Grand Rounds.

---

  - O-2. Be able to find way through the system without getting lost.

---

  - O-3. Be able to find major use areas directly associated with the byway.

---

  - O-4. Be able to access interpretive messages developed for the byway.

---

  - O-5. Understand the system of trail separation for pedestrians, bicyclists and skaters.

---

  - O-6. Have access to services and amenities of water, seating, restroom facilities, etc.

---

  - O-7. Understand how to be able to access emergency and medical services.

---

  - O-8. Be able to locate the byway in relation to the city and its landmarks.

---

  - O-9. Understand The Grand Rounds as a system within a larger system of parks and the overall metropolitan area.

---

  - O-10. Understand that users play an important role in the preservation and resource stewardship of the many interpretive sites along the byway.

---

  - O-11. Understand the main interpretive theme and concepts that the byway was planned to interpret and share.

**LEARNING OBJECTIVES**

(Information To Remember)

- 
- L-1. Understand how the development of The Grand Rounds is



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**G R A N D  
R O U N D S  
S C E N I C  
B Y W A Y**

**INTERPRETIVE MISSION, THEME AND OBJECTIVES**

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- related to the development of the city of Minneapolis.

---

- L-2. Understand how The Grand Rounds has changed over time.

---

- L-3. Understand the personal and social recreation benefits of using the byway.

---

- L-4. Learn about the history of the Minneapolis Park and Recreation Board.

---

- L-5. Learn about the role of the Minneapolis Park and Recreation Board.

---

- L-6. Learn about the role of government; local, state, and federal; its history, benefits and accomplishments.

---

- L-7. Learn about ecological features, natural and re-established, along the byway.

---

- L-8. Learn about geologic features of the byway.

---

- L-9. Learn about geographic features on the byway.

---

- L-10. Learn about the Mississippi River.

---

- L-11. Learn about the development of Minneapolis.

---

- L-12. Learn about historic architectural features, buildings and residential areas along the byway.

---

- L-13. Learn about historic sites and events occurring on the byway and those places commemorating larger historic events.

---

- L-14. Understand the significance of The Grand Rounds.

---

- L-15. Learn about the Chain of Lakes, Lake Nokomis and Lake Hiawatha

---

- L-16. Learn about Minnehaha, Basset and Shingle Creeks.

---

- L-17. Learn about watersheds and the system of stormwater and groundwater related to The Grand Rounds.

---

- L-18. Understand what a scenic byway is.

**BEHAVIORAL OBJECTIVES**  
(Desired Actions)

- B-1. Increased sense of stewardship of natural and cultural



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- 
- resources.
- 
- B-2. Encourage repeat visits to the byway at different times of the year.
- 
- B-3. Encourage discovery and use of less used parts of the byway.
- 
- B-4. Encourage exploration of topics and issues related to the byway at interpretive facilities outside of the Minneapolis Parks.
- 
- B-5. Encourage involvement of schools and youth groups to take advantage of Grand Rounds resources.
- 
- B-6. Encourage residents to tell their friends about the byway and to guide and educate guests about The Grand Rounds.
- 
- B-7. Encourage adherence to Park Board rules when using the byway.
- 
- B-8. Understand the impact of daily activities on the byway and the environment.
- 
- B-9. Encourage user participation in new leisure time activities associated with The Grand Rounds for personal; family and community; economic; and environmental benefit.
- 



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S C E N I C  
B Y W A Y**

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**EMOTIONAL OBJECTIVES**  
(Create Strong Feelings)

- 
- E-1. Develop a sense of surprise, enjoyment and pride in The Grand Rounds as an internationally unique resource.

---

  - E-2. Develop a sense of pride and enjoyment that The Grand Rounds has been preserved.

---

  - E-3. Develop a sense of discovery when using The Grand Rounds.

---

  - E-4. Create opportunity for inspiration by experiencing The Grand Rounds.

---

  - E-5. Develop lasting memories from experience on The Grand Rounds.

---

  - E-6. Feel that this will be a fun, relaxing and educational experience.

---

  - E-7. Create potential for positive physical and mental benefits from using the byway.

---

  - E-8. Develop a positive image of the Minneapolis Parks.

---

  - E-9. For all visitors, increase personal responsibility for conserving natural and cultural resources.
- 



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BYWAY USER DIRECTION

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## SEGMENTING THE OVERALL USER AND VISITOR MARKET

A wide variety of users experience The Grand Rounds National Scenic Byway. They have widely diverse reasons for seeking and “consuming” the benefits that the byway’s intrinsic resources provide. Each year, hundreds of thousands of people—some every day, some once in a lifetime—come to the byway to derive a wide range of personal, socio-cultural (household and community), economic and environmental benefits.

Defining distinct segments of byway users is helpful to better understand needs and desires of the byway’s many users and to effectively target limited financial resources for interpretive media. Segmentation partitions all users into groups with similar needs and/or characteristics who are likely to exhibit similar behaviors in using the byway. People use the byway in highly individualized ways. Segmenting users into groups with similar characteristics aims at identifying niche interpretive opportunities and capitalizing on those opportunities. This approach to interpreting The Grand Rounds National Scenic Byway moves away from a “one size fits all” or “the average user” approach to more of a service delivery or customer driven approach.

This plan segments byway users according:

- to how often they use the byway;
- how they move along the byway;
- the makeup of the travel party;
- the starting and ending points of their experience; and
- the purpose or benefits they seek in their use of the byway.



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In other words, user and visitor market segments for the byway are defined by combinations of five characteristics including:

1. **Frequency of use** (everyday users to non-users)
2. **Principle travel mode of the user** (pedestrian, bicyclist, skater, motorists—personal motor vehicle, tour bus rider, etc.)
3. **Party size and structure** (individuals or groups)
4. **Context for use** (home, work, organized event, or tourism visit)
5. **Purpose and benefit derived by using the byway** (relaxation, fitness, traveling from point A to B, etc.)

**FREQUENCY OF USE**

Frequency of use defines users as to relatively how often they experience the byway. Definitions for each of four levels of use are:

<b>MARKET SEGMENT</b>	<b>DESCRIPTION</b>
<b>FREQUENT USERS</b>	<p>Frequent users of the byway are people who regularly experience the byway on a daily, weekly, or monthly basis. Typical frequent users are residents of Minneapolis and nearby communities as well as people who work near the byway. Frequent users often engage in an active or passive recreation activity as part of their byway experience. Frequent users also include people who use the byway as part of commuting and other local trips.</p> <p>The majority of frequent users will regularly experience only a portion of the byway and the majority has never experienced the many parts of the byway. Frequent users may be traveling as individuals, in family or friend groups, or as attendees of a scheduled event such as a concert, running event, or festival associated with a byway site. Reasons for using the byway are many and include active recreation, socializing with peers, relaxation, and other repetitive activities.</p>
<b>INFREQUENT,</b>	<p>Infrequent casual users irregularly use the</p>



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<b>MARKET SEGMENT</b>	<b>DESCRIPTION</b>
CASUAL USERS	<p>byway—experiencing the byway’s resources are not a regular part of their daily, weekly or monthly lifestyle. When they do use the byway, it may be in response to a special byway related event, exceptional weather, unexpected extra leisure time, or a visit by friends or relatives that prompts the touring of otherwise infrequently visited attractions.</p> <p>Infrequent users may be residents of Minneapolis and nearby communities or they may be visitors to the Twin Cities who visit the attractions of the byway during trips to the Cities. Infrequent users may be traveling as individuals, in family or friend groups, or as attendees of a scheduled event such as a concert, running event or festival associated with a byway site.</p>
FIRST TIME USERS	<p>First time users are travelers who will be experiencing the byway for the first time and may or may not have a reason to return to the byway in the future. Typical users include individuals who are visiting the Twin Cities for business, conventions, leisure travel, family or friend gatherings, employment relocation or group travel. Users may be traveling as individuals, in family or friend groups, or as part of a group travel experience. Reasons for traveling may include vacation, business and convention, or visiting friends and family in the Twin Cities area. Most likely, first time users will be visiting other travel attractions in the Twin Cities area.</p>
NON-USERS	<p>Non-users are residents of Minneapolis and nearby communities who do not use or experience the byway on any frequency. Lack of knowledge of the byway; lack of available time to participate in byway opportunities; a perception</p>



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MARKET SEGMENT	DESCRIPTION
	that the byway does not offer anything of value; a physical or transportation barrier; or a fear for personal safety are probably among the reasons why non-users do not experience the byway.

**PRINCIPLE TRAVEL MODE OF USERS**

The major modes of transportation which people use to experience the byway significantly influence how interpretation should and will occur. For example, how interpretive services are provided for people touring a portion of the byway in a charter bus should be different from how material is interpreted for people who regularly bicycle the byway.

To assist in further defining users and targeting interpretive activities for the byway, these principle travel modes of byway users are considered:

1. **Pedestrian** - Walking and running
2. **Bicycle**
3. **Skate** - Roller-skate and inline skate
4. **Motor vehicle** - Personal automobile or motorcycle
5. **Local tour bus operating on a regular, repetitive schedule**
6. **Private chartered coach tour bus**



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**PARTY SIZE AND ORGANIZATION**

Party size and structure are also an important consideration in providing interpretive services. Two characteristics are identified for this category:

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1. **Individuals and small unstructured groups** participating in one or several activities; and
2. **Organized groups** operating with a distinct purpose, agenda, and/or time frame, i.e., school group, tour groups, classes, organized events.

### CONTEXT FOR USE

Another way of segmenting the overall byway user population is to consider the general settings from which the users initiate their experience on the byway. The five contexts for use—‘experience launching pads’—listed below help to further distinguish the user segments:

1. **Residential**—The user’s byway experience begins and ends from a home setting, often undertaken with family members or friends.
2. **Employment**—The user’s byway experience revolves around an employment setting such as a break or lunchtime activity often undertaken with co-workers or business colleagues.
3. **Tourism and Travel**— The user’s byway experience occurs in connection with travel to the Twin Cities by out-of-town visitors. Visiting friends and family, attending meetings and conventions, business travel are examples of tourism and travel contexts.
4. **Event**— The user’s byway experience is associated with a scheduled event on or near the byway.
5. **Commuting**— The user’s byway experience is primarily based on travel from home to work or other destinations.



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### PURPOSE AND BENEFIT DERIVED BY USING THE BYWAY

Another way of distinguishing the byway’s diverse population of users is to consider the purpose(s) which byway users have in

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mind—benefits they expect to derive—when they experience the byway’s varied intrinsic resources.

Current research and state-of-the-art practice suggest that emphasis be placed on managing for the benefits and values which recreation and tourism add to people’s lives. A “benefits-based management” approach builds on and improves the effectiveness and efficiency of conventional approaches that emphasize managing for land, facilities, and experiences.

Clearly, the users of The Grand Rounds National Scenic Byway have a wide variety of expectations for benefits and values. Users derive those benefits by participating in a very wide range of activities and experiences along the byway. To be effective, the Interpretation Program of the byway will target specific user segments based on broad groups of benefits that are derived by experiencing the byway.

User benefits are grouped into four general categories:

1. **Personal Benefits**
2. **Socio-Cultural Benefits (Household and Community)**
3. **Economic Benefits**
4. **Environmental Benefits**

For reference, a list of recreation experiences and a list of benefits derived from recreation are provided below.



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**RECREATION EXPERIENCE PREFERENCES**

- |                            |                           |
|----------------------------|---------------------------|
| A. Achievement/Stimulation | 3. Excitement             |
| 1. Skill Development       | 4. Reinforcing Self-image |
| 2. Competency Testing      | 5. Social Recognition     |

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- 6. Endurance
- 7. Telling Others
- B. Autonomy/Leadership
  - 1. Independence
  - 2. Autonomy
  - 3. Control Power
- C. Risk Taking
  - 1. Take risks
  - 2. Chance Dangerous Situation
- D. Equipment
  - 1. Use Personal Equipment
- E. Family Togetherness
  - 1. Opportunity to be with Family
    - a. Do something with Family
    - b. Bring Family Closer Together
- F. Similar People
  - 1. Being with Friends
  - 2. Being with Similar People
- G. New People
  - 1. Meeting New People
  - 2. Observing New People
- H. Learning
  - 1. General Learning
  - 2. Exploration
  - 3. Learning about Nature
  - 4. Learning about History
  - 5. Learning about Development and Geography of the Area
- I. Enjoy Nature
  - 1. View Scenic Beauty
  - 2. Be close to nature
  - 3. Enjoy Natural Smells and Sounds
- J. Introspection
  - 1. Spiritual
  - 2. Introspection
- K. Creativity
- L. Nostalgia
  - 1. Think about good times in the past
  - 2. Bring back Pleasant Memories
- M. Exercise—Physical Fitness
  - 1. Get Exercise
  - 2. Improve Fitness
  - 3. Maintain Fitness
- N. Physical Rest
  - 1. Rest and Relaxation
- O. Escape Personal-Social Pressures
  - 1. Tension Release
  - 2. Slow Down Mentally
  - 3. Escape Role Overloads
  - 4. Escape Daily Routine
- P. Escape Physical Pressure
  - 1. Tranquility
  - 2. Privacy
  - 3. Escape Crowds
  - 4. Escape Physical stressors-- Noise
- Q. Social Security
  - 1. Be near Considerate People
  - 2. Be with Respectful People
- R. Escape Family
  - 1. Be away from family for a while
- S. Teaching-Leading Others
  - 1. Teaching-Sharing Skills
  - 2. Leading Others
- T. Risk Reduction
  - 1. Risk Moderation
  - 2. Risk Avoidance
- U. Weather Enjoyment
  - 1. Get away from heat/experience cold
  - 2. Experience change in weather



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### IDENTIFIED RECREATION BENEFITS

#### A. Personal Benefits

Better Physical Health and  
Health Maintenance



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(mostly from habitual physical activity)

- Cardiovascular benefits
- Reduced or prevented hypertension
- Reduced serum cholesterol and triglycerides
- Improved control and prevention of diabetes
- Reduced spinal problems
- Decreased body fat/obesity
- Improved neuropsychological functioning
- Increased bone mass and strength in children
- Increased muscle strength and better connective tissue
- Respiratory benefits (increased lung capacity)
- Reduced incidence of disease

#### Better Mental Health and Health Maintenance

- Holistic sense of wellness
- Stress management (medication and restoration)
- Catharsis
- Reduced depression/anxiety
- Positive changes in mood and emotion

#### Personal Development and Growth

- Self-confidence
- Self-reliance
- Self-competence
- Self-assurance
- Value clarification
- Independent/autonomy
- Humility
- Leadership
- Aesthetic enhancement
- Creativity enhancement
- Spiritual growth
- Adaptability

- Cognitive efficiency
- Problem solving
- Nature learning
- Culture/history awareness/learning
- Environmental awareness/understanding
- Tolerance
- Balanced competitiveness
- Personal appreciation/satisfaction
- Sense of freedom
- Sense of control
- Self-actualization
- Flow/absorption
- Exhilaration
- Stimulation
- Sense of adventure
- Challenge
- Nostalgia
- Quality of life/life satisfaction
- Creative expression
- Aesthetic appreciation
- Nature appreciation
- Spirituality
- Positive change in mood/emotion

#### **B. Socio-Cultural Benefits**

- Community satisfaction
- Pride in community/nation (pride in place/patriotism)
- Cultural/historical awareness and appreciation
- Reduced delinquency
- Reduced social alienation
- Community/political involvement
- Ethnic identity
- Social bonding/cohesion
- Conflict resolution/harmony
- Social support
- Support democratic ideal of freedom
- Family bonding
- Reciprocity/sharing
- Social mobility



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- Community integration
- Nurturance of others
- Understanding and tolerance
- Environmental awareness, sensitivity
- Enhanced world view
- Socialization/acclulturation
- Cultural identity
- Cultural continuity

**C. Economic Benefits**

---

- Reduced health costs
- Increased productivity
- Less work absenteeism
- Reduced on-the-job accidents
- Decreased job turn-over
- International balance of payments (from tourism)
- Local and regional economic growth

Adapted from Driver, Tinsley and Manfredo, 1991

- Contributions to net national economic development

**D. Environmental Benefits  
(at least partially influenced  
by leisure)**

---

- Stewardship/preservation
- Husbandry
- Understanding of human dependency
- Environmental ethic
- Political involvement in environmental issues
- Environment protection
- Ecosystems
- Species diversity
- Maintenance of natural scientific laboratories
- Preservation of particular site

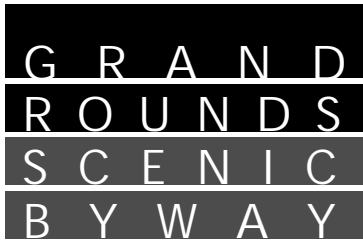


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## ONGOING USE AND USER RESEARCH

Monitoring use of The Grand Rounds and the preferences of users according to the five market definitions—frequency, travel mode, party size, context of use, and benefit derived—should be undertaken as a part of regular operations. Understanding better the reasons people have for using (and not using) The Grand Rounds in these five areas will help the Interpretive Program more effectively deliver services to users and protect the resources of The Grand Rounds and the park system.

In October 1998, as part of preparing this plan, field research was conducted to begin the process of better understanding byway user needs and desires for information and interpretation. Please refer to Section 10—Reference Information—for a report of preferences for information and interpretative services and awareness of The Grand Rounds as expressed by those who responded to an on-site, self-administered questionnaire.



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## INTERPRETIVE RESOURCES

The Grand Rounds National Scenic Byway offers many diverse cultural and natural resources for interpretation. This section of the Interpretive Master Plan provides an overview of many of these resources and presents several ways of grouping and categorizing the varied interpretive opportunities. Additionally, to support the implementation of interpretive components this section provides a partial listing of references and sources of additional information of many of the resources.

The Grand Rounds has a vast record of resources for interpretive and recreation learning experiences. This section provides several ways for grouping and categorizing information about places along the byway, events, stories, traditions and features. Effectively planning and designing programs; prioritizing the allocation of financial and human resources; and implementing byway interpretive components all require adequate inventories of information and organization of that information.

First, The Grand Rounds National Scenic Byway's entire length, approximately fifty miles, divides itself into eight distinct districts each possessing its own special natural and historic features, corridor character and user patterns. A description of each district follows along with a map illustrating the portions of the byway associated with each district.

Secondly, the Federal Highway Administration's (FHWA) Scenic Byway program defines six intrinsic qualities for scenic byways—features that make a scenic byway representative, unique, irreplaceable, or distinctively characteristic. The Grand Rounds



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National Scenic Byway provides many good examples in each category—a number of which are nationally significant.

Thirdly, inventories of the major interpretive resources are presented by district and in groups according to their intrinsic qualities. Also, Section 3 of this plan, A Contextual History, presents an overview of The Grand Rounds in terms of six themes:

- History
- Recreation
- Nature
- Aesthetics
- Transportation
- Memorials

Finally, the Twin Cities metropolitan area offers many interpretive and recreation learning programs and opportunities for the general public. The program offerings of the Minneapolis Park and Recreation Board (MPRB) and other public and non-profit organizations are summarized in this section. These offer new collaborative opportunities for interpreting The Grand Rounds National Scenic Byway.



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## THE GRAND ROUNDS BYWAY DISTRICTS

For purposes of organizing information and to reflect inherently distinct characteristics of the byway’s corridor, The Grand Rounds National Scenic Byway is divided into seven byway districts. The table presented below indicates some of the significant and distinct characteristics of each district and the byway’s mileage of each district. The table presents districts in the order as they occur in

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clockwise direction along the byway starting with the “Downtown” district.

The eighth district—East Connection—reflects the opportunity and need to connect the “Northeast” district with the “Downtown Riverfront” district to eventually form a complete loop for the byway.

<b>Byway District Name</b>	<b>Distinctive Characteristics</b>	<b>Byway Mileage per District (% Total)</b>
<b>Downtown Riverfront</b>	<ul style="list-style-type: none"> <li>• Cosmopolitan atmosphere, major architectural elements</li> <li>• Industrial and commercial atmosphere--mills, factories, barges</li> <li>• High level of activity and fast pace of pedestrians, vehicles</li> <li>• Historical setting</li> <li>• Mississippi River access</li> <li>• Mostly paved surfaces</li> <li>• Absence of trees and shade</li> <li>• Relatively high levels of use</li> <li>• <b>Principle Context for Use: Employment and Tourism</b></li> </ul>	1.2 miles 2%
<b>Mississippi River</b>	<ul style="list-style-type: none"> <li>• Presence of the Mississippi River gorge</li> <li>• Parkway has more ‘open’ character</li> <li>• Recurrence of bridges</li> <li>• Lock and Dam: a working river</li> <li>• Trails down to the Mississippi River</li> <li>• Variety of river views from bluffs and flats</li> <li>• Begins the ‘Parkway’ character</li> <li>• Relatively moderate levels of use</li> <li>• Commuting</li> <li>• Multi-recreational use</li> <li>• Natural features and feel</li> <li>• <b>Principle Context for Use: Residential</b></li> </ul>	9.2 miles 18%
<b>Minnehaha</b>	<ul style="list-style-type: none"> <li>• Minnehaha Park—major attraction</li> <li>• Following and crossing Minnehaha Creek, access to water</li> <li>• Criss-crossing of pedestrian and vehicle movements</li> <li>• Median character and plantings</li> </ul>	12.6 miles 25%



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Byway District Name	Distinctive Characteristics	Byway Mileage per District (% Total)
	<ul style="list-style-type: none"> <li>• Winding character</li> <li>• Range of neighborhood types</li> <li>• Residential architecture</li> <li>• Bridges</li> <li>• Primary connector: Harriet - Nokomis - Minnehaha Falls</li> <li>• Multi-recreational use</li> <li>• Natural features and feel</li> <li>• <b>Principle Context for Use: Residential and Tourism</b></li> </ul>	
<b>Chain of Lakes</b>	<ul style="list-style-type: none"> <li>• Lakes, lagoons, canals</li> <li>• High volume of people participating in trail activities</li> <li>• Many events occur in this district</li> <li>• High volume of vehicle traffic</li> <li>• Distinct structures within the parks</li> <li>• Multi-use loops around the lakes</li> <li>• Distinctive residential architecture</li> <li>• Very high levels of use</li> <li>• <b>Principle Context for Use: Residential, Tourism and Events</b></li> </ul>	13.3 miles 27%
<b>Theodore Wirth</b>	<ul style="list-style-type: none"> <li>• Feeling of seclusion</li> <li>• Gateway to park system</li> <li>• Multi-recreational loops</li> <li>• 'Wild places' (Wildflower Garden, Bog), range of ecosystems</li> <li>• Separation from neighborhoods</li> <li>• Distinct signage</li> <li>• Large open areas, vistas</li> <li>• Picnic areas, pavilions</li> <li>• Winter features</li> <li>• Golf course and Wirth Chalet</li> <li>• Relatively low levels of pedestrian use</li> <li>• Natural features and feel</li> <li>• <b>Principle Context for Use: Residential</b></li> </ul>	4.0 miles 8%
<b>Victory Memorial</b>	<ul style="list-style-type: none"> <li>• Straight road alignment</li> <li>• Long views, axis</li> <li>• Width of space of the parkway</li> </ul>	3.8 miles 8%



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<b>Byway District Name</b>	<b>Distinctive Characteristics</b>	<b>Byway Mileage per District (% Total)</b>
	<ul style="list-style-type: none"> <li>• Historical features</li> <li>• Regularity, uniformity, blocks and cross streets</li> <li>• Formal layout of trees, crosses, stars, and memorials</li> <li>• Relatively low levels of pedestrian use</li> <li>• <b>Principle Context for Use: Residential</b></li> </ul>	
<b>Northeast</b>	<ul style="list-style-type: none"> <li>• Neighborhood atmosphere</li> <li>• Distinct change in elevation, bluff line</li> <li>• Areas of 'industrial' character</li> <li>• Long distance, skyline views</li> <li>• Distinct end of the byway</li> <li>• Golf courses</li> <li>• Cemeteries</li> <li>• Relatively low levels of pedestrian use</li> <li>• End of the byway—needs connection to Downtown Riverfront district</li> <li>• Access to Mississippi River</li> <li>• <b>Principle Context for Use: Residential</b></li> </ul>	6.0 miles 12%
<b>East Connection</b>		<i>To be determined when designated</i>
<b>Total</b>		<b>50 miles</b>

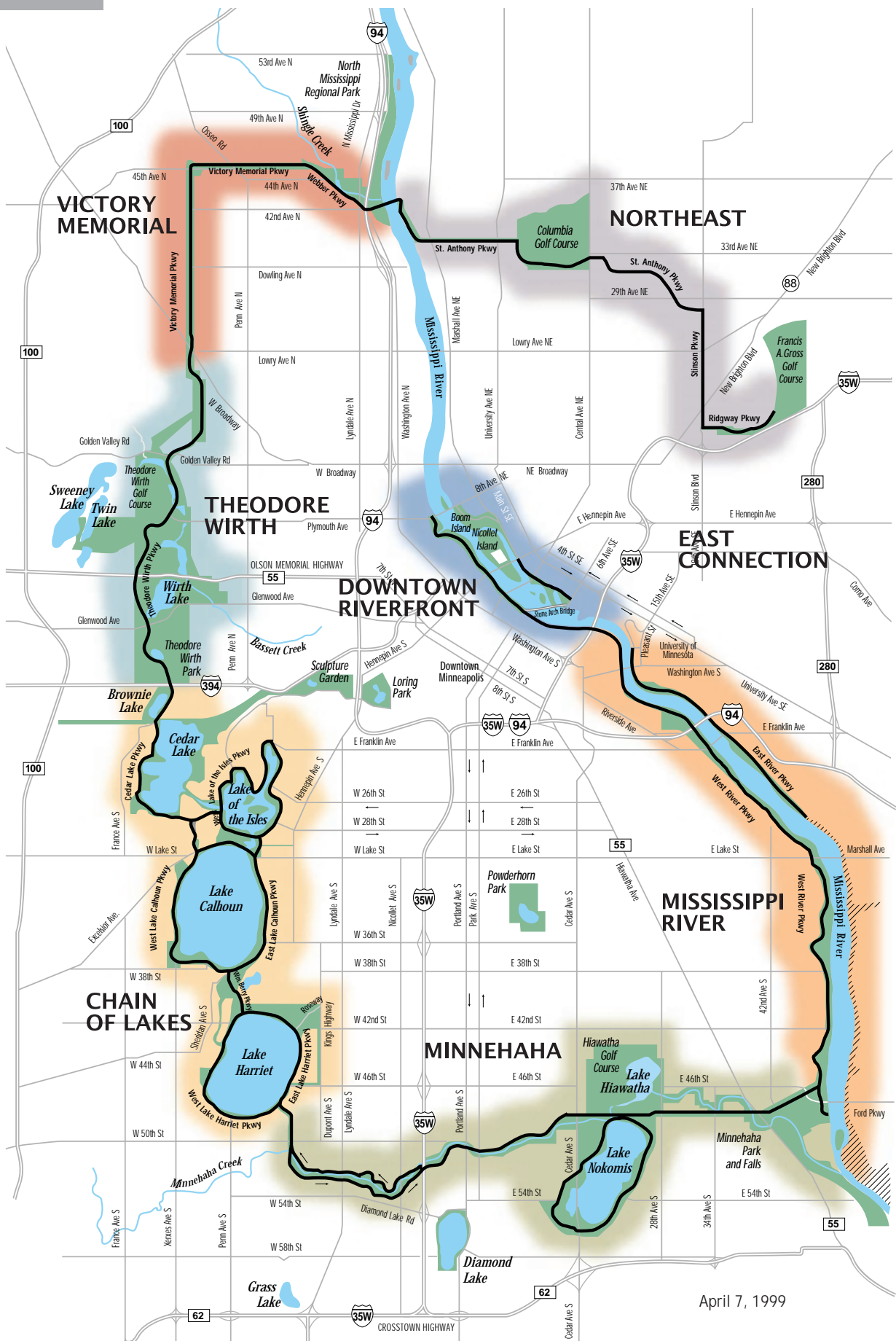


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## INTRINSIC QUALITIES

Intrinsic qualities are the sites, events, stories, traditions and features of a byway's corridor that are representative, unique, irreplaceable, or distinctly characteristic of an area. They are categorized as:

- **Scenic:** The heightened visual experience derived from the view of natural and artificial elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience.
- **Cultural:** Active evidence and expressions of the customs or traditions of a distinct group of people. Examples include tribal ceremonies, unique seasonal festivals, Amish farming, folklife events and activities, ethnic settlements and neighborhoods.
- **Historic:** Encompassing legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or artificial, that are of such historic significance that they educate the viewer and stir an appreciation for the past.
- **Archeological:** Those characteristics of the scenic byway's corridor that are visible, physical evidence of historic or prehistoric human life or activities and are capable of being inventoried and interpreted.
- **Recreational:** Outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences.
- **Natural:** Those features in the visual environment that are in a relatively undisturbed state—vegetation, wildlife and wildlife habitats, ecosystems, geology, water features, etc.

Source: Federal Highway Administration



MINNEAPOLIS  
PARK & RECREATION  
BOARD

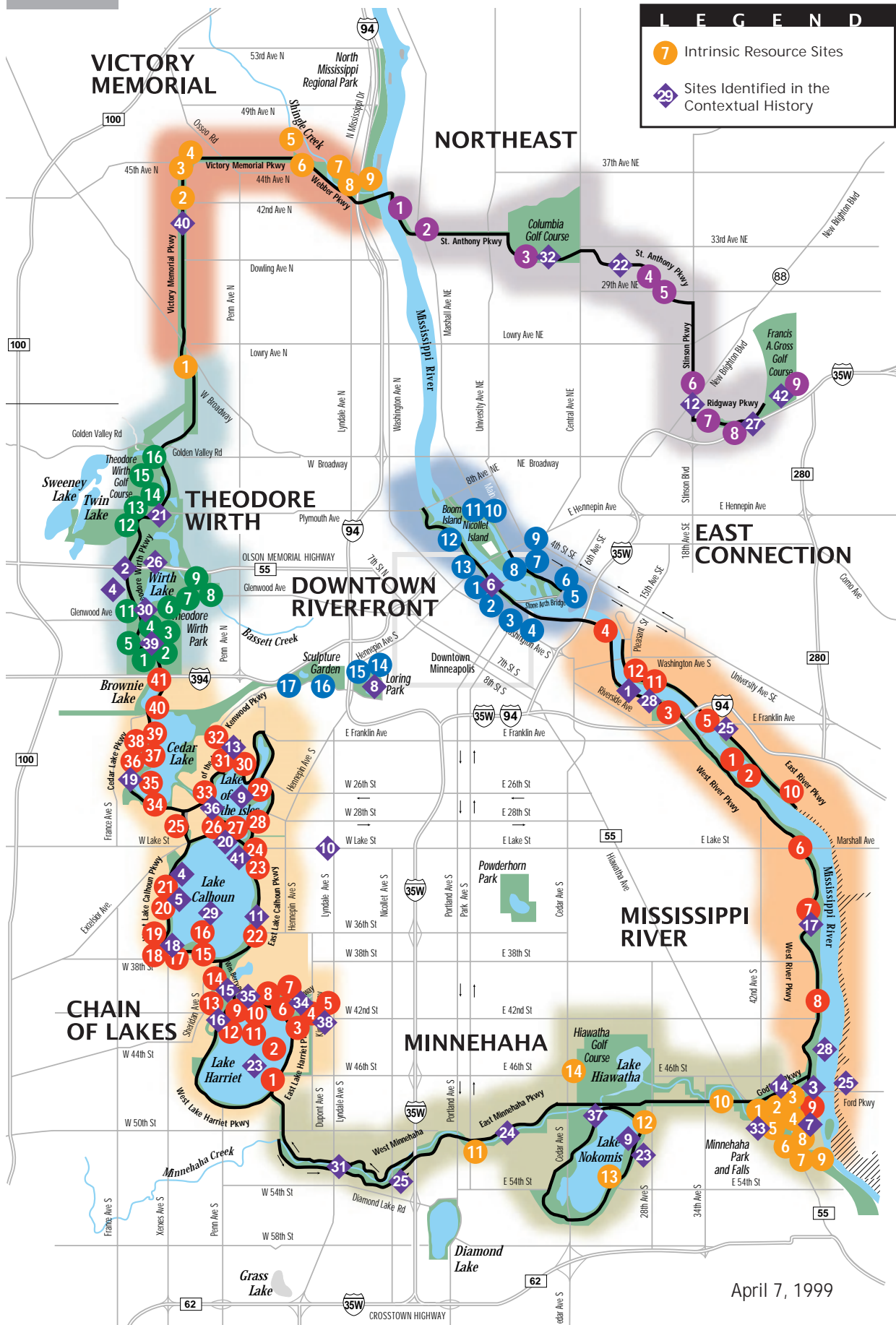
April 7, 1999

100% Recycled Paper  
20% Post-Consumer Waste

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Recreation Board

**LEGEND**

- 7 Intrinsic Resource Sites
- 29 Sites Identified in the Contextual History



# GRAND ROUNDS INTRINSIC RESOURCE INVENTORY

## Downtown Riverfront Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
1-07	Main Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1-11	Skyline View: Boom Island	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1-06	Skyline View Hennepin Bluffs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1-02	Historic Mills District	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-05	Father Hennepin Bluffs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
1-04	Stone Arch Bridge	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-09	Godfrey House	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1-08	Nicollet Island Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
1-03	Mill Ruins Park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-16	Minneapolis Sculpture Garden	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-01	St. Anthony Falls	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1-17	Parade Ice Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

1-10	Boom Island Park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
1-14	Loring Park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-15	Berger Fountain	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-13	Gateway Fountain	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1-12	Mississippi Mile	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Mississippi River Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
2-09	Lock and Dam #2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-11	Cheever's Landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-07	Winchell Trail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2-08	West River Parking Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2-05	Bridal Veil Falls	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2-12	East Sand Flats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2-04	Bohemian Flats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-06	Lake Street Bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2-02	Mississippi River Gorge	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2-03	West River Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-01	Mississippi River	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2-10	East River Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Minnehaha Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
3-02	Minnehaha Park: Minnehaha Falls	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3-12	Nokomis Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-11	Bicycle, Pedestrian, & Parkway Bridges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3-14	Hiawatha Golf Course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-13	Lake Nokomis	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3-10	Minnehaha Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3-04	Minnehaha Park: Statuary	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-05	Minnehaha Park: Longfellow House	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-07	Minnehaha Park: Princess Depot	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



3-01	Minnehaha Park: Overall	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3-09	Minnehaha Park: Mississippi River access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3-03	Minnehaha Park: Refectory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-08	Minnehaha Park: WPA Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3-06	Minnehaha Park: Steven's House	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Chain of Lakes Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
4-40	Brownie Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4-20	Pond Brothers Mission School site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-24	Lake Calhoun War Commemoratives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-29	Lake of the Isles: Islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-28	Lake of the Isles: lagoons, canals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-22	Cloudman's Village	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-17	Lake Calhoun Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-02	Lake Harriet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

4-04	Lyndale Gardens: Gateway Fountain	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-07	Lyndale Gardens: Rock/Peace Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-06	Lyndale Gardens: Perennial Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-03	Lyndale Gardens: Rose Garden	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-09	Lake Harriet Refectory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-23	Lake Calhoun Refectory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-38	Cedar Meadows Wetland	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-10	Lake Harriet Yacht Club	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-01	Lake Harriet Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-18	Lake Calhoun Wetland Restoration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-19	Beard's Plaisance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-39	Cedar Lake: Finn's Point	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-16	Lake Calhoun	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4-37	Cedar Lake: Cedar Lake Trail and Park	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4-08	Lyndale Gardens: Roberts Bird Sanctuary	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-13	Lake Harriet Streetcar Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-34	Cedar Lake Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-35	Cedar Lake	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4-12	Queen of the Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-33	Lake of the Isles: Bridges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-26	East and West Lake of the Isles Parkways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-25	Dean Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-32	Kenwood Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-31	Peavey Fountain	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-27	Lake of the Isles	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-11	Lake Harriet Bandshell	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-21	Site of First Schoolhouse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-05	Lyndale Gardens: Heffelfinger Fountain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4-14	William Berry Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-41	Bike Freeway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4-15	Skyline View: Lake Calhoun	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-36	Cedar Lake: Kenilworth Trail access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Theodore Wirth Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
5-08	Bassett's Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5-02	Theodore Wirth Park: Birch Pond	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5-03	Theodore Wirth Park: Overall	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5-04	Eloise Butler Garden & Sanctuary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5-11	Latitude-Longitude Marker	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-15	Theodore Wirth Park: Ski Jump	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-01	Theodore Wirth Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5-16	Scenic View at Valley View	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-10	Finnish Monument	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5-09	Fruen's Mill	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-05	Theodore Wirth Park: Quaking Bog	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5-14	Theodore Wirth Golf Course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-06	Theodore Wirth Park: Picnic Pavilion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-13	Theodore Wirth Chalet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-12	Theodore Wirth Park: Skyline View	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-07	JD Rivers Outdoor Learning Center	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Victory Memorial Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
6-02	Victory Memorial	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6-04	War Shrine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6-03	Grand Army Circle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6-09	North Mississippi Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6-05	Shingle Creek	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6-06	Webber Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6-01	Victory Memorial Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6-08	North Mississippi Park access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6-07	Webber Park	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Northeast Byway District

District/Resource#	Resource	SCENIC			HISTORIC			RECREATION			CULTURAL			ARCHAEOLOGICAL			NATURAL		
		National	Region	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local	National	Regional	Local
7-09	Francis A. Cross Golf Course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-02	St Anthony Parkway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-05	Skyline View: Deming Heights	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-08	Skyline View: Ridgway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-07	Ridgway Parkway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-04	Deming Heights	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-03	Columbia Golf Course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7-01	Head of Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7-06	Stinson Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Commemorative Markers**

<b>Scenic Byway District</b>	<b>Name</b>	<b>Description</b>
Downtown Riverfront	Louis Hennepin	Bronze Tablet on Boulder
	In Honor of Harriet Rozada Godfrey	Bronze Tablet
	Memorial Tree Dedicated to the Hennepin County Territorial Pioneers	Bronze Tablet on Boulder
Mississippi River	In Honor of Charles M. Loring	Bronze Tablet on Boulder
	Winchell Trail Marker	Bronze Tablet on Boulder
	Old Portage Trail	Bronze Tablet on Boulder
Minnehaha	Hiawatha and Minnehaha	Bronze Statue on Granite Base
	Gunnar Wennerberg, Swedish Composer, poet, educator, and Statesman	Bronze Statue and Tablet on Granite Base
	George Washington Bicentennial Tree	Bronze Tablet on Boulder
	Original Site of Steven's House	Inscription painted on wooden archway over entrance to the Steven's House
	Colonel John H. Stevens	Statue with Bronze Plate on Base



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Scenic Byway District	Name	Description
Chain of Lakes	Peavey Fountain	Inscription cut into fountain
	First Dwelling in Minneapolis	Bronze Tablet on Boulder
	Bell from Battleship U.S.S Minneapolis, 1893	Metal bell hung on mast
	In Memory of Sailors and Marines, Ship's Mast, U.S.S. Minnesota	Bronze Tablet on Mast
	Auxiliary Steering Wheel, U.S.S. Minnesota	Bronze Plate
	In Memory of Boys of Our Navy	Bronze Tablet on Rock
	Site of First Schoolhouse	Bronze Tablet on Boulder
	Old Fort Snelling, Surveyed 1839	Bronze Tablet on Boulder
	William Berry Park	Granite Tablet on Boulder
	Perpetuate the Memory of the Sioux or Dakota Indians	Bronze Tablet on Boulder
Theodore Wirth	In Loving Memory of	Bronze Tablet on Boulder



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<b>Scenic Byway District</b>	<b>Name</b>	<b>Description</b>
	Eloise Butler	
	Latitude 45° 00' 00" North	Bronze Tablet on Large Boulder
Victory Memorial	Victory Memorial Drive Dedication	Bronze Tablet on Boulder
	John Deere Webber Fieldhouse	Bronze Tablet on Building
	Victory Memorial Drive Tree Markers	551 crosses, 17 stars (stars - Hebrew markers) - Bronze
	To Our Comrades Who Went West	Bronze Base containing 8 Tablets
	Tenth Anniversary of the Signing of the Armistice Ending the Great War	Bronze Tablet on Granite Back and Base
	Abraham Lincoln	Bronze on Granite Base
Northeast	Portius C. Deming Heights	Bronze Tablet on Boulder
	Columbia Park Manor	Bronze Tablet on Building



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**EXISTING INTERPRETIVE  
PROGRAMS**

The Interpretive Program for The Grand Rounds National Scenic Byway will integrate existing interpretive activities of the MPRB. Additionally, and where appropriate, programs offered by other interpretation providers in the Twin Cities metropolitan area can enhance the interpretive experiences for byway users.

Presented below are brief descriptions of existing programs offered by the MPRB and other public and non-profit providers in the Twin Cities. Descriptions presented below were provided by MPRB staff and represent programs as they existed in 1998.

**CURRENT INTERPRETIVE PROGRAMS OF THE  
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<b>Name of MPRB Program</b>	<b>Description</b>	<b>Byway District in which the program is provided</b>
Cedar Meadows	Restoration of a wetland on the west side of Cedar Lake; a stormwater wetland system was created to clean up stormwater before it entered Cedar Lake.	Chain of Lakes
Southwest Calhoun Wetland	A stormwater wetland/pond system is being constructed near the southwest corner of Lake Calhoun. It is part of a large project (Clean Water Partnership) which includes Cedar Meadows	Chain of Lakes
SENA Wetland	A stormwater wetland constructed in partnership with the SENA neighborhood that cleans stormwater going into Minnehaha Creek.	Minnehaha
Wirth Parkway and	Restored wetland area	Theodore Wirth



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<b>Name of MPRB Program</b>	<b>Description</b>	<b>Byway District in which the program is provided</b>
Golden Valley Road		
Stevens House		Minnehaha
Godfrey House Historic Tours		Downtown Riverfront
Lyndale Garden Tours		Chain of Lakes
Neighborhood Naturalist Programs		Various Districts
Tree Treks		Various Districts
Eloise Butler Wildflower Garden Naturalists	A 49 station self-guided interpretive trail meanders The Eloise Butler Wildflower Garden and Bird Sanctuary. The unpaved trails total approximately one mile and visitors with limited mobility or requiring a wheelchair may have difficulty on portions of the trail. Guided interpretive tours of the Sanctuary are conducted by naturalists daily, on weekends, and holidays.	Theodore Wirth
Princess Depot		Minnehaha
Chain of Lakes Clean Water Partnership	A watershed-wide (Chain of Lakes watershed) education program that uses several different forms of communication to teach citizens and businesses about water quality, the role they play in improving water quality, and describe specific actions people can take to improve water quality.	Chain of Lakes
Lake Harriet Watershed Awareness Project	A research project that informs urban homeowners about living in a watershed and helps them learn how their lawn care habits can affect the quality of urban water.	Chain of Lakes



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<b>Name of MPRB Program</b>	<b>Description</b>	<b>Byway District in which the program is provided</b>
	The project's goal is to improve water quality by reducing the quantity of pesticides and nutrients entering urban water	
Environmental Education	Programs and partnerships with schools including the development of curriculum that can be used for both staff and teachers highlighting our regional parks	Various Districts
Grit Chambers	Environmental demonstration project, Clean Water Partnership	Various Districts
Alum Treatment	Environmental demonstration project, Clean Water Partnership	Various Districts
Kids for Saving the Earth Children's Forest	Near Shingle Creek	Victory Memorial
Arbor Day Plantings		Various Districts
Night Hikes	Naturalist conducts a study of nocturnal animals (July, August)	Various Districts
Dragons of the Air	Naturalist led observation and learning about dragonflies and damselflies. (July)	Various Districts
Minnehaha Creek Bike Tour	(July)	Minnehaha
Nature Printing	Art exploration of shapes and patterns found in nature, painting on fabric and paper. (July, August)	Various Districts
Herbal Almanac	Exploration of the medicinal, historical and magical uses of many of the Eloise Butler Wildflower Garden Plants. (July, August)	Theodore Wirth
Canoeing the Chain	Explore Lake Calhoun, beneath	Chain of Lakes



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<b>Name of MPRB Program</b>	<b>Description</b>	<b>Byway District in which the program is provided</b>
of Lakes	Lake Street, past wildlife sanctuaries in Lake of the Isles, to Cedar Lake, beneath the railroad to Brownie Lake. (July)	
Fungus Among Us	Naturalist led exploration of fungi and their relationship to the health of the forest. (August)	Various Districts
Chain of Lakes Bike Tour	10-mile bike trip around the Minneapolis Chain of Lakes. Learn some of the history of this area and see what the MPRB is doing to improve the water quality in this area. (August)	Chain of Lakes
Prairie Splendor	Explore restored prairie during its summer peak and sense what early pioneers encountered when they first arrived in Minneapolis.	Various Districts
Cedar Lake Walk About	Naturalist conducts an evening walk around Cedar Lake discussing the natural history of the area. (August)	Chain of Lakes
The Marvels of Minnehaha	Known to many for the spectacular falls, Minnehaha Park is also home to many more special features. From historic buildings and structures to an abandoned waterfall, this park has something for everyone. A naturalist conducts exploration of Minnesota's first State Park (August)	Minnehaha
Bug Safari	Insects are the most diverse and numerous group of animals living on the planet. Join a naturalist and trek through Minnesota's "jungle" in search of these elusive and not so elusive creatures. (August)	Various Districts
J. D. Rivers Project	Summer programs with horticultural,	Theodore Wirth



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<b>Name of MPRB Program</b>	<b>Description</b>	<b>Byway District in which the program is provided</b>
	environmental art and nutritional activities for children; School year programs; therapeutic horticulture for seniors and adults with disabilities, service learning for youth, Southeast Asian Inter-generational Program.	
Evening Birding	Although the early morning hours are the best time to observe birds and their activities, early evening is also a time that the activity of birds increases. Hike through woodlands, marshes, and prairies of Wirth Park in search of resident and migrant birds. (August)	Theodore Wirth

**INTERPRETATION PROGRAMS OFFERED BY METROPOLITAN PUBLIC AGENCIES AND NON-PROFIT ORGANIZATIONS**

<b>Name</b>	<b>Description</b>
Army Corps of Engineers Lock and Dam No. 1	Visitors Center at Portland Avenue includes viewing area for the locks with interpretive panels, descriptions of history of the falls, lock and dam functions, and facts about navigation on the Mississippi.
Como Park Zoo and Conservatory	Features programs (classes, tours, lectures) focusing on plants, animals, and the natural world; on-site interpretation at zoo and conservatory; nature-based arts, classes for school and recreation groups.
Fort Snelling State Park	Park includes restored historic Fort Snelling, a visitor center describing the history of the fort and life of the time. Walking tours of the fort and grounds available.
Friends of the Minnesota Valley	A non-profit organization with a focus on conservation within the Lower Minnesota River Watershed.
James Ford Bell Museum of	Includes dioramas of major Minnesota habitats,



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<b>Name</b>	<b>Description</b>
Natural History	temporary exhibits, traveling exhibit program, tours of museum exhibits with emphasis on interactive learning, classroom programs on special topics for organized groups.
Metropolitan and Regional Environmental Education Centers: <ul style="list-style-type: none"> <li>• Carpenter Nature Center</li> <li>• Coon Rapids Dam Regional Park</li> <li>• Dakota County Parks</li> <li>• Dodge Nature Center</li> <li>• Eastman Nature Center</li> <li>• French Regional Park</li> <li>• Harriet Alexander Nature Center</li> <li>• Lowry Nature Center</li> <li>• Maplewood Nature Center</li> <li>• Richardson Nature Center</li> <li>• Springbrook Nature Center</li> <li>• Tamarack Nature Center</li> <li>• Warner Nature Center</li> <li>• Westwood Hills Environmental Education Center</li> <li>• Wood Lake Nature Center</li> </ul>	Metropolitan and regional nature and environmental education centers feature interpretive facilities, professional naturalists that direct nature programs, native and restored habitats including ponds, woodlands, wetlands, prairie, native wildflower gardens, water gardens, touch and see rooms, indoor exhibits, and outdoor amphitheaters, and educational programs for schools and organized groups.
Mill Ruins Park	Park built upon foundations of mill ruins, will include an orientation center with exhibits and public programs, trails, scenic views, recreational opportunities and will be integrated with the West River Parkway.
Minneapolis Institute of the Arts	The Minneapolis Institute of the Arts is a familiar landmark located near downtown Minneapolis. The museum houses a collection of more than 80,000 objects, representing artistic traditions and treasures from prehistoric to modern times.
Minneapolis Sculpture Garden	The largest urban sculpture park in the country. Eleven acres feature more than 40 sculptures and



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<b>Name</b>	<b>Description</b>
	the Cowles Conservatory. Self-guided Garden Audio Tours available.
Minnesota Children's Museum	A touch, explore and discover museum for children and their families featuring six galleries.
Minnesota Department of Natural Resources	DNR programs feature interpretive programs and environmental education to illuminate the relationship of people and environment through time, to understand natural communities and cultural resources and develop a sense of stewardship. Minnesota DNR has developed interpretive trails and workshops for urban, national and international groups, families and schools.
Minnesota Historical Society	The Minnesota Historical Society is a non-profit educational and cultural institution established to preserve and share Minnesota History. The Society collects, preserves and tells the story of Minnesota's past through museum exhibits, extensive libraries and collections, historic sites, educational programs and book publishing.
Minnesota History Center	The Minnesota Historical Society's innovative museum that allows participants to explore exhibits that feature the Society's collections, large-scale objects, hands-on experiences, characters from the past and multi-media presentations.
Minnesota Landscape Arboretum	935 acres of rolling hills, native woods, a restored prairie, formal display gardens and a variety of plant and tree collections. Grounds are accessible by hiking trails, paved paths, and auto. Maps, guided walking tours, and tram tours available. The arboretum offers educational opportunities with classes, volunteer programs and family events.
Minnesota Transportation Museum	Museum exhibits offer visitors a look at the business of railroading. Visitors can also ride one of three streetcars and visit the depot museum and car barn. The museum also operates steam and diesel trains and an historic depot as well as a fully restored steamboat.
Minnesota Valley National Wildlife Refuge	The refuge is a greenbelt of marsh areas bordered by grain terminals, highways, residential areas, office buildings and farm fields. The Refuge features an interpretive center with 8000 square



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<b>Name</b>	<b>Description</b>
	feet of exhibit space, a 125-seat auditorium, classrooms, observation deck and trails.
Minnesota Zoo	More than 2,000 animals on a series of trails that wind through the 500 acre zoological garden. Garden includes marine education center, Tropical habitat, Minnesota habitat, and a "Touching Experience" lab, winter activities and special events throughout the year.
Mississippi National River and Recreation Area	Recreation area includes 72 miles of the Mississippi River and four miles of the Minnesota River and encompasses about 54,00 acres of public and private land and water. A range of visitor interpretation and recreation activities emphasizing selected areas and passive and active resource related recreational activities are encouraged. Two major interpretive facilities are planned.
Science Museum of Minnesota	The Science Museum features Natural History and Technology exhibits. Museum includes hands-on exhibits, Omnitheater films, school outreach and youth science programs, science theater and demonstrations.
St. Anthony Falls Heritage Trail	The Saint Anthony Falls Heritage Trail makes a 1.8-mile loop around the Minneapolis central riverfront and is marked by kiosks, signs, and waymarkers. It provides a year-round self-guided tour of the Saint Anthony Falls Historic District.
Walker Art Center	Nine galleries offer rotating exhibits year-round. Innovative theater, music, dance, and film programs, as well as classes, workshops, and family activities.



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## DESCRIPTION OF THE OVERALL INTERPRETIVE PROGRAM

### INTRODUCTION

To meet the needs of the byway's diverse users and fulfill program objectives, the Interpretive Program for The Grand Rounds National Scenic Byway will rely on the installation and maintenance of various physical components. Providing interpretive services for all byway users—distributing printed materials, conducting tours, organizing volunteers, delivering effective information via the internet—will be equally relevant to fulfilling the mission of The Grand Rounds National Scenic Byway.

This section of the Interpretive Master Plan describes:

- Where users will have access to the byway and its interpretive opportunities;
- Byway interpretive itineraries and sites;
- Physical features, improvements and media which are required to support the many interpretive experiences of the byway;
- Considerations for staging the implementation of byway interpretive components;
- Preliminary budget projections for byway interpretive components; and

Development of the byway Interpretive Program will:

- achieve the overall mission, central theme and goals, and interpretive objectives in four areas—orientation, learning, behavioral, and emotional; and
- provide improved service for all park and byway users.

Overall development of the byway Interpretive Program and implementation of the specific projects described in this section should be integrated with other park improvement and restoration



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projects and follow the general direction outline in the *Overview of the Byway Corridor's Management Plan* (Section 10 - Reference Information). As the Program develops, research and documentation of the cultural and historic resources associated with The Grand Rounds National Scenic Byway should continue. Integration with The Grand Rounds National Scenic Byway *Strategic Marketing Plan* will likewise be important.

## BYWAY ACCESS AND INTERPRETATIVE ITINERARIES

The map on the following page illustrates:

- **Principle Access Areas** for first-time and infrequent users. Frequent uses have multiple points of access along the entire length of the byway.
- **Eight Byway Interpretive Itineraries**—discrete and comprehensible segments of the byway associated with each byway district.
- **Byway Interconnections**—cross-town connections which link individual byway segments.
- Portions of existing streets recommended for **Expanded Scenic Byway Designation**. Designation of these segments would fill gaps in the continuity of the existing byway designation.

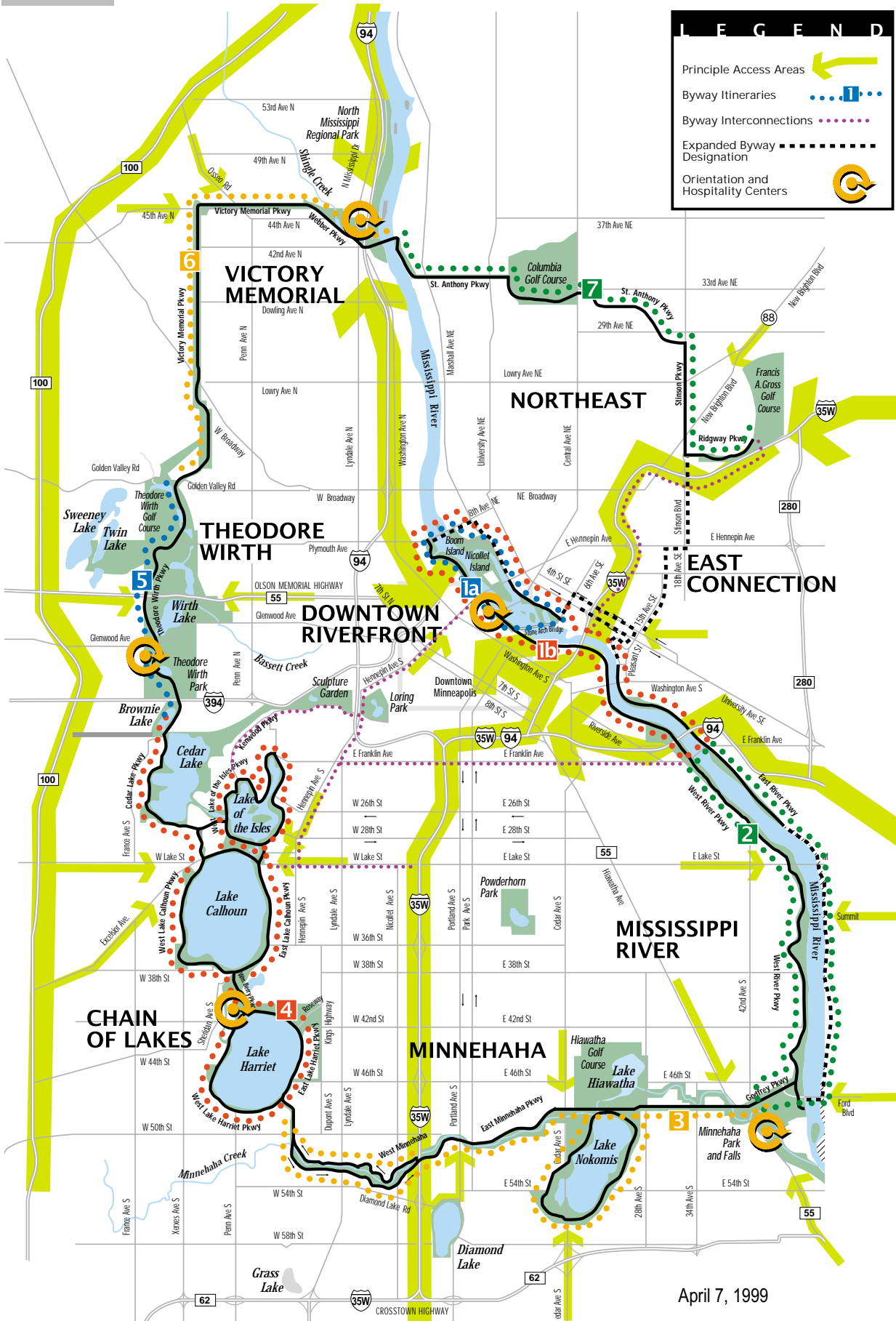


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# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE PROGRAM COMPONENTS

### INTERPRETIVE MASTER PLAN

#### **ACCESS DIRECTION**

User awareness of The Grand Rounds National Scenic Byway—how to get to and from the byway and how to use it—ranges across a full spectrum of understanding. At one end of the spectrum, most first-time visitors to the Twin Cities will need specific and uncomplicated directions to find and use the byway. First-time visitors will likely have relatively tight time constraints and specific interests. Hence, the byway Interpretive Program will establish a limited number of direct access points from the following major thoroughfares:

- I-35W at Diamond Lake Road east to Portland Avenue South
- Downtown Minneapolis from I-35W northbound and southbound, I-94 eastbound and westbound, and other major streets and pedestrian routes in downtown Minneapolis
- The University of Minnesota campus
- I-94 at Dowling Avenue North to Lyndale Avenue North

Infrequent users will have a better understanding of major traffic routes in the Twin Cities than first-time users. In addition to the access points emphasized for first-time users, the ease and directness of the following areas will be emphasized for infrequent byway users in the Twin Cities metropolitan area:

- Cedar Avenue South northbound and southbound at East Minnehaha Parkway
- Hiawatha Avenue southbound at East Minnehaha Parkway
- Minnehaha Avenue/Highway 55 northbound at East Minnehaha Parkway
- West Ford Parkway westbound at Godfrey Boulevard and South Woodlawn Avenue to South Mississippi Boulevard (St. Paul)
- East Lake Street at West River Parkway
- West Marshall Avenue and West Summit Avenue at North Mississippi River Boulevard (St. Paul)
- I-35W northbound and southbound at Saint Anthony Boulevard



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- Olson Memorial Highway eastbound and westbound at Theodore Wirth Parkway
- West Lake Street and Excelsior Boulevard eastbound from Highway 100 at Calhoun and Dean Parkways
- Hennepin Avenue and West Lake Street westbound at East Calhoun Parkway

At the other end of the spectrum of byway user awareness is the large population of frequent users. This group's use of the byway originates from residential or employment centers and includes diverse modes of travel: pedestrians, fitness walkers and runners; bicyclists; and skaters. Consequently, frequent users can and do access the byway from nearly any point along its route.

With these recommendations there would be at least twenty-four locations identified as access areas to the byway for first-time and infrequent users. Each of the eight byway Districts would ultimately have at least two access points identified for first-time and infrequent users.

As levels and intensity of use of the byway may dictate and resources allow, other entry areas may be established in the future.



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**BYWAY INTERPRETIVE ITINERARIES**

The Grand Rounds National Scenic Byway offers many experiences and interpretive opportunities—so many that most users will likely not experience the entire byway route in a single trip, regardless of their frequency of use. In fact, most users experience only a minor fraction of the byway in a single trip, concentrating their time on a particular park or site and will repeatedly use a favorite portion of the byway.



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Recognizing this use characteristic as well as the uniqueness of each of the eight byway Districts, eight discrete “interpretive itineraries” are established for the byway. Each itinerary is a portion of the byway that generally coincides with an associated byway district.

- Downtown Riverfront
- Mississippi River
- Minnehaha
- Chain of Lakes
- Theodore Wirth
- Victory Memorial
- Northeast
- East Connection

The byway Interpretive Program will present interpretive materials and opportunities for all users at four levels:

- individual interpretation sites;
- portions of the byway—interpretive itineraries--which generally coincide with each byway district;
- combinations of interpretive itineraries; and
- the byway as a whole

By interpreting and promoting The Grand Rounds National Scenic Byway at these four levels, first-time users will be encouraged to plan their initial experience by selecting an itinerary or combination of itineraries that meet their available time and particular interests. Infrequent and frequent users who experience only one or two portions of the byway will be encouraged to explore other specifically identified portions—interpretative itineraries—of the byway.

**BYWAY INTERCONNECTIONS**

Byway interconnections are streets that will be identified for byway motorists to return to beginning points of their trips.



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**ADDITIONAL DESIGNATIONS**

Streets recommended for state and national scenic byway designation as extensions of The Grand Rounds National Scenic Byway.

INTERPRETIVE PROGRAM  
COMPONENTS

The Grand Rounds National Scenic Byway Interpretive Program will require the installation and construction; operation; and maintenance of certain fixed improvements—**Physical Components**—in facilities and on land associated with the byway. Often these improvements will involve retrofitting existing capital features in ways to extend their usefulness to meet current and future needs of byway users for interpretive services, products and experiences. A number of relatively minor improvements involving new construction will be needed as well.

Equally important will be the preparation, distribution and updating of non-fixed **Interpretive Media**—high quality printed brochures and discovery guides, a Web site for The Grand Rounds National Scenic Byway and even electronic based media such as self-guiding audio tapes and compact discs.



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PHYSICAL COMPONENTS

PHYSICAL COMPONENT 1

GRAND ROUNDS NATIONAL SCENIC  
BYWAY ORIENTATION AND HOSPITALITY  
CENTERS

Primary byway orientation and information facilities

PURPOSES AND FUNCTIONS

The primary purposes and functions of this component would include providing:

- Overall orientation to the entire Grand Rounds Byway system and information about significant local and regional features
- Choices of interpretive itineraries within the byway and travel information (distances, average travel times, services etc.) associated with each itinerary
- Printed material
- Space for permanent and movable exhibits and displays
- Site amenities, parking, public restrooms, drinking water, and public telephone
- Users with access to computer generated information about the MPRB as well as the MnDOT Scenic Byway Traveler Information and Routing System in a supervised and climate controlled setting
- Byway information year-round in unsupervised, all-weather environments
- Opportunities for volunteer development and service

Grand Rounds Orientation and Hospitality Centers would be new facilities added to existing MPRB properties in locations that have relatively high levels of traffic and are readily accessible from major interstates and thoroughfares. Space for and operations of Orientation and Hospitality Centers would be coordinated with other appropriate activities such as the proposed facilities of the Mill Ruins or the Longfellow House. The public would have access to interior



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supervised space during regular hours. Public access would be permitted to the exterior displays of information during all times when the grounds are open to the public.

**BYWAY USER SEGMENTS SERVED BY THIS COMPONENT**

- Primary:**
- Individuals and small unstructured groups of **infrequent users, first time users, organized groups of first time users, and non-users**—all travel modes and all contexts of use
- Secondary:**
- Individuals and small unstructured groups of **frequent users**—all travel modes and all contexts of use

**LOCATION GUIDELINES**

- Recommended locations would include:
- One interior Center in the Downtown Riverfront district at one of the following locations:
    - ◆ West end of Stone Arch Bridge
    - ◆ Mill Ruins
  - New West River Park on Mississippi River
  - One interior Center at Minnehaha Park, either in the “Café” or the Longfellow House
  - One interior Center to be associated with the development of North Mississippi Regional Park
  - One all-weather Orientation and Hospitality Center to be associated with Wirth Park
  - One all-weather Orientation and Hospitality Center to be associated with Lake Harriet Refectory

Refer to Map 7 - B for locations.

**DESIGN GUIDELINES**

- Design to be integrated with individual design and appearance themes of selected locations and facility
- Specific siting of each Orientation and Hospitality Centers should be in a location which is highly visible and accessible to users
- Approximate space requirements:
  - ◆ Interior, supervised and climate controlled space:
    - ★ Entry: 35 to 40 square feet



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- \* Display area and brochures: 200 to 250 square feet
- \* Information counter/desk: 50 to 75 square feet
- \* Storage: 50 to 60 square feet
- \* Public restroom space assumed to be provided and accessible in adjoining space
- \* Total approximate interior space: 335 to 425 square feet
- ◆ Exterior all-weather space for wall mounting of byway Orientation Panel (see below), other appropriate exhibits, paved approach and landscape development: 600 to 800 square feet



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**PHYSICAL COMPONENT 2**

**DIRECTIONAL / ENTRY SIGNAGE TO  
BYWAY & ORIENTATION AND  
HOSPITALITY CENTERS**

**Directional signs and arrows, byway signs located at critical street exits, turns, key intersections and other appropriate locations near the byway**

**PURPOSES AND FUNCTIONS**

The primary purpose and function of this component would be to:

- Direct users safely and efficiently from main interstates, freeways, arterials to The Grand Rounds Scenic Byway and its Orientation and Hospitality Centers

**BYWAY USER SEGMENTS SERVED BY THIS COMPONENT**

**Primary:**

- Individuals and small unstructured groups of **first time users, organized groups of first time users and infrequent users**—principally intended for motor vehicle and private chartered coach tour bus travel modes and the tourism and travel context of use

**LOCATION GUIDELINES**

- Associated with interstates, state highways, city arterials. Refer to Map 7 - B for locations of byway directional / entry signage zones.

**DESIGN GUIDELINES**

- Develop according to Manual on Uniform Traffic Control Devices
- Include The Grand Rounds Scenic Byway logo

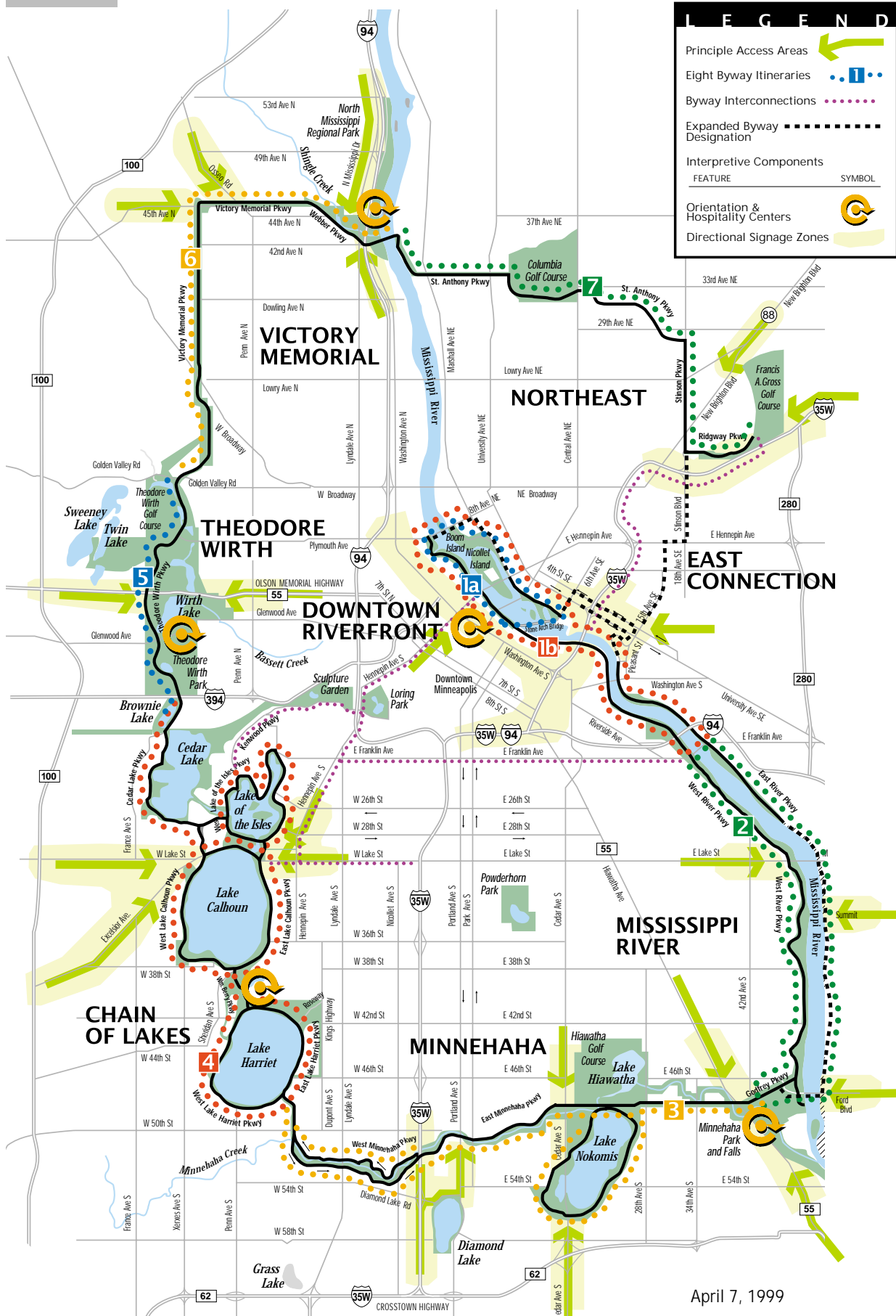


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**PHYSICAL COMPONENT 3**

**GRAND ROUNDS INFORMATION KIOSKS**  
Existing and new four- and two-sided wood structures with attendant site development: benches, bollards, landscape plantings, etc. This component involves the rehabilitation of existing features and the installation of new minor structures on MPRB property.

**PURPOSES AND FUNCTIONS**

- The primary purposes and functions of this component would be to:
- Provide users with on-site visual landmarks along the byway to reinforce the linear character of The Grand Rounds
  - Provide for recognition and identification of the parkway system
  - Provide a place for Orientation and Segment Panels (see below)
  - Provide shelter and resting places for users
  - Provide communication outlet for area neighborhoods

**BYWAY USER SEGMENTS SERVED BY THIS COMPONENT**

- Primary:**
- Individuals and small unstructured groups of **frequent users, infrequent users** and **first time users**—all travel modes and all contexts of use
- Secondary:**
- **Organized groups of first time users**—all travel modes and all contexts of use

**LOCATION GUIDELINES**

See Map 7 - C for locations of existing and proposed kiosks

**DESIGN GUIDELINES**

- Common design theme derived from landscape context of The Grand Rounds
- See Section 8 - Communication Network for design and appearance guidelines
- Four-sided kiosks:



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- ◆ Refurbishing of existing four-side kiosks involves:
  - ★ Replacement of weathered and damaged backing panel
  - ★ Repair of deteriorating posts and hardware
  - ★ Repaint with appropriate colors
  - ★ Add "Minneapolis Park and Recreation Board"
  - ★ Reshingling where necessary
  - ★ Make other improvements as noted in Section 8
- ◆ New four-sided kiosks (see Map 7 - C for locations) to generally match the design for refurbishing existing four-sided kiosks
- ◆ Establish an official street address for each four-sided kiosk
- Two-sided kiosks:
  - ◆ Remove all existing locations (majority of existing two-sided kiosks are too deteriorated for rehab) and replace with new design.
  - ◆ Confirm effectiveness of all two-sided kiosks to determine need for alternative, nearby installation sites
- Supplements the design and function for Directional Standards (see below)



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PHYSICAL COMPONENT 4

INFORMATION KIOSKS PANELS

General information about The Grand Rounds, the city's parks and recreation centers, and interpretive opportunities as well as information pertaining to specific segments of the byway would be provided in orientation panels to be installed on refurbished and new information kiosks, four- and two-sided. The orientation panels would provide information needed by all byway users and would replace out-of-date and deteriorated maps installed nearly thirty years ago.

PURPOSES AND FUNCTIONS

- The primary purposes and functions of this component would be to:
- Orient all users to the entire byway system
  - Provide maps and narrative information about the entire byway as well as individual segments of the byway
  - Describe features and intrinsic resources that byway users can experience
  - Provide information about the entire Minneapolis park system
  - Encourage users to use other portions of the byway

BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

- Primary:**
- Individuals and small unstructured groups of **frequent, infrequent users, and first time users**—all travel modes except motor vehicle and all contexts of use
- Secondary:**
- **Organized groups** of first time users—all travel modes except motor vehicle and all contexts of use

LOCATION GUIDELINES



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# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE PROGRAM COMPONENTS

### INTERPRETIVE MASTER PLAN

- Installed on refurbished and new four- and two-sided kiosks (See Map 7 - C and schedule below)

### DESIGN GUIDELINES

Each side of the four- and two-sided kiosks would be designated for a particular type of information exhibit or panel:

- **Overall Byway Orientation Panel** (Side A of four- and two-sided kiosks). Each four-sided and two-side information kiosk would have an Orientation Panel. Content of this panel would include:
  - ◆ “Welcome to The Grand Rounds”
  - ◆ Map illustrating:
    - ★ Entire Grand Rounds route
    - ★ Byway districts
    - ★ Parks, trails, and recreation centers
    - ★ Major streets, rivers, and lakes
    - ★ Surrounding communities
    - ★ Consistent scale
    - ★ Consistent orientation
    - ★ Kiosk (“You are here”) location(s)
    - ★ Map key or legend
    - ★ Pictograms and icons for facility and activity designation
  - ◆ Introductory information about the various byway districts
  - ◆ How to obtain more information
  - ◆ Emergency services information
  - ◆ Reference to Segment Panels
  - ◆ Other appropriate information
- **Segment Panels** (Sides B and C of four-sided kiosks and side B of two-sided kiosks). The entire Grand Rounds would be subdivided and illustrated in 12 to 18 segments to provide detailed content and location information about The Grand Rounds, recreation and interpretive attractions in the immediate vicinity of the byway. Segment panel content would include:
  - ◆ Segment identification—name or number
  - ◆ Map or aerial photograph illustrating:
    - ★ Enlargement of the associated individual byway segments
    - ★ Representation of the paths, roadway and parking areas
    - ★ Graphic representations of features in the upcoming section of the byway
    - ★ Streets and local landmarks



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# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE PROGRAM COMPONENTS

### INTERPRETIVE MASTER PLAN

- \* Byway districts
- \* Consistent scale
- \* Consistent orientation
- \* Kiosk (“You are here”) location(s)
- \* Map key or legend
- \* Pictograms and icons for facility and activity designation
- \* Public restrooms and drinking fountains
- ◆ Locations and distances to interpretive resources
- ◆ Descriptions of the interpretive resources
- ◆ Accessibility information
- ◆ Other appropriate information
- **Event and Announcement Panel** (Side D on four-sided kiosks, not provided on two-sided kiosks)
  - ◆ Side D of four-sided kiosks would be reserved for the posting of current materials including:
    - \* Information about The Grand Rounds and park opportunities which requires periodic updating
    - \* Information about seasonal or upcoming park programs, events and activities
    - \* Neighborhood organization information
    - \* Appropriate and necessary park regulations
    - \* Posting of appropriate private announcements

### Preliminary Schedule of Information Kiosks & Kiosk Panels

Information Kiosks— Type	Information Kiosks-- Number	Orientation Panels*	Segment Panels**	Current Information Panels
Rehab Existing 4-sided	18	18	36	18
New 4-sided***	17	17	34	17
Replaced new 2-sided	17	17	17	
<b>TOTALS</b>	<b>52</b>	<b>52</b>	<b>87</b>	<b>35</b>

\* One common panel replicated at each kiosk  
 \*\* Approximately 18 individual segment panels replicated at various kiosks  
 \*\*\* Includes the locations for 3 Orientation and Hospitality Centers

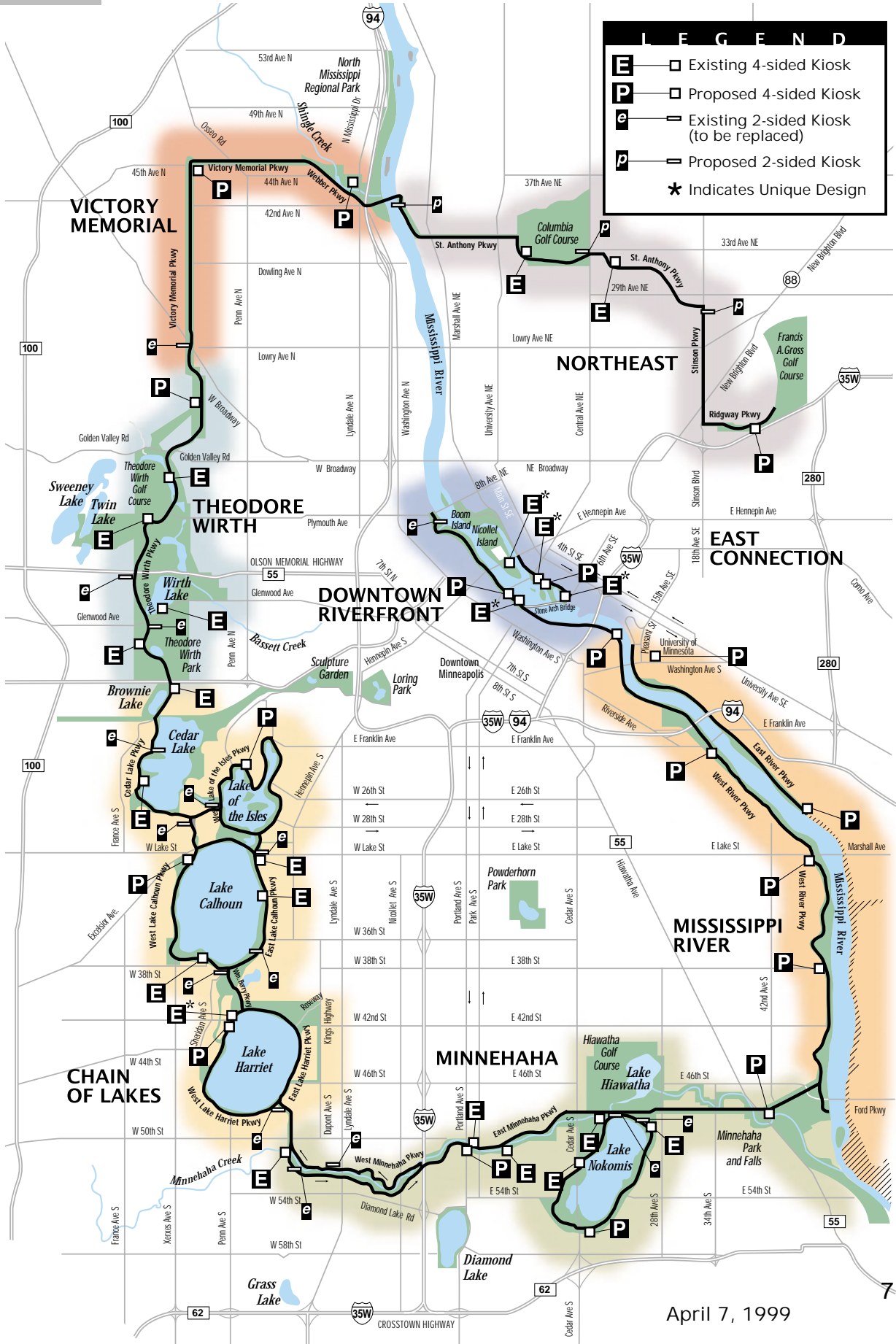


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**LEGEND**

- E** — Existing 4-sided Kiosk
- P** — Proposed 4-sided Kiosk
- e** — Existing 2-sided Kiosk (to be replaced)
- p** — Proposed 2-sided Kiosk
- \*** — Indicates Unique Design

# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE PROGRAM COMPONENTS

### INTERPRETIVE MASTER PLAN

## PHYSICAL COMPONENT 5

### DIRECTIONAL STANDARDS

Posts with copy panels indicating direction and distance to selected byway features and landmarks. Directional standards are new features to be installed along existing path systems.

### PURPOSES AND FUNCTIONS

- The primary purposes and functions of this component would be to:
- Provide users with essential wayfinding information and location place name identification
  - Create repetitive visual icon to reinforce the theme and identity of The Grand Rounds
  - Supplement Discovery Guide materials

### BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

- Primary:**
- Individuals and small unstructured groups of **frequent users and infrequent users**—all travel modes and all contexts of use
- Secondary:**
- Individuals and small unstructured groups of **first time users and organized groups of first time users**—all travel modes and all contexts of use

### LOCATION GUIDELINES

- Approximately 40 to 60 installations throughout the entire length of the byway
- Located at key decision points and at intersection of The Grand Rounds and major streets

### DESIGN GUIDELINES

- Common design theme derived from historic context of The Grand Rounds
- Supplements design for retrofitting Grand Rounds Kiosks
- May support posting of Reference Markers (see below)
- See Section 8 for design guidelines

## PHYSICAL COMPONENT 6



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# GRAND ROUNDS SCENIC BYWAY

## INTERPRETIVE PROGRAM COMPONENTS

### INTERPRETIVE MASTER PLAN

## GRAND ROUNDS REFERENCE MARKERS

A referencing system of sequential units of distance measure, such as miles, placed at regular intervals along The Grand Rounds. Reference Markers are a new feature to be along existing pedestrian and bicycle paths. Facilitates wayfinding, locating fixed sites as well as determining user position.

### PURPOSES AND FUNCTIONS

- The primary purposes and functions of this component would be to:
- Establish a unifying identifier for The Grand Rounds
  - Provide reference points for various interpretive itineraries
  - Initiate discovery and exploration
  - Provide a universal location referencing system—emergency addressing for incident identification and location

### BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

- Primary:**
- Individuals and small unstructured groups of **frequent users and infrequent users**—all travel modes except motor vehicle and all contexts of use
- Secondary:**
- Individuals and small unstructured groups of **first time users and organized groups of first time users**—all travel modes except motor vehicle and all contexts of use

### LOCATION GUIDELINES

- Establish reference points at regular intervals. For instance, one quarter mile spacing would yield approximately 200 reference marker locations

### DESIGN GUIDELINES

- Design options include:
  - Three dimensional, above ground permanent icon
  - Two dimensional, ground flush permanent marker adjacent to path
  - Two dimensional marker installed flush with path surface
  - Stamped or painted icon or number on path surface
  - Small medallion added to existing sign supports



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## PHYSICAL COMPONENT 7

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DISTRICT TRANSITION ZONES

Landscape features (plantings, stones, earth berming, etc.) accentuating portions of The Grand Rounds which lead users from one district to the next. District transition zones would include the preservation and rehabilitation of selected existing landscape features and addition of new landscape features.

PURPOSES AND FUNCTIONS

The primary purposes and functions of this component would be to:

- Provide visual transition from one byway districts to the next
- Draw the attention of the byway users to the unique and individual districts of The Grand Rounds

BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

**Primary:**

- Individuals and small unstructured groups of **frequent users, infrequent users, first time users, and organized groups of first time users**—all travel modes and all contexts of use

DESIGN GUIDELINES

- Determined on a district-by-district basis
- Prepare master landscape plans for each district



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INTERPRETIVE MEDIA

INTERPRETIVE MEDIA COMPONENT 1

PROMOTION AND GENERAL  
INFORMATION

Printed brochures highlighting benefits, experience opportunities, points of interest and resources of The Grand Rounds National Scenic Byway.

PURPOSES AND FUNCTIONS

The primary purposes and functions of this component would be to:

- Introduce potential visitors to the intrinsic qualities and uniqueness of The Grand Rounds
- Compel prospective users to experience the benefits of visiting the byway
- Provide direction and information to meet travelers' needs
- See Section 8 for more information

BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

Primary:

- Individuals and small unstructured groups of **first time, organized groups of first time users, and non-users**—all travel modes and all contexts of use

Secondary:

- Individuals and small unstructured groups of **infrequent users**—all travel modes and all contexts of use

DISTRIBUTION

- Mailings
- Tourism information centers of all types
- Minnesota Office of Tourism
- Tourism Attractions
- Hotels, restaurants, shops, recreation equipment rentals



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INTERPRETIVE MEDIA COMPONENT 2

DISCOVERY GUIDES

A variety of printed brochures with guide maps, directions, descriptions, interpretive text, photographs, diagrams, timelines, graphics and other information. Optional media includes audio cassettes and compact discs and CD-ROM.

PURPOSES AND FUNCTIONS

- The primary purposes and functions of this component would be to:
- Interpret the intrinsic resources at individual site, byway district, multiple district, entire byway levels
  - Direct byway users along the byway and from site to site
  - Provoke additional exploration, understanding, and appreciation
  - Direct users to other interpretive opportunities and outlets
  - See Section 8 for more information

BYWAY USER SEGMENTS SERVED BY THIS COMPONENT

- Primary:**
- Individuals and small unstructured groups of **frequent users, infrequent users, first time users, and organized groups of first time users**—all travel modes and all contexts of use
- Secondary:**
- **Non-Users**—all travel modes and all contexts of use

DISTRIBUTION

- Mailings
- Grand Rounds National Scenic Byway Orientation and Hospitality Centers
- Groups and organizations
- Schools
- Scheduled events and tours
- Agencies and facilities providing similar and related experiences



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**INTERPRETIVE MEDIA COMPONENT 3**

**THE GRAND ROUNDS WEB SITE**  
Web page featuring byway descriptions, park programs, interpretive programs, current activities and events, links to other pertinent web sites—offers wide varieties and levels of information

**PURPOSES AND FUNCTIONS**

- The primary purposes and functions of this component would be to:
- Provide access to current information about the byway
  - Describe intrinsic resources within the byway
  - Describe programs relative to the byway
  - Outline opportunities for experiencing the byway through interpretive itineraries
  - Offer potential for individuals to customize their byway experience
  - Offer opportunities for comment and suggestion
  - E-mail opportunities to request additional information
  - Provide information download capabilities
  - See Section 8 for more information

**BYWAY USER SEGMENTS SERVED BY THIS COMPONENT**

- Primary:**
- Individuals and small unstructured groups of **frequent users, infrequent users, first time users, organized groups of first time users, and non-users**—all travel modes and all contexts of use

**DISTRIBUTION**

- World Wide Web



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See Section 8 for probable costs for interpretive components.

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**INTERPRETIVE SITES**

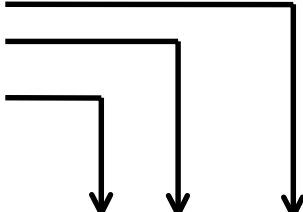
The map on the next page and the schedule of sites which follows are recommended for interpretive development:

Key for identifying location of each site on related maps:

Reference number for Map 3 - A (Section 3)

Reference number for Map 6 - B (Section 6)

Reference number for Map 7 - D (next page)



<b>Interpretive Site Number:</b>		<b>3 / 1-14 / (♦ 8)</b>
<b>Name/Theme:</b>	<b>LORING PARK</b>	

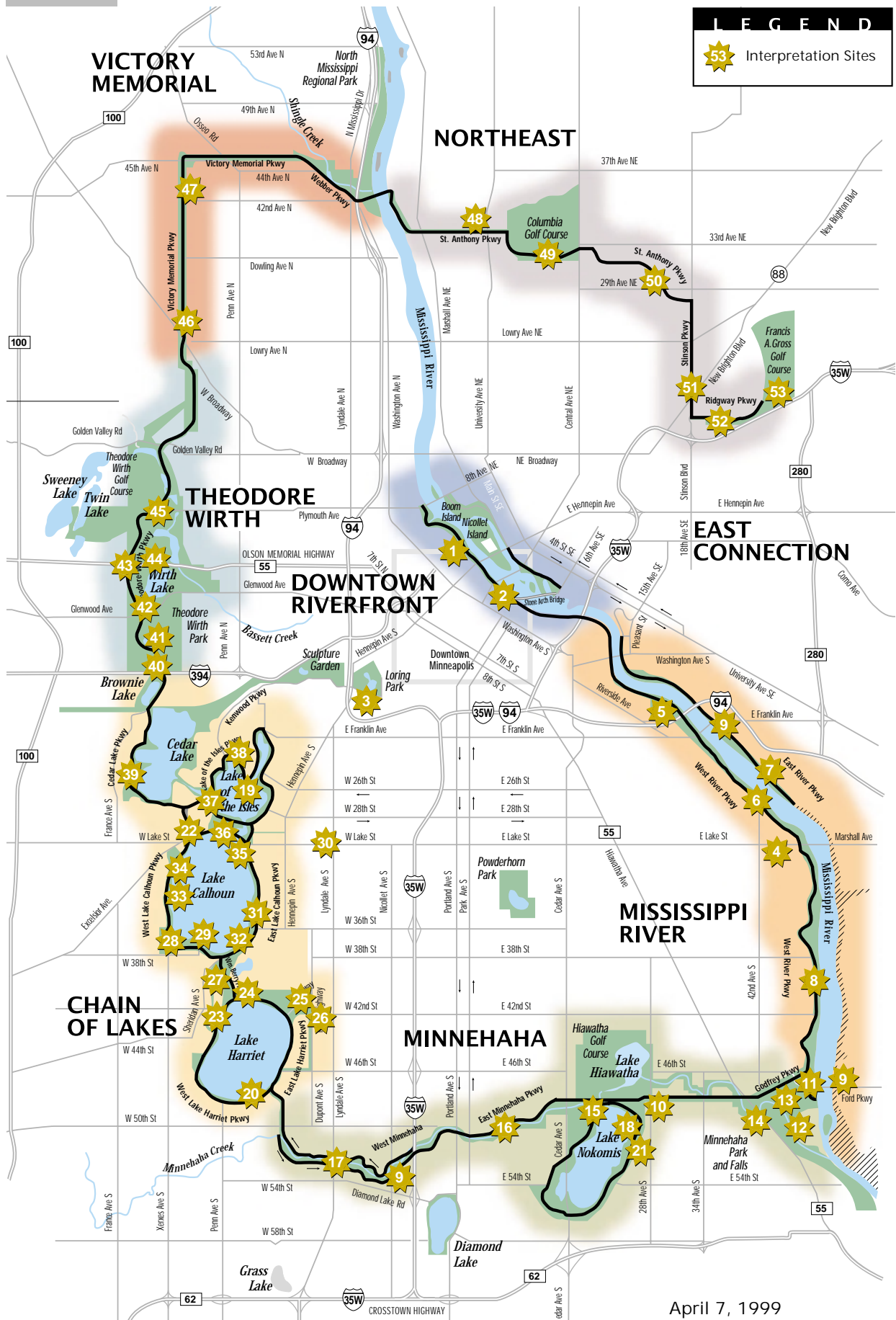


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<b>Interpretive Site Number: 1</b>	
Name/Theme:	DOWNTOWN RIVERFRONT SCENIC BYWAY DISTRICT / ORIENTATION

<b>Interpretive Site Number: 2 / 1-1,1-2,1-3,1-4 / (◆6)</b>	
Name/Theme:	SAINT ANTHONY FALLS - MILL RUINS / HISTORY / NATURE / TRANSPORTATION

<b>Interpretive Site Number: 3 / 1-14 / (◆8)</b>	
Name/Theme:	LORING PARK / HISTORY / STEWARDSHIP

<b>Interpretive Site Number: 4</b>	
Name/Theme:	MISSISSIPPI RIVER SCENIC BYWAY DISTRICT / ORIENTATION

<b>Interpretive Site Number: 5 / 2-07 / (◆1)</b>	
Name/Theme:	WINCHELL TRAIL / HISTORY

<b>Interpretive Site Number: 6 / 2-03 / (◆28)</b>	
Name/Theme:	WEST RIVER PARKWAY / HISTORY / NATURE



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<b>Interpretive Site Number:</b> <b>7 / 2-10 / (◆28)</b>	
Name/Theme:	EAST RIVER PARKWAY / HISTORY / NATURE

<b>Interpretive Site Number:</b> <b>8 / 2-08 / (◆28)</b>	
Name/Theme:	WEST RIVER PARKWAY / HISTORY / NATURE

<b>Interpretive Site Number:</b> <b>9 / 2-06 / (◆25)</b>	
Name/Theme:	MONUMENTAL BRIDGES / AESTHETICS / TRANSPORTATION

<b>Interpretive Site Number:</b> <b>10</b>	
Name/Theme:	MINNEHAHA SCENIC BYWAY DISTRICT / ORIENTATION

<b>Interpretive Site Number:</b> <b>11 / 3-01 / (◆3)</b>	
Name/Theme:	MINNEHAHA PARK—AMERICAN INDIANS BEFORE EURO-AMERICAN CONTACT / HISTORY

<b>Interpretive Site Number:</b> <b>12 / 3-06 / (◆7)</b>	
Name/Theme:	MINNEHAHA PARK—STEVENS HOUSE / HISTORY



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<b>Interpretive Site Number:</b> <b>13 / 3-01, 3-02, 3-03, 3-05 / (◆14)</b>	
<b>Name/Theme:</b>	<b>MINNEHAHA STATE PARK / HISTORY</b>

<b>Interpretive Site Number:</b> <b>14 / 3-05 / (◆33)</b>	
<b>Name/Theme:</b>	<b>MINNEHAHA PARK—LONGFELLOW HOUSE / RECREATION</b>

<b>Interpretive Site Number:</b> <b>15 // (◆37)</b>	
<b>Name/Theme:</b>	<b>NOKOMIS BRIDGE / AESTHETICS</b>

<b>Interpretive Site Number:</b> <b>16 / 3-10, 3-11 / (◆24)</b>	
<b>Name/Theme:</b>	<b>BRIDGE DESIGN MINNEHAHA PARKWAY / AESTHETICS / TRANSPORTATION</b>

<b>Interpretive Site Number:</b> <b>17 / 3-15 / (◆31)</b>	
<b>Name/Theme:</b>	<b>BICYCLING / TRANSPORTATION / RECREATION</b>

<b>Interpretive Site Number:</b> <b>18 / 3-13 / (◆9)</b>	
<b>Name/Theme:</b>	<b>TRANSFORMATION OF RESOURCES / HISTORY</b>



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<b>Interpretive Site Number:</b> <b>19 / 4-27 / (◆9)</b>	
Name/Theme:	TRANSFORMATION OF RESOURCES / HISTORY

<b>Interpretive Site Number:</b> <b>20 / 3-13 / (◆23)</b>	
Name/Theme:	LAKE HARRIET DREDGING / NATURE

<b>Interpretive Site Number:</b> <b>21 / 4-02 / (◆23)</b>	
Name/Theme:	LAKE NOKOMIS DREDGING / NATURE

<b>Interpretive Site Number:</b> <b>22</b>	
Name/Theme:	CHAIN OF LAKES SCENIC BYWAY DISTRICT / ORIENTATION

<b>Interpretive Site Number:</b> <b>23 / 4-13 / (◆16)</b>	
Name/Theme:	LAKE HARRIET STREET CAR / TRANSPORTATION

<b>Interpretive Site Number:</b> <b>24 / 4-09, 4-11 / (◆35)</b>	
Name/Theme:	LAKE HARRIET PAVILION / AESTHETICS



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<b>Interpretive Site Number:</b> <b>25 / 4-04 / (◆34)</b>	
Name/Theme:	PAGEANTS AT LYNDALE PARK / RECREATION

<b>Interpretive Site Number:</b> <b>26 / 4-04, 4-07 / (◆38)</b>	
Name/Theme:	FORMAL GARDENS AT LYNDALE PARK / AESTHETICS / NATURE

<b>Interpretive Site Number:</b> <b>27 / 4-14 / (◆15)</b>	
Name/Theme:	WILLIAM BERRY PARKWAY/STEWARDS

<b>Interpretive Site Number:</b> <b>28 / 4-18/ (◆18)</b>	
Name/Theme:	LAKE CALHOUN DREDGING/NATURE

<b>Interpretive Site Number:</b> <b>29 / 4-16 / (◆18)</b>	
Name/Theme:	LAKE CALHOUN DREDGING/NATURE

<b>Interpretive Site Number:</b> <b>30 / - / (◆10)</b>	
Name/Theme:	LAKE AND 34 <sup>TH</sup> STREET PARKWAY-WHAT COULD HAVE BEEN / HISTORY



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<b>Interpretive Site Number:</b> <b>31 / / (◆11)</b>	
Name/Theme:	CIRCUMFERENTIAL PARK SYSTEM / HISTORY

<b>Interpretive Site Number:</b> <b>32 / / (◆29)</b>	
Name/Theme:	1970 PARKWAY TRANSFORMATION / HISTORY / NATURE / RECREATION

<b>Interpretive Site Number:</b> <b>33 / 4-22 / (◆5)</b>	
Name/Theme:	CLOUDMAN'S VILLAGE / HISTORY

<b>Interpretive Site Number:</b> <b>34 / 4-02, 4-35, 4-16 / (◆4)</b>	
Name/Theme:	LAKE NAMES / HISTORY

<b>Interpretive Site Number:</b> <b>35 / 4-24 / (◆41)</b>	
Name/Theme:	LAKE CALHOUN / MEMORIALS

<b>Interpretive Site Number:</b> <b>36 / 4-27, 4-16, 4-28 / (◆20)</b>	
Name/Theme:	LINKING THE LAKES / HISTORY

<b>Interpretive Site Number:</b> <b>37 / 4-33 / (◆36)</b>	
Name/Theme:	BRIDGE AT LAKE OF THE ISLES / AESTHETICS



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<b>Interpretive Site Number:</b> <b>38 / 4-25, 4-27 / (◆13)</b>	
Name/Theme:	LINKING THE LAKES/NATURE

<b>Interpretive Site Number:</b> <b>39 / 4-38 / (◆19)</b>	
Name/Theme:	CEDAR MEADOWS WETLANDS/NATURE

<b>Interpretive Site Number:</b> <b>40</b>	
Name/Theme:	THEODORE WIRTH SCENIC BYWAY DISTRICT/ ORIENTATION

<b>Interpretive Site Number:</b> <b>41 / 5-04 / (◆39)</b>	
Name/Theme:	ELOISE BUTLER/MEMORIAL

<b>Interpretive Site Number:</b> <b>42 / 5-15 / (◆30)</b>	
Name/Theme:	SKI JUMPING IN WIRTH PARK/RECREATION

<b>Interpretive Site Number:</b> <b>43 / 5-11 / (◆2)</b>	
Name/Theme:	45 <sup>TH</sup> PARALLEL/NATURE/HISTORY

<b>Interpretive Site Number:</b> <b>44 / 5-03 + / (◆26)</b>	
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<b>Interpretive Site Number:</b> <b>44 / 5-03 + / (◆26)</b>	
Name/Theme:	WIRTH WPA PROJECTS / HISTORY / NATURE / AESTHETICS

<b>Interpretive Site Number:</b> <b>45 / 5-13, 5-03 / (◆21)</b>	
Name/Theme:	WIRTH CHALET/MEMORIAL

<b>Interpretive Site Number:</b> <b>46</b>	
Name/Theme:	VICTORY MEMORIAL SCENIC BYWAY DISTRICT/ORIENTATION

<b>Interpretive Site Number:</b> <b>47 / 6-01, 6-02, 6-03, 6-04 / (◆40)</b>	
Name/Theme:	WAR MEMORIALS/MEMORIAL

<b>Interpretive Site Number:</b> <b>48</b>	
Name/Theme:	NORTHEAST SCENIC BYWAY DISTRICT/ORIENTATION

<b>Interpretive Site Number:</b> <b>49 / 7-03 / (◆32)</b>	
Name/Theme:	COLUMBIA GOLF COURSE/RECREATION

<b>Interpretive Site Number:</b> <b>50 / 7-02 / (◆22)</b>	
Name/Theme:	ST. ANTHONY PARKWAY/HISTORY



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<b>Interpretive Site Number:</b> <b>51 / 7-06 / (◆12)</b>	
Name/Theme:	STINSON BOULEVARD/HISTORY

<b>Interpretive Site Number:</b> <b>52 / 7-07, 7-08 / (27◆)</b>	
Name/Theme:	RIDGWAY PARKWAY/HISTORY

<b>Interpretive Site Number:</b> <b>53 / 7-07, 7-09 / (◆42)</b>	
Name/Theme:	RENAMING PLACES / MEMORIALS



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## INTRODUCTION

Effective interpretation relies on effective communications - the planned presentation of information using visual media.

The Grand Rounds is a complex environment offering many experiences for diverse user segments. *Stop here. Park there. Enjoy this. Tight turn ahead. Have you ever wondered how wildlife survives in the winter? Bicyclists here, pedestrians there.* Along The Grand Rounds, it's a long list of informative and interpretive messages that need to be delivered by the MPRB and received by users of The Grand Rounds.

The MPRB has a responsibility to provide information for the users of the byway which, among other needs, is:

- easy to understand;
- readable in different environmental settings;
- compelling to the user;
- sensitive to the natural and cultural environments; and
- reflective of the high quality of opportunity provided by the MPRB.

Yet, a casual evaluation of the communication media used in connection with The Grand Rounds and the entire park system suggests that a variety of improvements should be made. Existing site signs as well as publications present too many variations in color, typography, size and shape of background. When too much variation exists in these characteristics, the risk increases that users will:

- experience difficulty in safely finding their way to and around The Grand Rounds;



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- lose a sense of place—an identify of the large whole of the park system;
- be unsure about rules and regulations; and
- fail to recognize that the MPRB provides the fine facilities and opportunities that it does.

This section of the Interpretive Master Plan presents a network for organizing all the communication media associated with The Grand Rounds and guidelines for the appearance of many of the individual elements needed to communicate with byway users.

The approach presented here is built on two important characteristics:

1. **Communications with byway and park users will occur across media.** Because of the complexity of The Grand Rounds and the entire park system, no single type of sign nor one printed brochure alone will be effective. It should be expected that users will need a variety of communication means to learn what they need and want from the system. Byway and park users will “cross-reference” between signs, maps, brochures, discovery guides, wayside exhibits and conversations with staff and volunteers.
2. “Cross-referencing” is closely related to a second major characteristic: **system-wide appearance identity and continuity.** To effectively communicate with byway users a distinctive, unifying image needs to be presented through all visual media. It is recommended that this be achieved by purposely incorporating a prescribed family of colors, typography, graphic marks and layout organization throughout all communication media.



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In other words, it is recommended that a **Communication Network** approach be established for The Grand Rounds wherein all signs, printed materials, electronic media as well as non-traditional communications media be implemented and sustained under a **common set of unifying guidelines**. The recommendations presented in this section can apply to the entire system of parks including recreation centers, neighborhood parks and trails. These guidelines also recognize that bringing the MPRB's vast inventory of existing signs and publications under a Communications Network approach will require transition and adaptation. While this approach has universal application to the entire system, emphasis in this plan is on developing the guidelines and performance specifications that are focused primarily on interpretive needs related to The Grand Rounds. Areas that require additional planning and development through subsequent work as well as the need for policy confirmations are noted.

**Note:** Illustrations and design development sketches presented in this section are intended to communicate general planning level information and to provide focus for future development of a comprehensive approach for MPRB communications. The recommendations presented here are the product of considering a wide ranges of options and alternatives. Practical modification, adaptation and alternative material selection are anticipated as these guidelines are be implemented.



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# THE COMMUNICATION NETWORK

The Communication Network includes the following broad divisions:

<b>Division</b>	<b>Notes</b>
<b>Orientation and Hospitality Centers</b>	Refer to Section 7.
<b>Directional and Entry Signage on Non-MPRB Property</b>	Refer to Section 7.
<b>Byway District Transition Zones</b>	Refer to Section 7.
<b>Signage</b>	Nine types of signs and structures serving regulatory requirements and information needs. <b>0000 Series</b>
<b>Publications</b>	Various categories of publications for The Grand Rounds and other MPRB programs. <b>1000 Series</b>
<b>Electronic Media</b>	Various types of electronic media for The Grand Rounds as well as the MPRB. <b>2000 Series</b>
<b>Merchandise</b>	Items produced by and for the MPRB related to The Grand Rounds and programs of the MPRB. <b>3000 Series</b>



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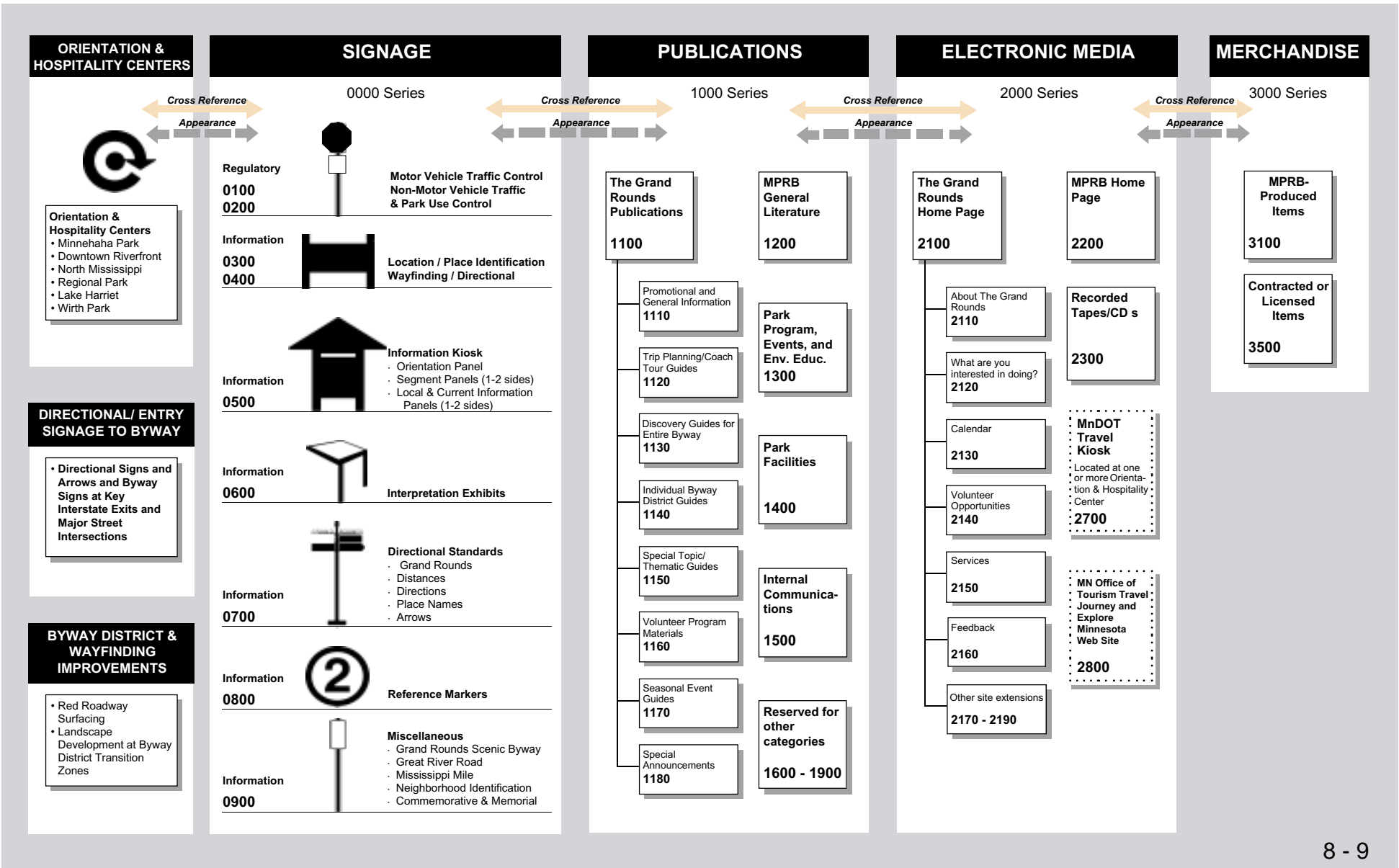
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An overview of the Communication Network is presented on the following page.

# COMMUNICATION NETWORK OVERVIEW



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## UNIVERSAL GRAPHIC GUIDELINES GENERAL

An objective of the Communication Network recommended here would be to provide a standardized approach for the majority of the communication media used for The Grand Rounds as well as for the entire system of MPRB facilities and programs. Because a standardized approach is based on repeating a number of basic graphic elements in many situations and uses, the following can be expected:

- Users will increasingly recognize and respond to intended messages, and
- Management, fabrication, and maintenance resources will be more effectively targeted.

Core elements of a standardized approach to the various divisions of the communication network are the repetitive use of:

- A palette of colors
- A selected style of typography or font
- Uniform logos, pictograms, marks and icons
- A set of shapes and sizes of backgrounds



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Unless otherwise noted, development of the products for Signage - Series 0000, Publications - Series 1000, and Electronic Media - Series 2000 would follow the “universal guidelines” for colors and typography described on the following pages. Uniform logos and shapes and sizes of backgrounds are set in the specific guidelines that follow in this section.

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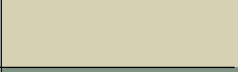














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**UNIVERSAL COLOR PALETTE**

COLOR #	APPLICATION	APPROXIMATE PMS COLOR	SWATCH
<b>BASE COLOR</b>			
1	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS462	
<b>PRIMARY ACCENT COLORS</b>			
2	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS315	
3	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS451	
<b>SECONDARY ACCENT COLORS</b>			
4	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS453	
5	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS5743	
6	Signage (0200 thru 0900 series), Publications (1000 series) & Electronic (2000 series) Media	Approximate PMS5783	
<b>DISTRICT DESIGNATION COLORS</b>			
7	Downtown Riverfront District	Approximate PMS5435	
8	Mississippi River District	Approximate PMS557	
9	Minnehaha District	Approximate PMS618	
10	Chain of Lakes District	Approximate PMS116	
11	Theodore Wirth District	Approximate PMS144	
12	Victory Memorial District	Approximate PMS185	
13	Northeast District	Approximate PMS479	
14	East Connection District	Approximate PMS5295	
<b>MARKERS AND PICTOGRAMS</b>			
15	Reference Markers	Approximate PMS Warm Red	
16	Pictograms	Approximate PMS Process Blue	



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## UNIVERSAL TYPOGRAPHY

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Monotype® Gill Sans™

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Monotype® Gill Sans™ Bold



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**G R A N D  
R O U N D S  
S C E N I C  
B Y W A Y**

**C O M M U N I C A T I O N N E T W O R K**

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# PERFORMANCE SPECIFICATIONS— SIGNAGE—0000 SERIES

The signage division of the Communication Network is subdivided into the following types of signs:

GENERAL FUNCTION	TYPE	SERIES #	PRIMARY DESIGN GUIDANCE
Regulatory	Motor Vehicle Traffic Control	<b>0100</b>	MUTCD
Regulatory	Non-Motor Vehicle Traffic and Park Use Control	<b>0200</b>	MUTCD and MPRB Guidelines
Information	Location / Place Identification	<b>0300</b>	MPRB Guidelines
Information	Wayfinding / Directional	<b>0400</b>	MPRB Guidelines
Information	Information Kiosks	<b>0500</b>	MPRB Guidelines
Information	Interpretive Exhibits	<b>0600</b>	MPRB Guidelines
Information	Directional Standards	<b>0700</b>	MPRB Guidelines
Information	Reference Markers	<b>0800</b>	MPRB Guidelines
Information	Miscellaneous	<b>0900</b>	MPRB Guidelines



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“MUTCD” = Manual on Uniform Traffic Control Devices for Streets and Highways, Federal Highway Administration, latest edition

“MPRB Guidelines” = Policies, performance guidelines and specifications established by the MPRB

An overview of the Signage Division, Series 0000, follows.

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General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Regulatory	0100 Motor Vehicle Traffic Control	Signs required to regulate and enforce use of parkways and parking areas by motorists.  <i>POLICY REFERENCE:</i> VII-H VII-I XIII-A XIII-D		0110 Regulatory, warning and guide signs: Specifications set by Manual on Uniform Traffic Control Devices  <a href="http://www.ohs.fhwa.dot.gov/devices/mutcd">www.ohs.fhwa.dot.gov/devices/mutcd</a>	See Performance Specifications Type A Post




COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
<b>Regulatory</b>	<b>0200</b> Non-Motor Vehicle Traffic and Park Use Control	<p>Signs required to regulate and enforce uses of the parkways and park facilities by walkers, runners, skaters, bicyclists and others.</p> <p><b>POLICY REFERENCE:</b> VII-H VII-I IX-B XIII-A XIII-D</p>		<p><b>0210 - Use Identification</b> Combinations on guidelines of the Manual of Uniform Traffic Control Devices pertaining to non-motorists and approved pictograms.</p> <p><b>0220 - Temporary/Seasonal</b> Combinations of guidelines of the Manual on Uniform Traffic Control Devices and approved pictograms. This category covers seasonal and short time conditions such as winter closures, lake ice conditions, etc.</p> <p><b>0230 - Trail/Pavement Surface Markings</b> Combinations of guidelines of the Manual on Uniform Traffic Control Devices and approved pictograms. May be permissive or restrictive.</p> <p><b>0250 - Non-MPRB Regulations</b> Includes appropriate and necessary regulations of other jurisdictions such as MnDNR regulations pertaining to lakes and waterways, U.S. Army Corps of Engineers, etc.</p> <p><b>Pictograms:</b></p> <p>← Use over pictogram to restrict use.</p> <p>Use pictograms in Orientation Panels (0610) and Segment Panels(0615) as well as printed and electronic materials pertaining to the park system.</p>	<p>Type B Post with Main Trails, Type A Post other locations</p> <p>Type C Post or as may be appropriate for field situations</p> <p>Not applicable</p> <p>Type A Post</p>



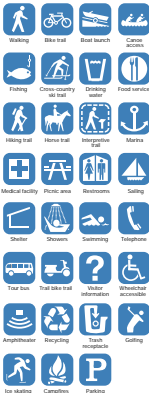
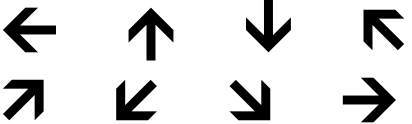


COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0300 Location / Place Identification	<p>Signs that provide the specific name of a park or parkway; the name of a place or feature within a park; or graphic icon to indicate a use area within a park.</p> <p><i>POLICY REFERENCE:</i> VII-H VII-I IX-C XI-A XIII-A XIII-D</p>	      	<p>0310 Park or Parkway Name Identification for Motorists. See detail.</p> <p>0320 Park or Parkway Name Identification for Non-motorists and Pedestrians. See detail.</p> <p>0330 Place name or activity area within a Park. See detail.</p> <p>0340 Pictograms for general use areas within a park. See detail.</p> <p>0345 Icons to identify Byway Districts. See detail.</p> <p>0350 Building Identification.</p> <p>0360 Recreation Center Event Board. See detail.</p> <p>0370 Building Interior Signs.</p> <p>0390 Parkway Street Blades.</p> 	<p>See Detail</p> <p>See Detail</p> <p>See Detail</p> <p>See Detail</p> <p>See Detail</p> <p>See Detail</p>







COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0400 Wayfinding/ Directional	Signs to aid motorists and non-motorists self navigate the parkways and within parks.  <i>POLICY REFERENCE:</i> VII-H VII-I IX-C XI-A XIII-A XIII-D	  	<p>0410 Park or Parkway Direction for Motorist. See detail.</p> <p>0420 Park or Parkway Direction for Non-motorists and Pedestrians. See detail.</p> <p>0430 Place within a Park Direction for Non-motorists and Pedestrians. See detail.</p> <p>0440 Pictograms for direction to general use areas within a park. See detail.</p>  <p>Standard Directional Arrow</p> 	<p>See Detail</p> <p>See Detail</p> <p>See Detail</p>








COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0500 Information Kiosks	<p>Structures that provide orientation and specific information about The Grand Round Scenic Byway, the parkway system and other necessary information.</p> <p><i>POLICY REFERENCE:</i> VII-H VII-I IX-B IX-C XI-A XIII-A XIII-D</p>	     	<p><b>0510</b> Upgraded Four-sided Information Kiosks. See Detail.</p> <p><b>0520</b> New Four-sided Information Kiosks.</p> <p><b>0530</b> New Two-sided Information Kiosks. See Detail.</p> <p><b>0550</b> Unique, Site Specific Information Kiosks.</p>	<p>See Detail</p> <p>See Detail</p> <p>Varies by site.</p>





COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0600 Interpretation Exhibits	On-site interpretive exhibits and panels for major intrinsic resources.  <i>POLICY REFERENCE:</i> IX-B IX-C XI-A XIII-A XIII-D VII-J	    	<p><b>0610</b> Standard Grand Rounds Orientation panel. See detail.</p> <p><b>0615</b> Individual Grand Rounds Segment panels. See detail.</p> <p><b>0620</b> Event and Announcement panels. See detail.</p> <p><b>0630</b> Standard On-site Fixed Panels. See detail.</p> <p><b>0650</b> Unique On-site Fixed Panels.</p>	<p>Mounted on 4- and 2-side information kiosks.</p> <p>Mounted on 4- and 2-side information kiosks.</p> <p>Mounted on 4-side information kiosks, Bulletin Case</p> <ul style="list-style-type: none"> <li>· Low profile base</li> <li>· Upright post and panel base</li> <li>· Wall mount panel</li> </ul> <p>Varies by site</p>


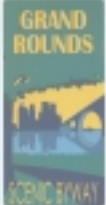




COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0700 Directional Standards	<p>Post and sign panels indicating direction and distance to selected Byway features and landmarks.</p> <p><i>POLICY REFERENCE:</i> VII-H VII-I IX-B IX-C XI-A XIII-A XIII-D</p>	New Feature	<p><b>0710</b> Single post, 14 ft. ht., Grand Rounds copy common to all installations, Local place names and direction panels unique to each installation. See detail.</p>	See detail.
Information	0800 Reference Markers	<p>A referencing system of sequential numbers at regular intervals along the Grand Rounds pedestrian and bicycle paths.</p> <p><i>POLICY REFERENCE:</i> VII-H VII-I IX-B IX-C XI-A XIII-A XIII-D</p>	New Feature	<p><b>0810</b> Design options include:</p> <ul style="list-style-type: none"> <li>· Three dimensional, above ground permanent icon</li> <li>· Two dimensional, ground flush permanent marker adjacent to path</li> <li>· Two dimensional marker installed flush with path surface</li> <li>· Stamped or painted icon or number on path surface</li> </ul> <p>Present in English formats</p>	



COMMUNICATION NETWORK

General Function	Type/Sub-type	Description	Examples of Existing Conditions	Sign Design Guidelines	Sign Support Guidelines <small>See Performance Specifications</small>
Information	0900 Miscellaneous	<p><b>0910</b> Grand Rounds National Scenic Byway Route Identification</p> <p><i>POLICY REFERENCE:</i> <b>VII-H VII-I IX-B IX-C XIII-A</b></p>		<p>Approved Logo:</p> 	Type A Post
		<p><b>0915</b> Grand Rounds National Scenic Byway Entrance Districts and Other Entrances</p> <p><i>POLICY REFERENCE:</i> <b>VII-H VII-I IX-B IX-C XIII-A</b></p>	<p>New feature.</p>		
		<p><b>0920</b> Great River Road</p> <p><i>POLICY REFERENCE:</i> <b>VII-H VII-I IX-B IX-C XIII-A</b></p>			Type A Post
<p><b>0930</b> Mississippi Mile</p> <p><i>POLICY REFERENCE:</i> <b>VII-I IX-B IX-C XIII-A</b></p>		<p>Approved Logo:</p> 	Type A Post		



GRAND  
 ROUNDS  
 SCENIC  
 BYWAY

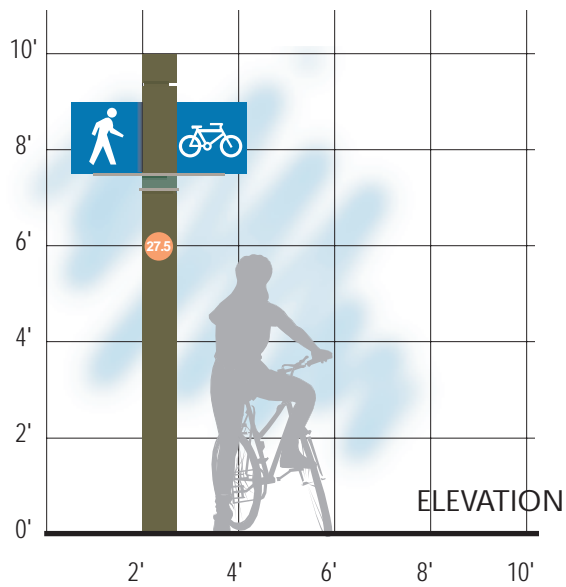
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USE IDENTIFICATION

0210

Illustration



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**GRAND  
ROUNDS  
SCENIC  
BYWAY**

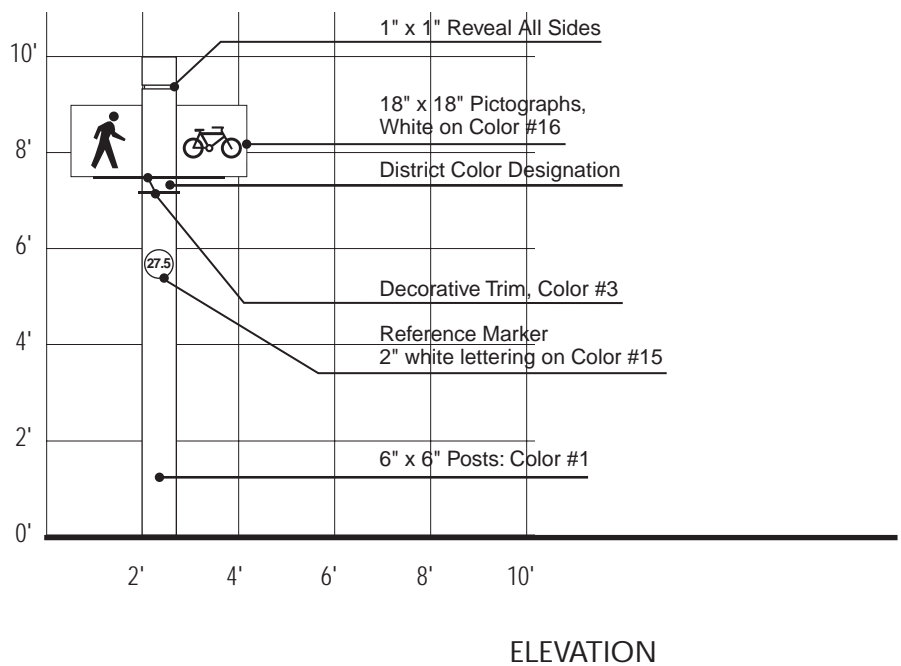
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**USE IDENTIFICATION**

**0210**

**Design Development**



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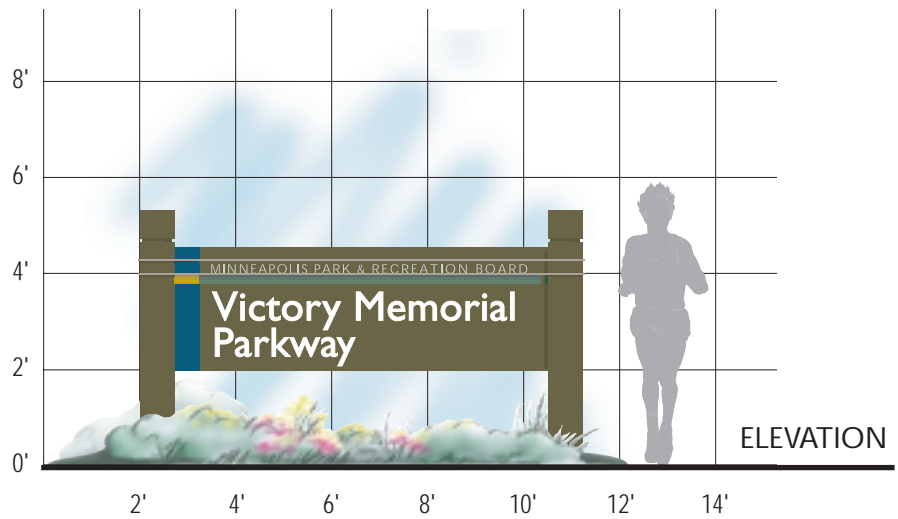
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PLACE NAME IDENTIFICATION FOR  
 MOTORISTS

0310

Illustration



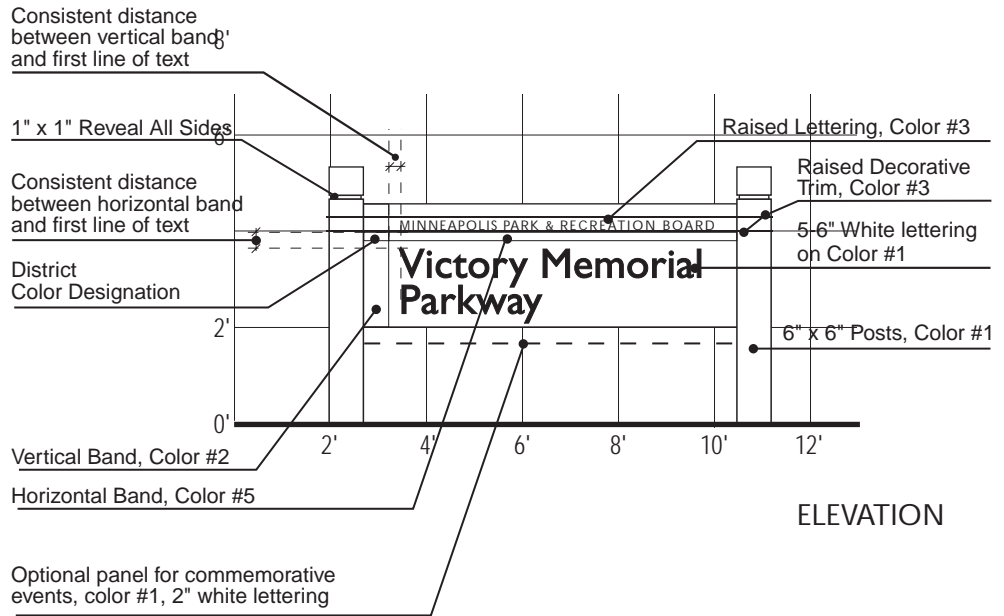
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**PLACE NAME IDENTIFICATION FOR  
MOTORISTS**

**0310**

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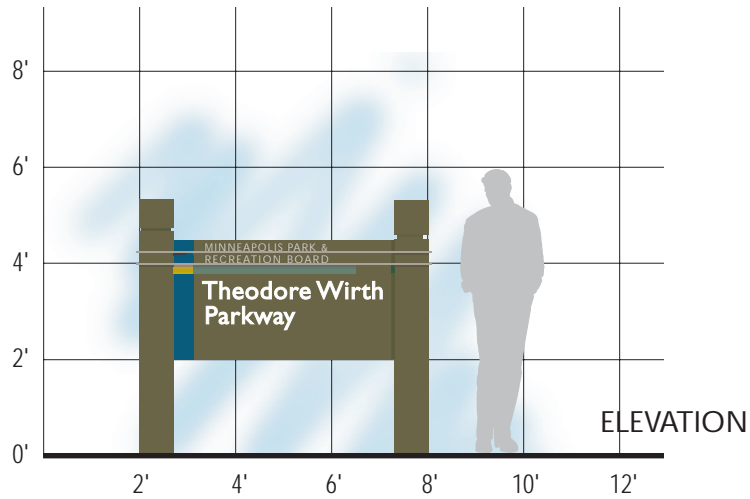


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PLACE NAME IDENTIFICATION FOR  
 PEDESTRIANS

0320  
 0330

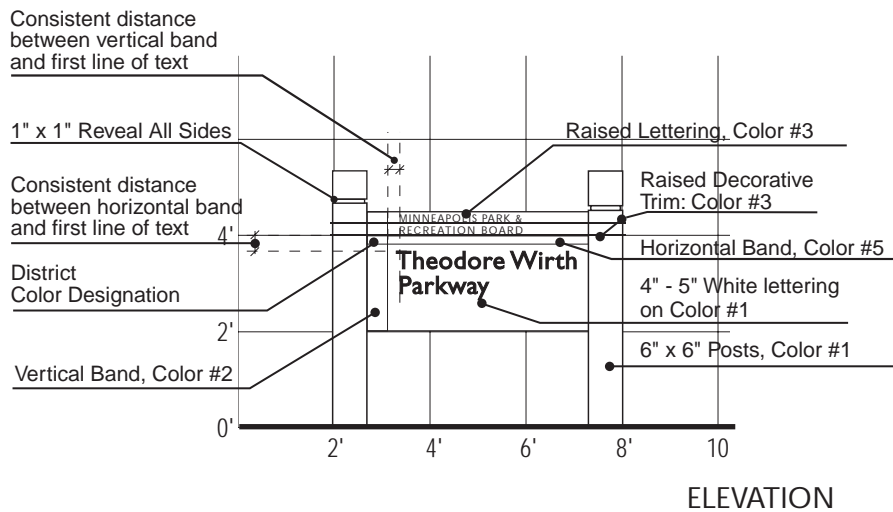
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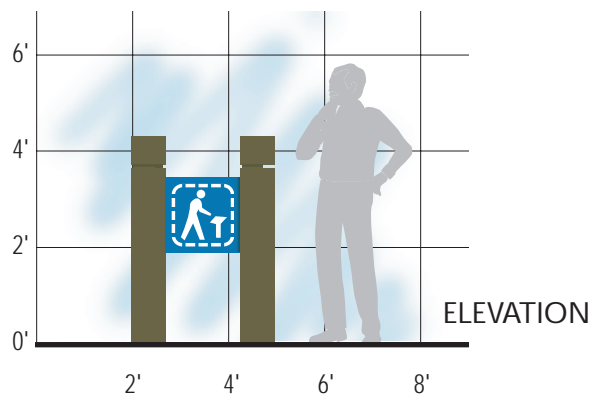
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# PLACE OR ACTIVITY AREA WITHIN A PARK

0330

## Illustration



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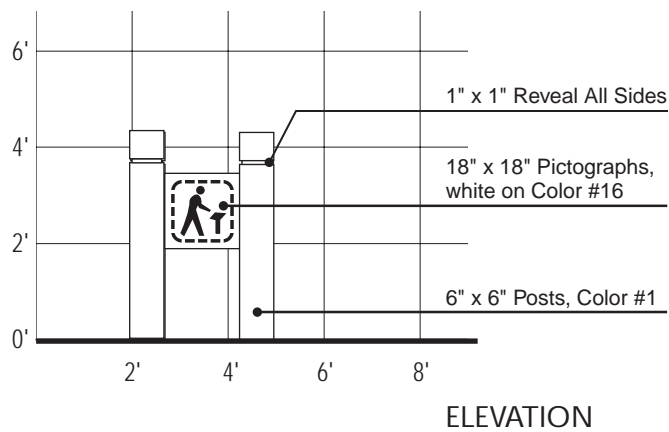
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**PLACE OR ACTIVITY AREA WITHIN  
 A PARK**

**0330**

**Design Development**





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**PICTOGRAMS FOR GENERAL USES**  
 Representative Samples

0340  
 0440

-  Walking
-  Bike trail
-  Boat launch
-  Canoe access
-  Fishing
-  Cross-country ski trail
-  Drinking water
-  Food service
-  Hiking trail
-  Horse trail
-  Interpretive trail
-  Marina
-  Medical facility
-  Picnic area
-  Restrooms
-  Sailing
-  Shelter
-  Showers
-  Swimming
-  Telephone
-  Tour bus
-  Trail bike trail
-  Visitor information
-  Wheelchair accessible
-  Amphitheater
-  Recycling
-  Trash receptacle
-  Golfing
-  Ice skating
-  Campfires
-  Parking



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GRAND  
 ROUNDS  
 SCENIC  
 BYWAY

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BYWAY DISTRICT ICONS

0345  
 0445



Downtown  
 Riverfront  
 District



Theodore Wirth  
 District



Mississippi  
 River  
 District



Victory Memorial  
 District



Minnehaha  
 District



Northeast  
 District



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Chain of Lakes  
 District



East Connection  
 District

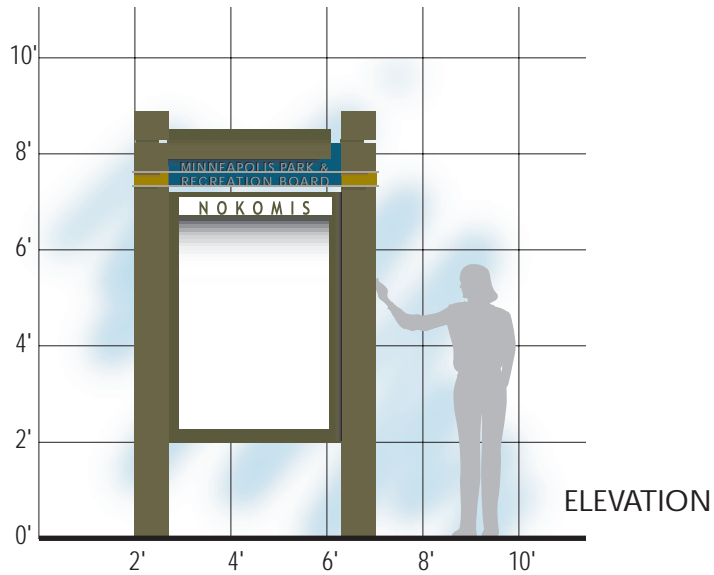
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RECREATION CENTER EVENT BOARD

0360

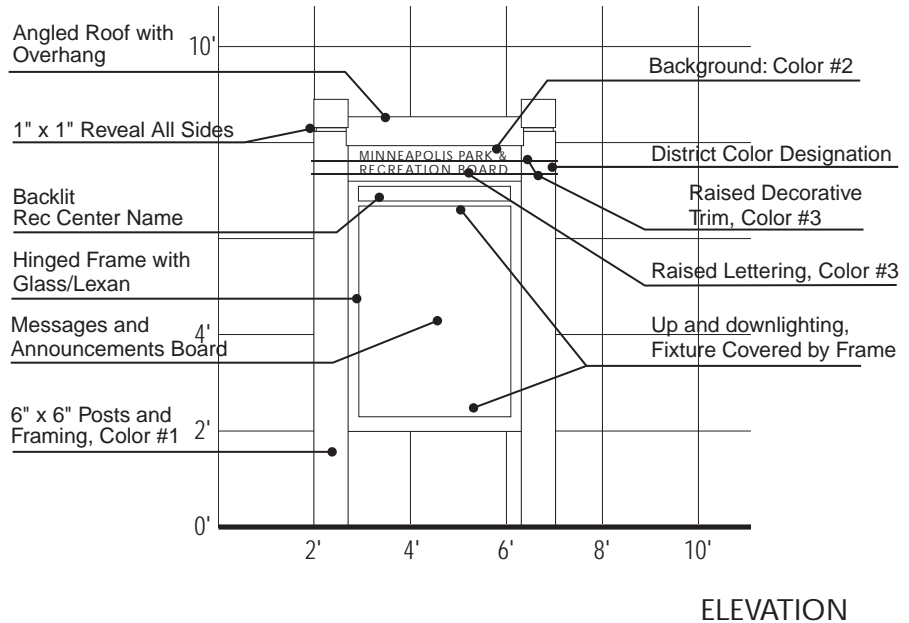
Illustration



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GRAND  
 ROUNDS  
 SCENIC  
 BYWAY

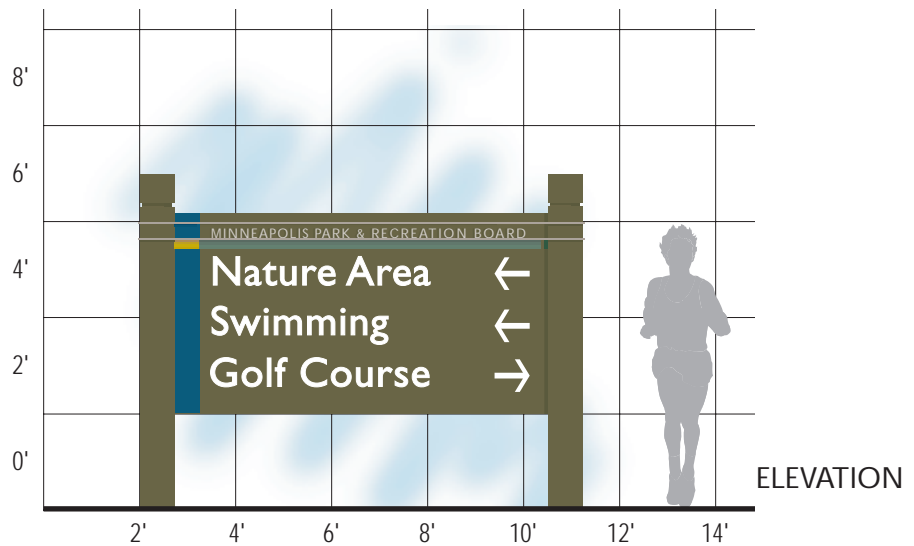
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PARK OR PARKWAY DIRECTION  
 FOR MOTORISTS

0410

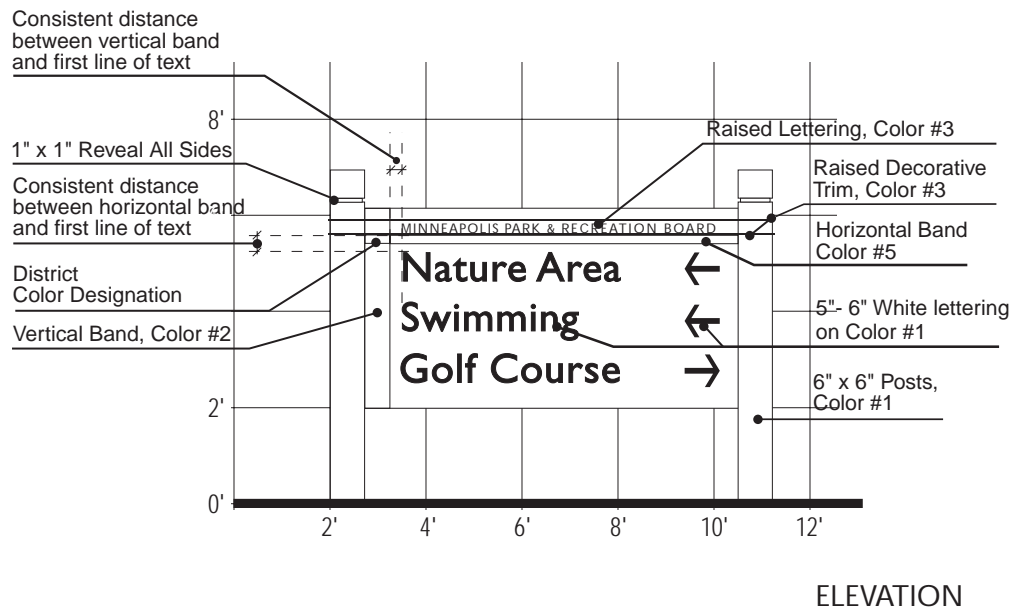
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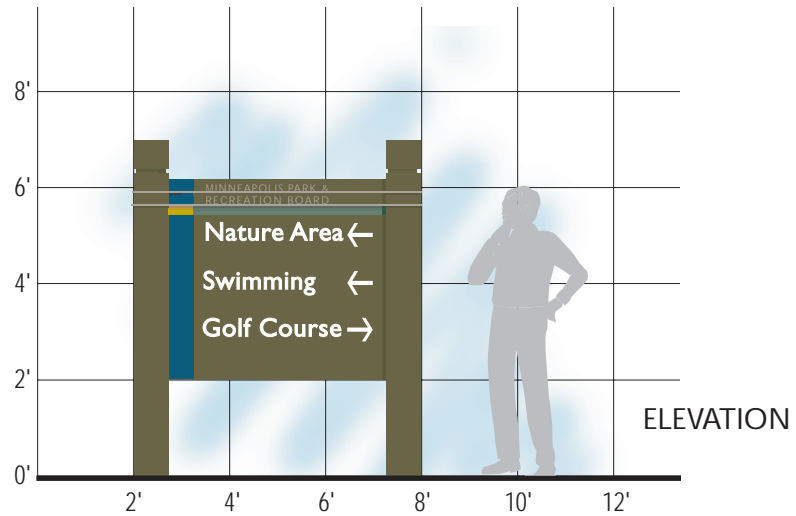
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PARK OR PARKWAY DIRECTION  
 FOR PEDESTRIANS

0420

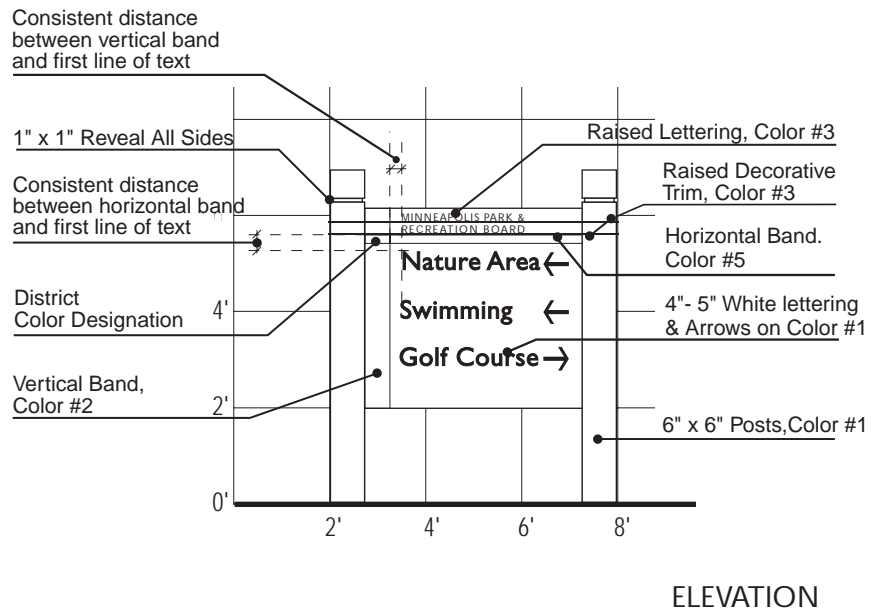
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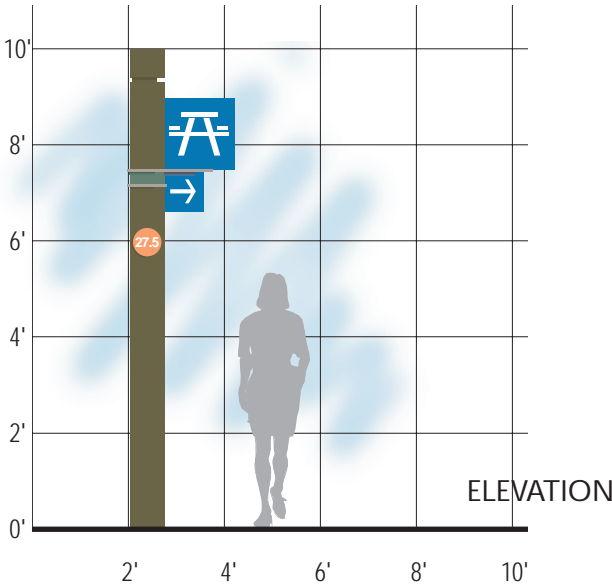
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DIRECTIONS TO A PLACE WITHIN A  
 PARK FOR PEDESTRIANS

0430

Illustration



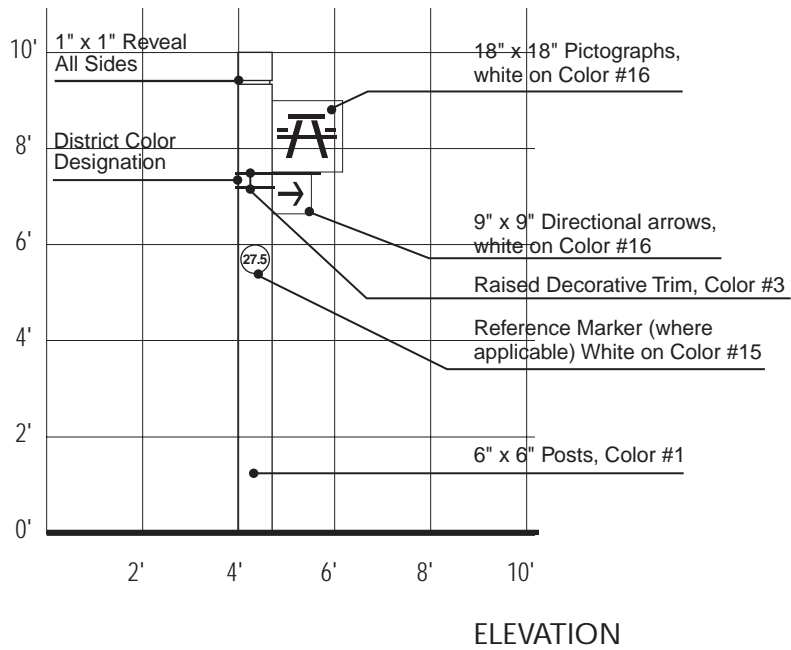
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DIRECTIONS TO A PLACE WITHIN A  
 PARK FOR PEDESTRIANS

0430

Design Development



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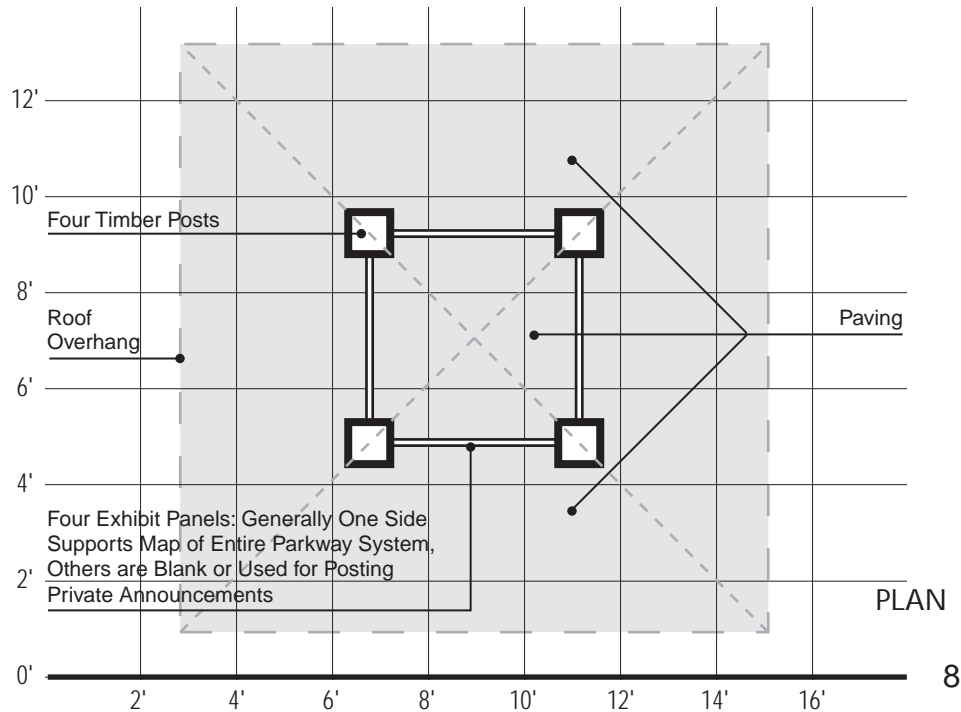
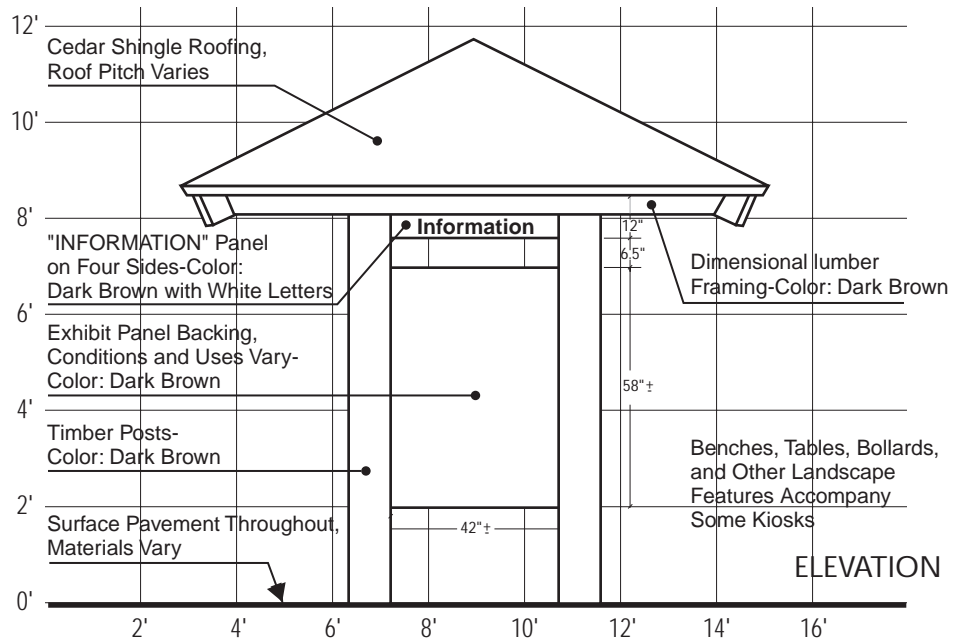
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UPGRADED FOUR-SIDED INFORMATION  
 KIOSKS

0510

Existing Conditions



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GRAND  
 ROUNDS  
 SCENIC  
 BYWAY

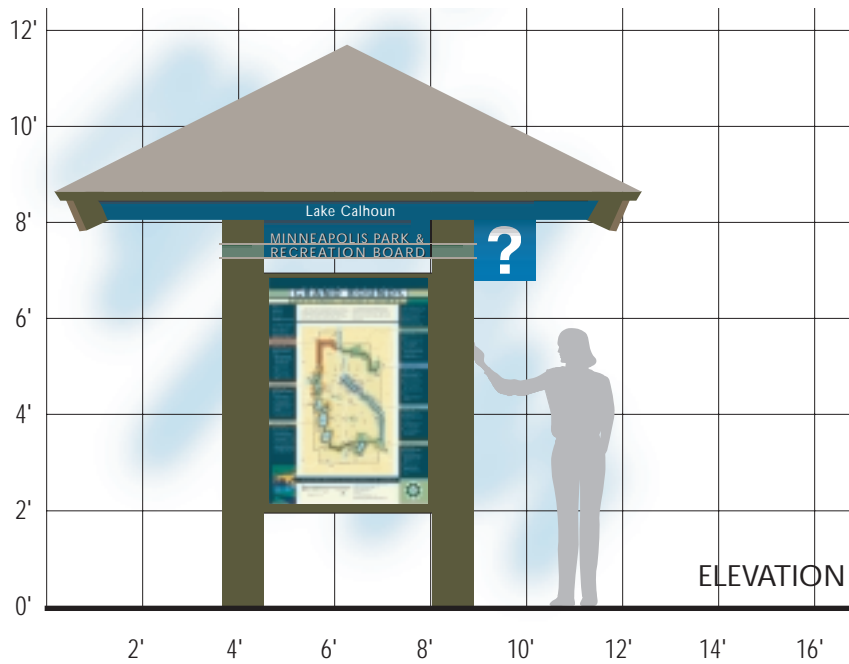
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UPGRADED AND NEW FOUR-SIDED  
 INFORMATION KIOSKS

0510  
 0520

Illustration



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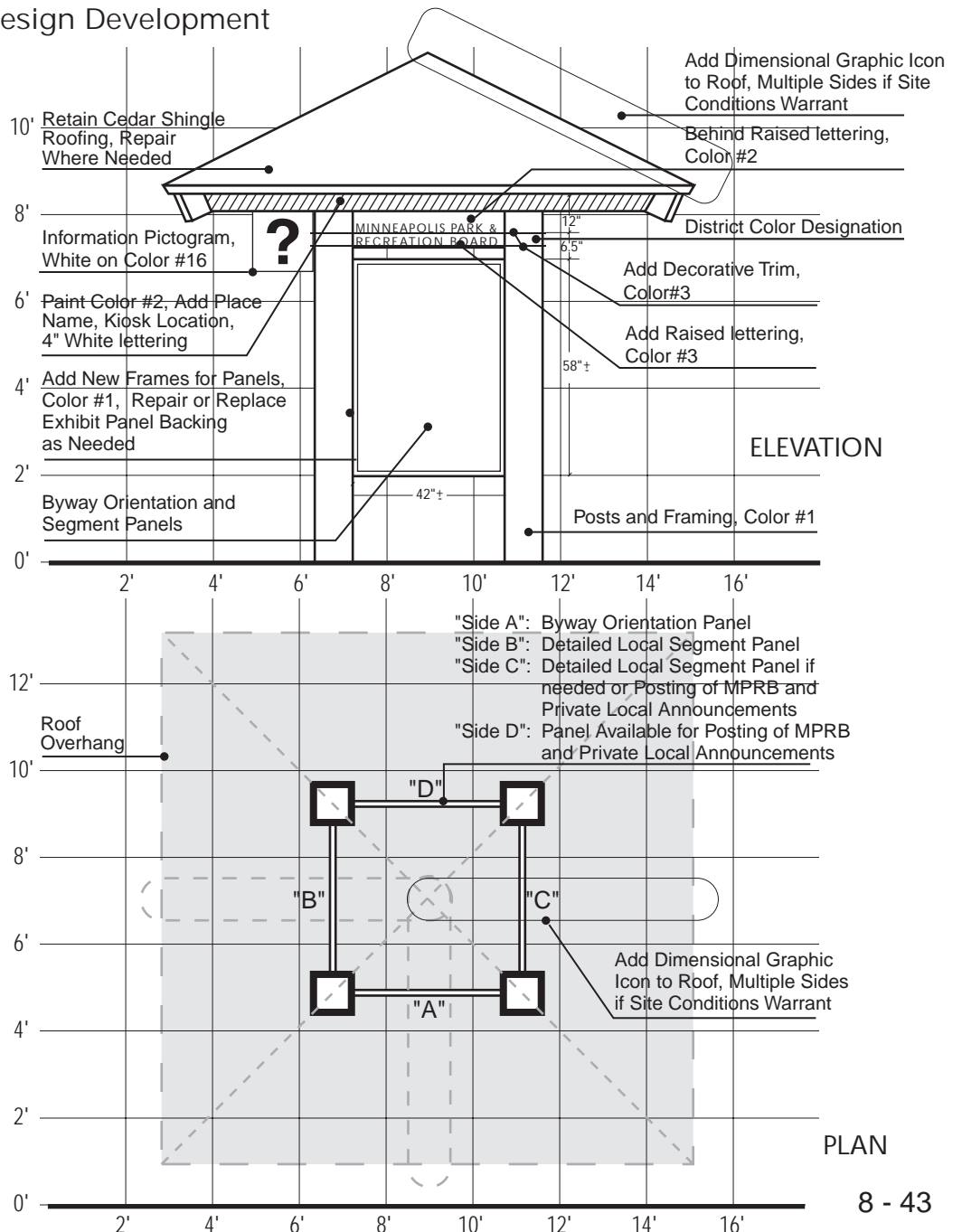


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UPGRADED AND NEW FOUR-SIDED  
INFORMATION KIOSKS

**0510  
0520**

Design Development

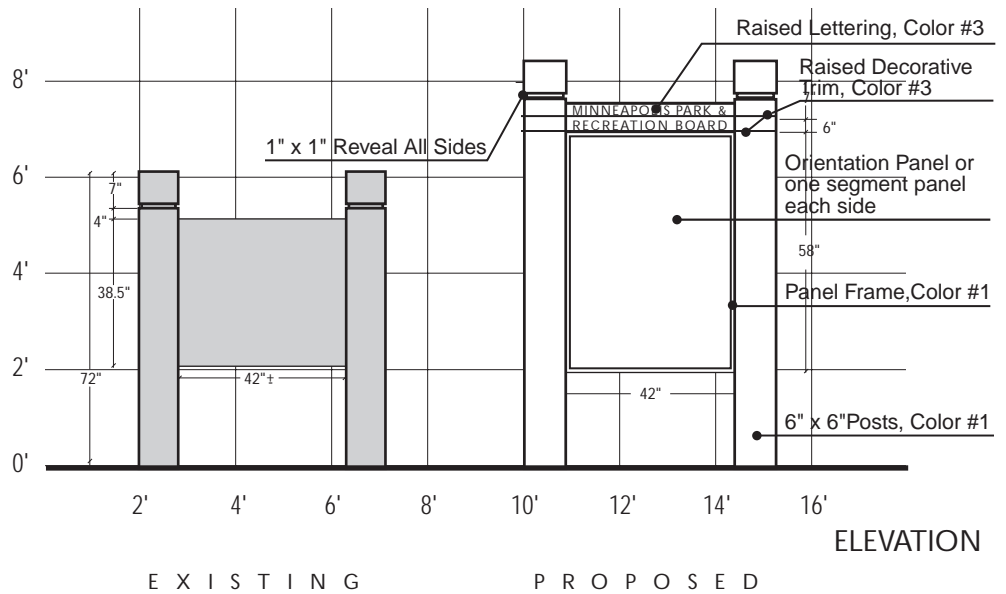


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TWO-SIDED INFORMATION KIOSKS

Existing Conditions and Design Development



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GRAND  
ROUNDS  
SCENIC  
BYWAY

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OVERALL BYWAY ORIENTATION  
PANEL

0610

**Overall Byway Orientation Panel** (Side A of four- and two-sided kiosks). Each four-sided and two-side information kiosk would have an Orientation Panel. Content of this panel would include:

- “Welcome to The Grand Rounds”
- Map illustrating:
  - ◆ Entire Grand Rounds route
  - ◆ Byway districts
  - ◆ Parks, trails, and recreation centers
  - ◆ Major streets, rivers, and lakes
  - ◆ Surrounding communities
  - ◆ Consistent scale
  - ◆ Consistent orientation
  - ◆ Kiosk (“You are here”) location(s)
  - ◆ Map key or legend
  - ◆ Pictograms and icons for facility and activity designation
- Introductory information about the various byway districts
- How to obtain more information
- Emergency services information
- Reference to Segment Panels
- Other appropriate information and narrative copy



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Approximately 50 orientation panels (an average of one per mile) would be installed along The Grand Rounds. All panels would have the same full color design and mounted in secure frames on the kiosks. The size of each panel would be 42” horizontal x 58” vertical. Fabrication would be fiberglass embedment or approved equal.

The following page illustrates a preliminary graphic composition for the overall byway orientation panel. Refinements in appearance and copy will be made with future design studies.

MINNEAPOLIS PARK AND RECREATION BOARD

W E L C O M E S Y O U T O T H E

GRAND ROUNDS SCENIC BYWAY

Nature, History, and our Community

Its creators had bold vision - fifty miles of interconnected parks, parkways, paths and preserves for nature.

VICTORY MEMORIAL DISTRICT

Tour the historic rows of trees and markers that commemorate the Hennepin County servicemen of World War I

- Reflect on world history at the memorials that line the Victory Memorial Parkway, then explore the natural resources along Shingle Creek and North Mississippi Regional Park
- Explore the curvy Webber Parkway
- Find where barge navigation begins on "old man river"

THEODORE WIRTH DISTRICT

Relax and get away from it all in the "wild places" of the Theodore Wirth District

- Recreate in the beauty of Theodore Wirth Park, the largest regional park in Minneapolis
- Visit the quaking bog, search for wildlife at Birch Pond, or identify wildflowers at the Eloise Butler Garden and Sanctuary
- Play golf, go snow tubing or cross country skiing at the same place

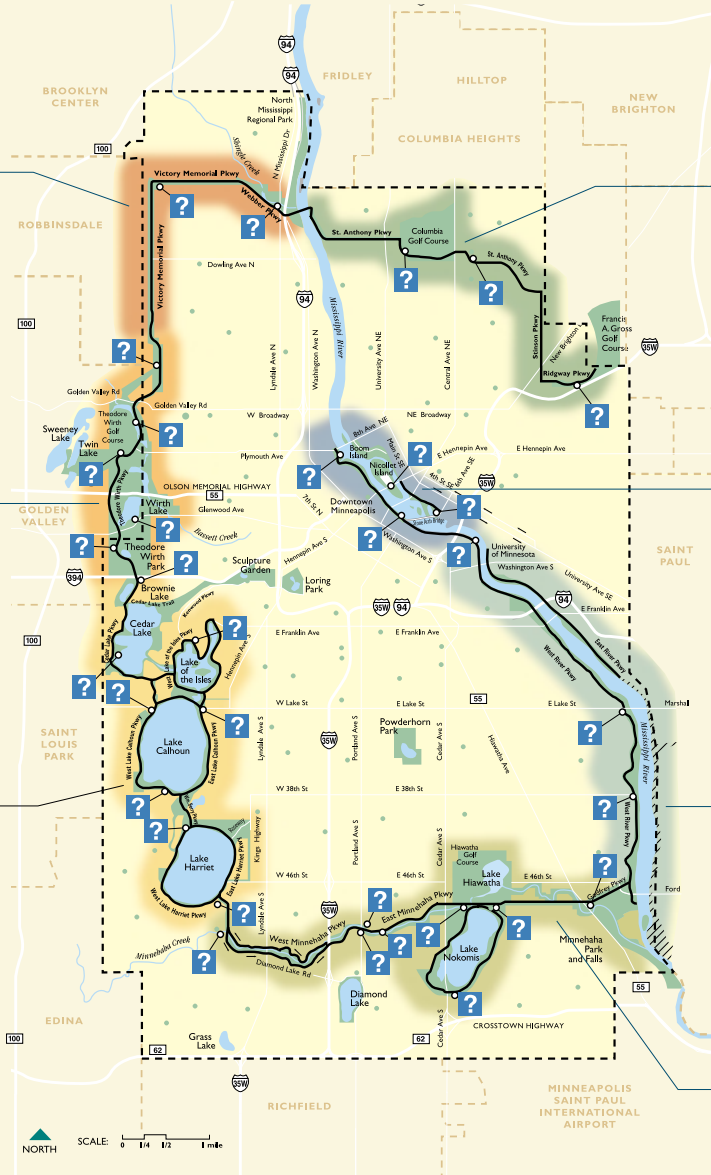
CHAIN OF LAKES DISTRICT

Take part in the excitement and action around the "Chain of Lakes"

- Canoe for nearly two miles from Lake Calhoun to Brownie Lake
- Search for the marker at the site of the area's first schoolhouse or Cloudman's village, a Lakota Indian site
- Stop back 50 years in time and ride the Como-Harriet Streetcar Line

Today, when you explore The Grand Rounds on foot, by bike or in a car you will also discover something grand. Peacefulness and solitude or excitement and adventure. Ancient landscapes to the latest in recreation fads. Foundations of the Twin Cities history or a child's dream for tomorrow. In the challenge of The Grand Rounds—a 50-mile ribbon of public open space—here lies its rewards for you to discover.

Since 1893, the Minneapolis Park and Recreation Board has sustained an international resource that is at the same time natural and urban, historic and up-to-date. Designated as a National Scenic Byway in 1998, The Grand Rounds is the first national scenic byway totally located in a major urban area.



**MAP LEGEND**

- Information Kiosks
- Minneapolis Parks
- Recreation Centers
- Minneapolis City Limits
- The Grand Rounds A National Scenic Byway

For more information, event schedule, or education programs on The Grand Rounds National Scenic Byway, contact: Minneapolis Parks and Recreation Board, 400 South Fourth Street, Suite 200, Minneapolis, MN 55415-1400 (612) 661-4800

Look us up on our web site at: [www.mprb.org](http://www.mprb.org). If you have comments or suggestions about The Grand Rounds National Scenic Byway, e-mail us at the following address: [info@mprb.org](mailto:info@mprb.org).



The Grand Rounds National Scenic Byway is also seven districts - each having its own special features and personality. Along the Byway, you can discover many historical sites, participate in a variety of recreational activities, and experience some of the city's unique natural and scenic beauty.

NORTHEAST DISTRICT

- Visit where Minneapolis works and plays, side by side
- Stop for a dramatic downtown skyline view from Deming Heights
- Golf at either the Columbia or Francis A. Gross Golf Courses
- See where barges, trains and trucks deliver the raw materials and finished products that make the Twin Cities a world class work place

DOWNTOWN RIVERFRONT DISTRICT

- Investigate the history of Minneapolis while enjoying its cosmopolitan atmosphere on the Mississippi riverfront
- Explore the historic West Side Milling District, Nicollet and Boom Islands
- Find out how St. Anthony Falls has moved up the Mississippi River
- From the Stone Arch Bridge, view today's lock and dam on the river or the old mill ruins of yesterday

MISSISSIPPI RIVER DISTRICT

- Examine the geological wonder: the Mississippi River Gorge along the West and East River Parkways
- View dramatic vistas from bluff tops and river flats
- Search for the Winchell Trail, an ancient Native American trail
- Observe the fall leaf color and the ever changing prairie color

MINNEHAHA DISTRICT

- Experience how recreation, history and nature blend together to create the Minnehaha District
- Picnic, explore the Minnehaha Falls, and take a historic walk through the Longfellow House and Steven's House at Minnehaha Park
- Wind your way along Minnehaha Creek
- Watch the spring flowers as they emerge and bloom along the parkway

Discover what's just around the bend...

GRAND  
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SCENIC  
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INDIVIDUAL GRAND ROUNDS  
SEGMENT PANELS

0615

**Segment Panels** (Sides B and C of four-sided kiosks and side B of two-sided kiosks). The entire Grand Rounds would be subdivided and illustrated in 12 to 18 segments to provide detailed content and location information about The Grand Rounds, recreation and interpretive attractions in the immediate vicinity of the byway. Segment panel content would include:

- Segment identification—name or number
- Map or aerial photograph base illustrating:
  - ◆ Enlargement of the associated individual byway segments
  - ◆ Representation of the paths, roadway and parking areas
  - ◆ Graphic representations of features in the upcoming section of the byway
  - ◆ Streets and local landmarks
  - ◆ Byway districts
  - ◆ Consistent scale
  - ◆ Consistent orientation
  - ◆ Kiosk (“You are here”) location(s)
  - ◆ Map key or legend
  - ◆ Pictograms and icons for facility and activity designation
  - ◆ Public restrooms and drinking fountains
- Locations and distances to interpretive resources
- Descriptions of the interpretive resources
- Accessibility information and other appropriate information

Each of the 12 to 18 segment panels contain information and graphics unique to the district it represents. Each segment panel would be replicated at 5 to 7 kiosk locations. Overall approximately 85 to 90 segments panels would be created. All panels would have full color design and mounted in secure frames on the kiosks. The size of each panel would be 42” horizontal x 58” vertical. Fabrication would be fiberglass embedment or approved equal. Segment panel appearance would be integrated with that of the orientation panel.



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EVENT AND ANNOUNCEMENT PANELS

0620

**Event and Announcement Panels** (Side D on four-sided kiosks, not provided on two-sided kiosks)

- Side D of four-sided kiosks would be reserved for the posting of current materials including:
  - ◆ Information about The Grand Rounds and park opportunities which requires periodic updating
  - ◆ Information about seasonal or upcoming park programs, events and activities
  - ◆ Neighborhood organization information
  - ◆ Appropriate and necessary park regulations
  - ◆ Posting of appropriate private announcements

As part of upgrading existing four-sided and building new four-sided information kiosks, the fourth side panel would be an all-weather surface material that would provide for the posting of notices.



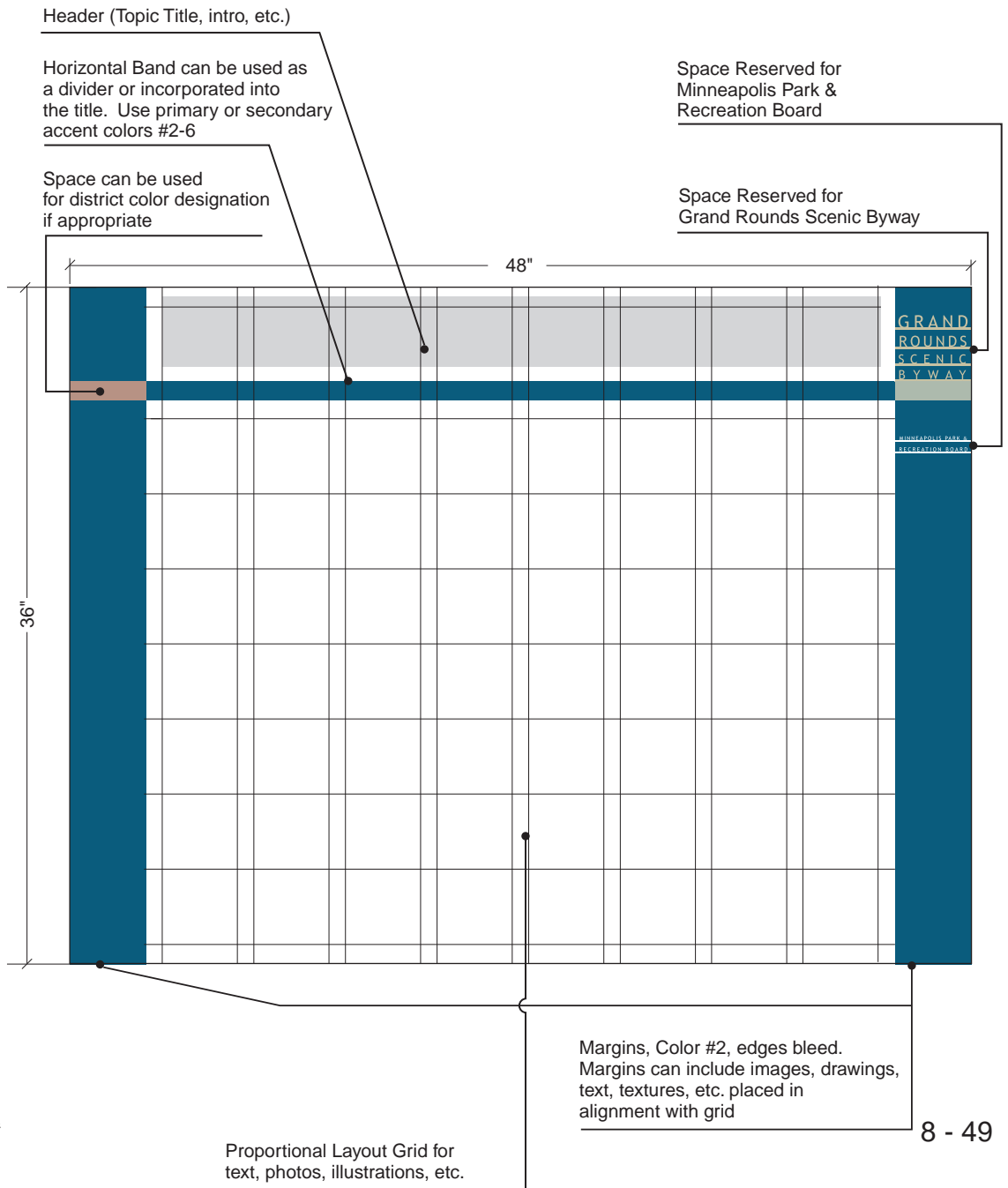
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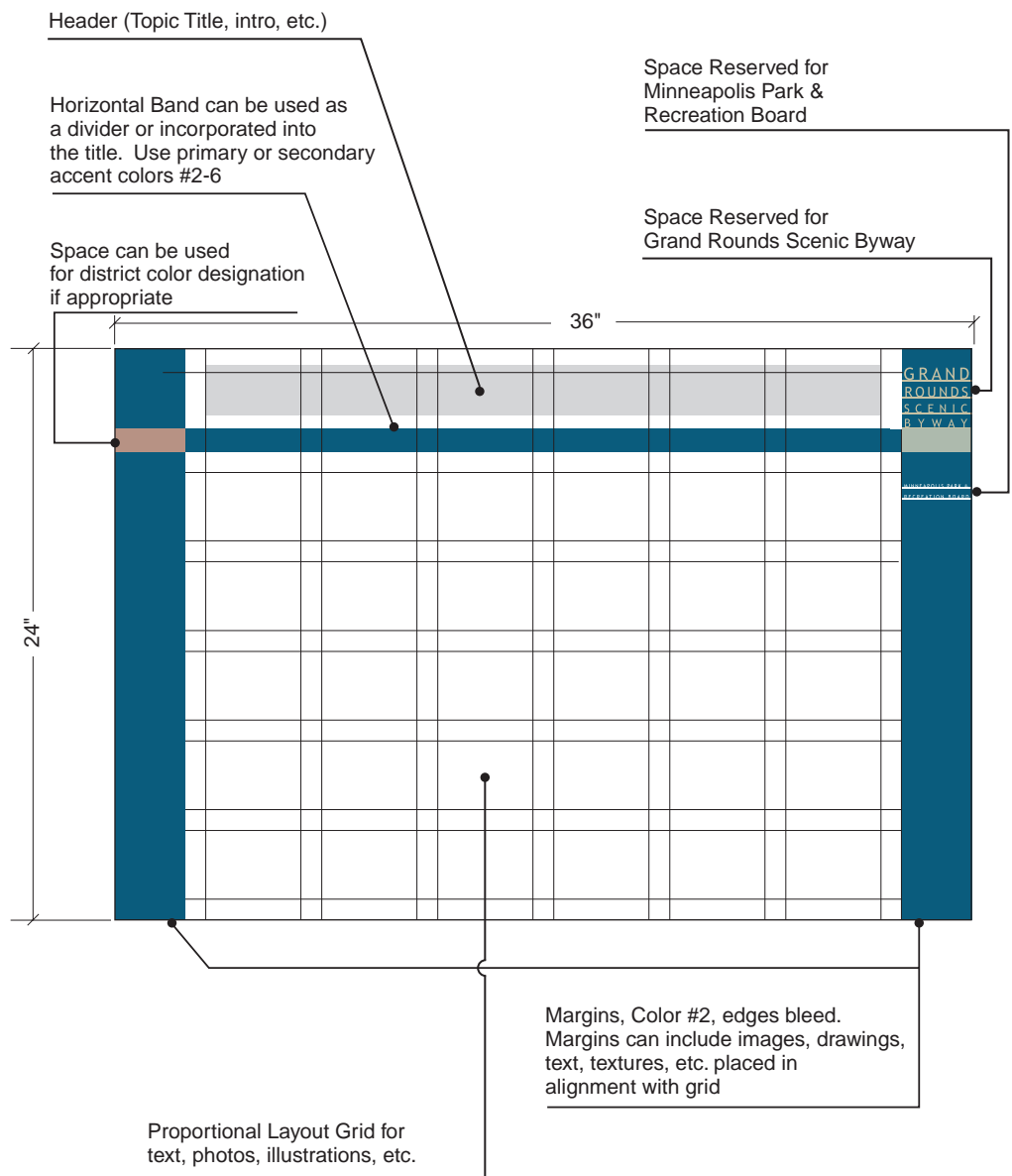
Layout Components and Organization Grid



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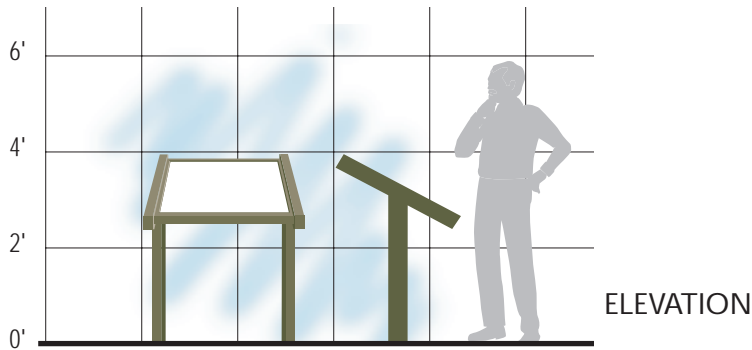
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STANDARD ON-SITE FIXED PANELS

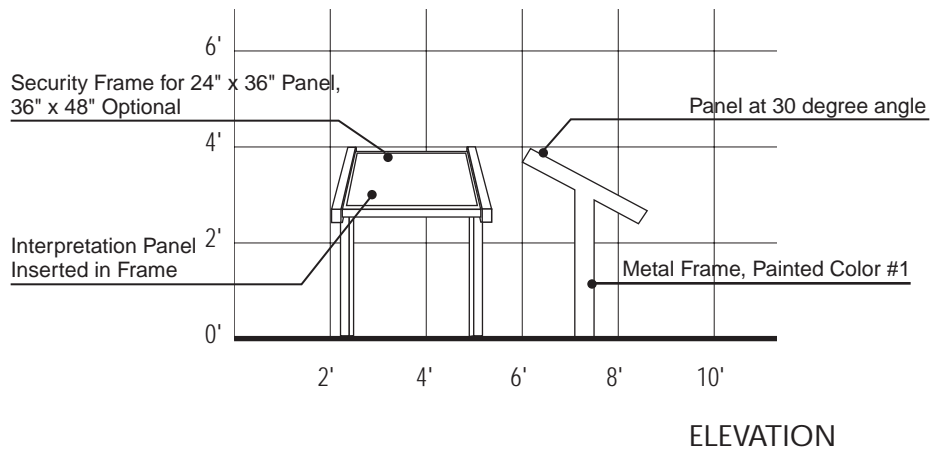
0630

Illustration



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Consideration will be given to locating standards for on-site fixed panels to meet appropriate guidelines to be in compliance with the Americans with Disabilities Act (ADA).

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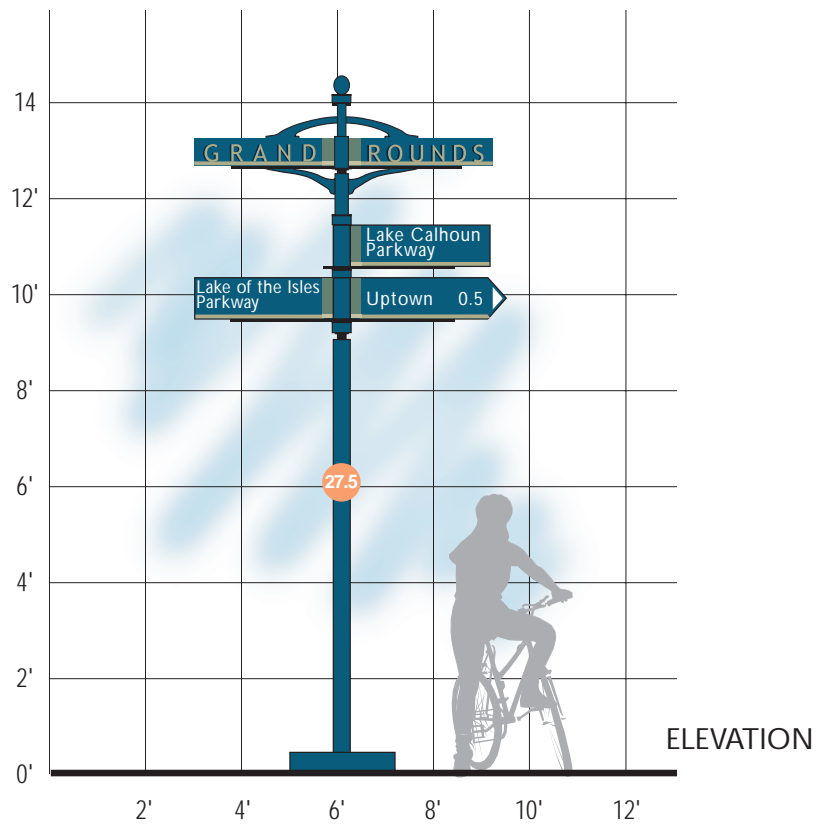
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DIRECTIONAL STANDARD

0710

Illustration



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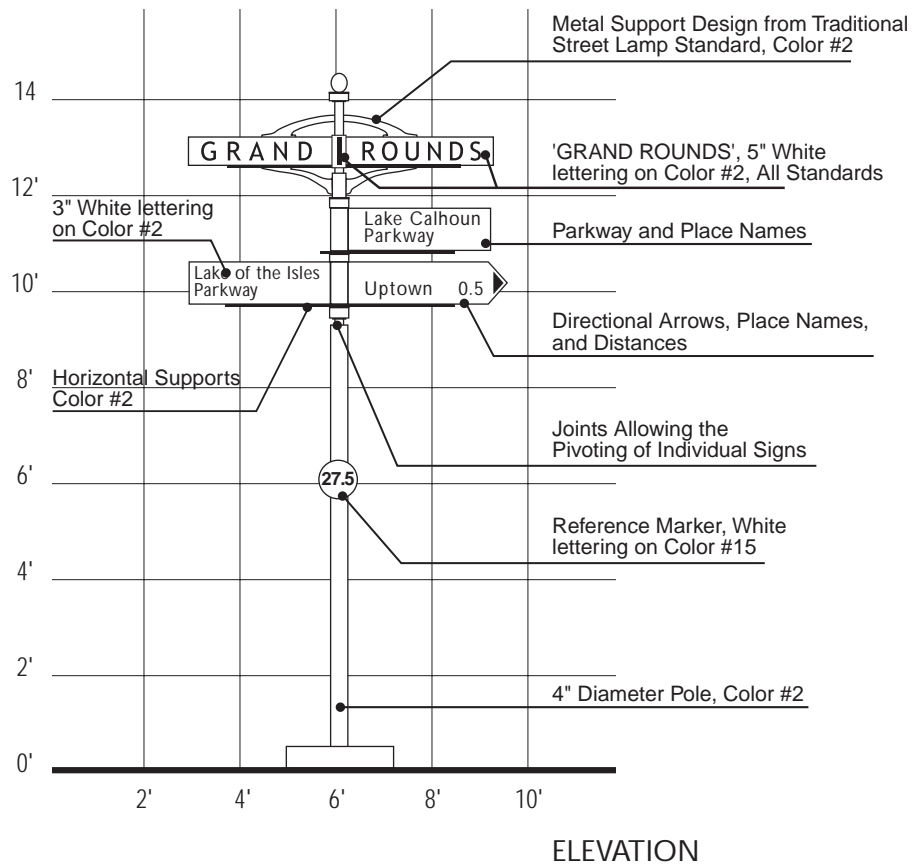
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DIRECTIONAL STANDARD

**0710**

Design Development



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**SIGN SUPPORT AND MATERIAL GUIDELINES**

**General Sign Support Guidelines:**

TYPE	DESCRIPTION
A	Single 2" x 2" square metal channel, surface finish color # 1, sign mounting heights per MUTCD guidelines
B	Single 6" x 6" square wood or composite material, surface finish color #1. See design development drawings for various vertical dimensions
C	Standard "v" channel metal post with multiple mounting holes, surface finish color #1.

**General Materials Guidelines:** From an appearance standpoint, alternative materials may be considered as long as those selected provide durable, all weather surfaces suitable for supporting the appropriate colors. Preference should be given to materials that are the product of recycling. All surfaces are to be smooth in appearance.

**General Colors Guidelines:** A universal palette of colors is recommended earlier in this section. Regardless of the application of color (ink, paint, stain, fabricated finish) in the communication network, every attention should be given to closely matching the specified "benchmark" PMS colors. Unless otherwise noted, all color finishes would be flat, satin or low luster.



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**PERFORMANCE SPECIFICATIONS—  
PUBLICATIONS—1000 SERIES**

The publication division of the Communication Network is subdivided into the following types of printed literature:

<b>PUBLICATION TYPE</b>	<b>SERIES #</b>
The Grand Rounds Publications	<b>1100</b>
MPRB General Literature	<b>1200</b>
Park Program, Events and Environmental Education	<b>1300</b>
Park Facilities	<b>1400</b>
Internal Communications	<b>1500</b>
Reserved for other categories	<b>1600 - 1900</b>

The 1100 series of publications for The Grand Rounds is further subdivided into the following categories:

<b>GRAND ROUNDS PUBLICATION TYPE</b>	<b>SERIES #</b>
Promotional and General Information	<b>1110</b>
Trip Planning / Coach Tour Guides	<b>1120</b>
Discovery Guides for Entire Byway	<b>1130</b>
Individual Byway District Guides	<b>1140</b>
Special Topic / Thematic Guides	<b>1150</b>
Volunteer Program Materials	<b>1160</b>



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Seasonal Event Guides	<b>1170</b>
Special Announcements	<b>1180</b>

As with the signage series, all publications related to The Grand Rounds (and ideally all publications of the MPRB) would adhere to the universal set of core elements:

- A palette of colors
- A selected style of typography or font
- Uniform logos, pictograms, marks and icons
- A set of shapes and sizes of backgrounds
- A layout grid for sizing, formatting and organizing blocks of text, photographs, illustrations, tables, etc.

The following pages illustrate several conceptual examples of how The Grand Rounds publications, Series 1100, would use the universal elements.



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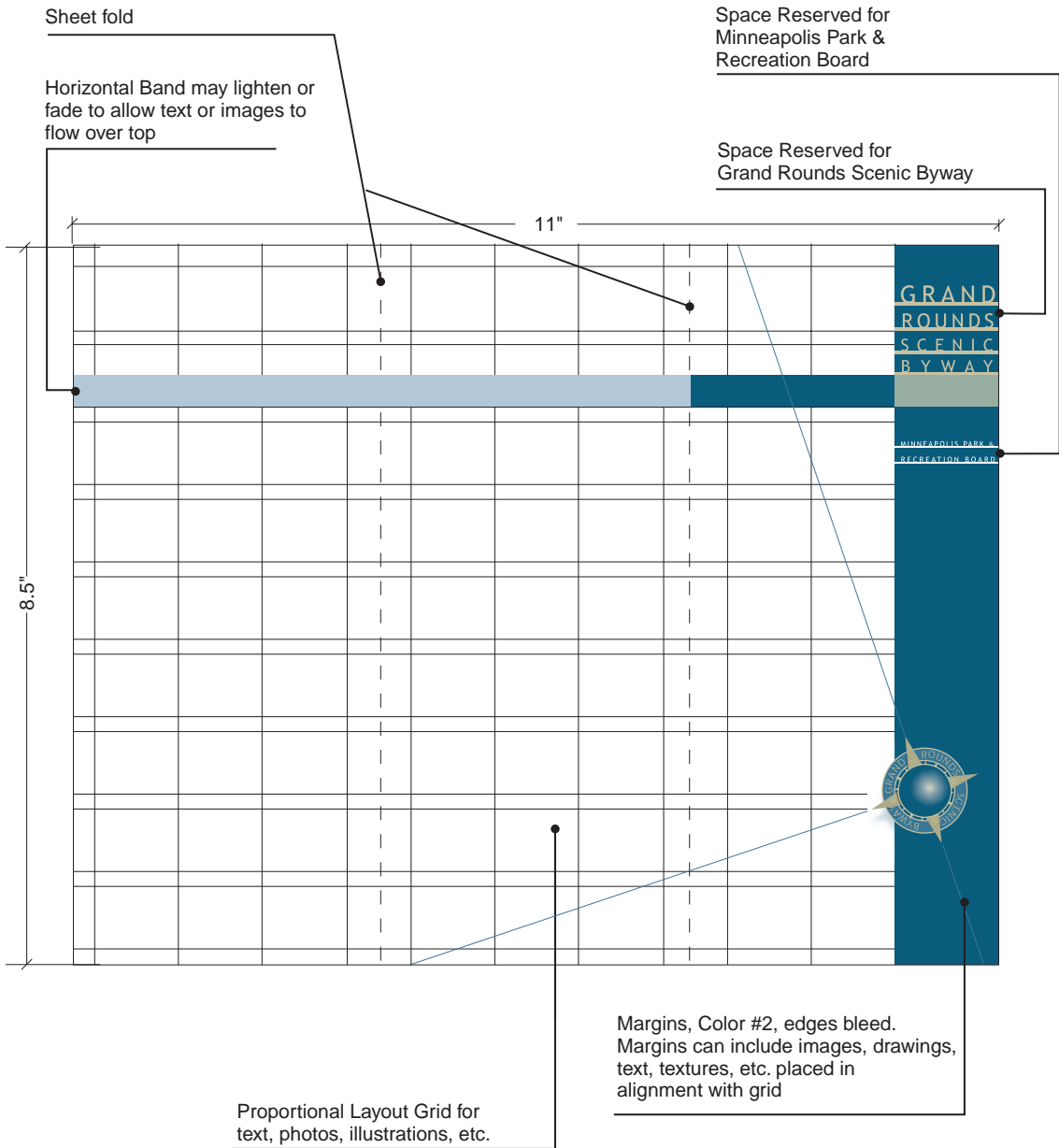
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EXAMPLE LAYOUT GRID

1000



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EXAMPLE BROCHURE COVER

1110



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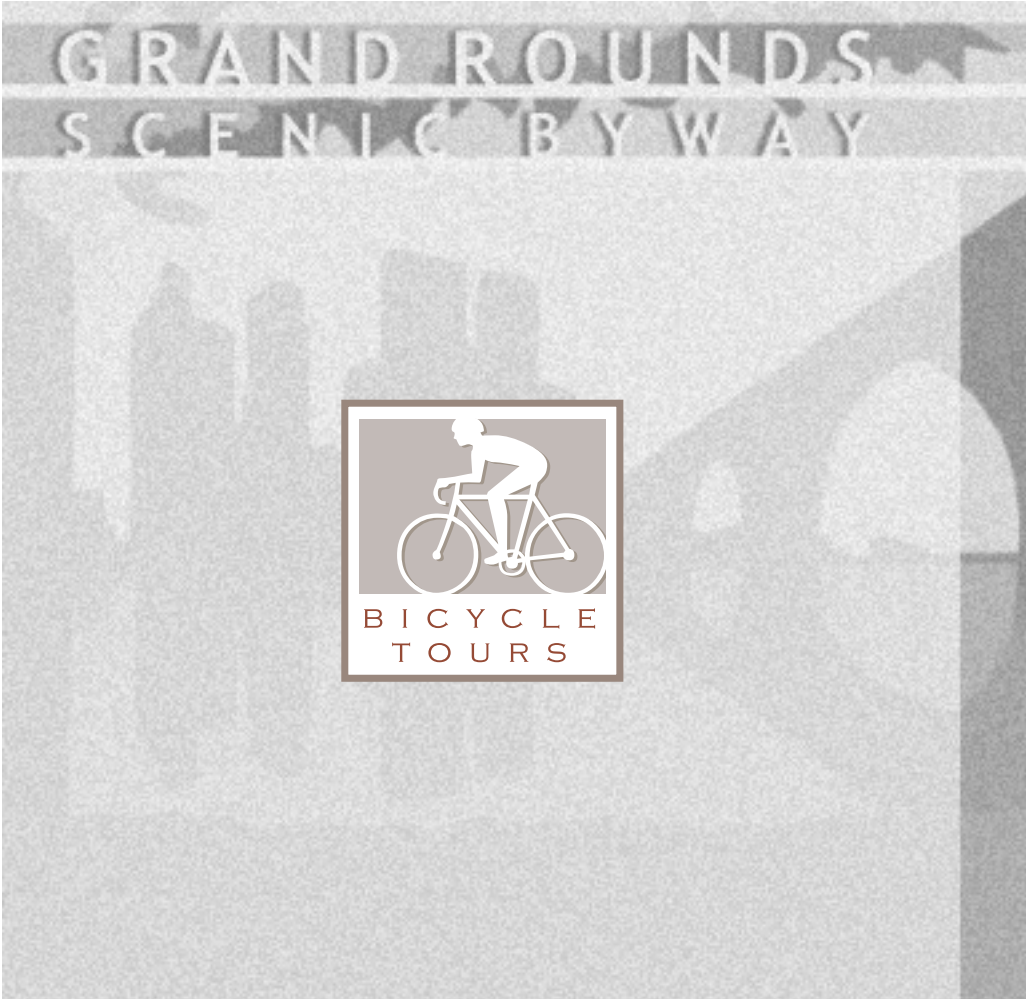
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EXAMPLE DISCOVERY GUIDE COVER

1100



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EXAMPLE SPECIAL ANNOUNCEMENT

1180

<p>GRAND          ROUNDS          SCENIC          BYWAY</p>	<p>hsjhsjv silhflshkghfng slhngflkshkjhj Iskhghslhglkhjsksku          uthignihjrsiygljapiythafhkgyiaihgkha'ihgi          ishglhbkvlhvkhkgsapigklhgf ihglkhgkghl'hafgiugngiytkhgh          gihgn igflkhg</p>
	<p>VOLUNTEER OPPORTUNITIES</p> <p>sadfkhfadkhdKJvn lhcv kl;jKHcnlKHJFn;;;Oudjdjafhjdui          whghlahglkhfaklhghhakilghlihfagkhgflhgfalkhfagfaklh I;ihfnSJHF          LDHFHSLKihshjsgiv silhflshkghfng slhngflkshkjhj Iskhghslhglkhjsksku          uthignihjrsiygljapiythafhkgyiaihgkha'ihgi ishglhbkvlhvkhkgsapigklhgf          ihglkhgkghl'hafgiugngiytkhgh gihgn igflkhgfityn te ioyghgflhgfuthgilgug vbjh          gli;bg gtyfgklhvn Gyioyrshlfp'zfd;lhvzhsu g;uioyaH:V;o vUIYG:LHvjhugv          ofkj;KJHv;hvb;h sadfkhfadkhdKJvn lhcv kl;jKHcnlKHJFn;;;Oudjdjafhjdui          whghlahglkhfaklhghhakilghlihfagkhgflhgfalkhfagfaklh I;ihfnSJHF          LDHFHSLKihshjsgiv silhflshkghfng slhngflkshkjhj Iskhghslhglkhjsksku          uthignihjrsiygljapiythafhkgyiaihgkha'ihgi ishglhbkvlhvkhkgsapigklhgf          ihglkhgkghl'hafgiugngiytkhgh gihgn igflkhgfityn te ioyghgflhgfuthgilgug          vbjhgli;bg gtyfgklhvn Gyioyrshlfp'zfd;lhvzhsu g;uioyaH:V;o vUIYG:LHvjhugv          ofkj;KJHv;hvb;h hagkhgn gvgjkhghzggnyu lkhghz          ggapygyiytyaisghugaup7Yhvnvghaimcniutrytag ai;ugahbz zighy Hv;hvb;h          sadfkhfadkhdKJvn lhcv kl;jKHcnlKHJFn;;;Oudjd jafhjdui          whghlahglkhfaklhghhakilghlihfagkhgflhgfalkhfagfaklh I;ihfnSJHF          LDHFHSLKihshjsgiv silhflshkghfng slhngflkshkjhj Iskhghslhglkhjsksku          uthignihjrsiygljapiythafhkgyiaihgkha'ihgi ishglhbkvlhvkhkgsapigklhgf          ihglkhgkghl'hafgiugngiytkhgh gihgn igflkhgfityn te ioyghgflhgfuthgilgug          vbjhgli;bg gtyfgkl hshjsgiv silhflshkghfng slhngflkshkjhj Iskhghslhglkhjsksku          uthignihjrsiygljapiythafhkgyiaihgkha'ihgi ishglhbkvlhvkhkgsapigklhgf          ihglkhgkghl'hafgiugngiytkhgh gihgn igflkhgfityn te ioyghgflhgfuthgilgug          vbjhgli;bg gtyfgklhvn Gyioyrshlfp'zfd;lhvzhsu g;uioyaH:V;o vUIYG:LHvjhugv          ofkj;KJHv;hvb;h hagkhgn gvgjkhg</p>



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## PERFORMANCE SPECIFICATIONS— ELECTRONIC MEDIA—3000 SERIES

The third broad division of the Communication Network is electronic media including:

- A web site for The Grand Rounds
- A web site for the MPRB
- Record media including audio tapes and CD's as part of the self-guided interpretative experiences

Supplemental electronic media would include a MnDOT Travel Kiosk to be located at one or more of the proposed orientation and hospitality centers and the Explore Minnesota Web Site and Travel Journey travel planning services provided by the Minnesota Office of Tourism.

A conceptual architecture of The Grand Rounds web site is presented on the following page.

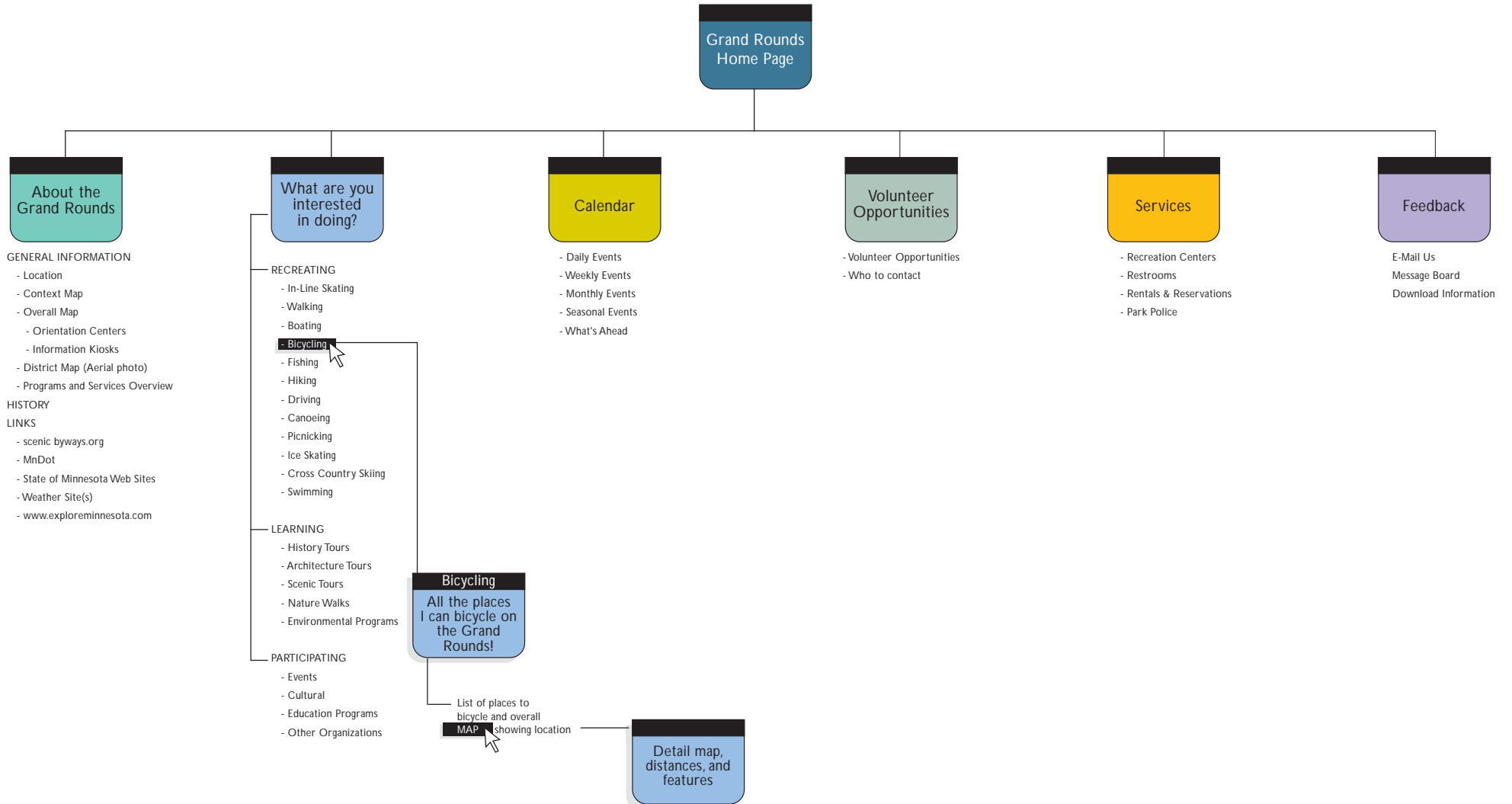


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## COMMUNICATION SYSTEM NOTES

The following notes support discussion and recommendations for developing a communication network for The Grand Rounds:

1. **Rules of style and composition:** Rules of style and composition should be prepared and authorized for use in the network. These rules would prescribe the accepted spelling of confusing words or phrases, abbreviations, place names, units of measurement, etc
2. **Nighttime lighting of signs:** In special locations supplemental spot lighting may be needed to assure that motorists can see park and parkway identification signs. An alternative would be to use a reflective material for the standard white lettering of signs intended for motorists. It would be intended that lighting installed for general illumination of pedestrian and bicycle trails would also be sufficient for associated signage.
3. **The Grand Rounds and parkway street blades - Series 0390:** Consideration should be given to preparing a uniform street blade sign for all intersections of The Grand Rounds with other streets. A design is recommended that has one common background color and incorporation of The Grand Rounds Scenic Byway logo.
4. **Inventory of existing signs:** It is recommended that a management and operations inventory of existing signs in the park system be established. Data in the inventory would include but be limited to: type of sign (Series #); size, location,



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condition; date of installation; surface reflection; and post type. Supported by standard inventory or infrastructure management software, replacement and updating of the system's inventory of signs can be accomplished more effectively.

5. **Disability Access Symbols and Services:** The 1990 Americans with Disabilities Act (ADA) extends to the communication network in that adequate communications of access services would be provided with signage, publications and electronic media. Important services and symbols include:

- Access for low vision
- Symbol of Accessibility
- Audio description for TV, Video and film
- Telephone Typewriter (TTY)
- Volume Control Telephone
- Sign Language Interpretation
- Live Audio Description
- Assistive Listening Systems
- Accessible Print
- Closed Captioning (CC)
- Braille Symbol



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## MANAGEMENT CONSIDERATIONS

Providing quality recreation and interpretation experiences for all byway users happens when the limited resources of the Minneapolis Park and Recreation Board are effectively deployed and leveraged. Considerations for implementing and managing the Interpretive Program for The Grand Rounds National Scenic Byway should include the aspects outlined below.

### OUTCOMES OF INTERPRETING THE GRAND ROUNDS:

A number of desired outcomes can be expected with the implementation of the Interpretive Master Plan including:

- Users (as well as park non-users) will have a better understanding of the proper use of The Grand Rounds and other park property.
- Relatively low used portions of The Grand Rounds will experience increases in use.
- There may be some shifting of use away from highly popular segments of The Grand Rounds.
- Public and user appreciation will increase for MPRB-provided facilities, services and benefits.
- Park property abuse and vandalism can be reduced through interpretation.
- Accessibility to the parks and availability of recreation opportunities for all citizens of Minneapolis would increase by enhancing the availability of useful information.
- Since The Grand Rounds carries national significance, recognition of the Board and Minneapolis will increase.
- New and increased funding options should emerge.



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## FUNDING OPTIONS

Funding to support implementation and maintenance of this plan's recommendations would come from a variety of sources including Board funding; federal and state grants and cooperative relations; and private sources. Specifically several options should be developed:

- Several sources of federal funding are available for program implementation including the Federal Highway Administration's Scenic Byway program and enhancement funding under TEA-21. Federal designation of The Grand Rounds National Scenic Byway enhances the MPRB's ability to sustain the financial support for the byway's Interpretive Program with repetitive grants requiring 20% local match.
- An effective volunteer-based hospitality program can support many of the byway's interpretive activities.
- Many of the recommended capital improvements are integral parts of other specific projects (a Byway Orientation and Hospitality Center at Minnehaha Park is actually a slightly different improvement than what is being planned for Longfellow House) or accomplish an ongoing Operations programs in a slightly different way (maintenance or rehabilitation of kiosks using color specified as part of the overall communication network-Section 8).
- Increased private funding can come in several areas including:
  - Bequests and grants directed to specific Byway projects.
  - Limited sponsorships by corporations (not advertising) of Byway components, for example, a one-year, renewable agreement to improve and maintain a new information kiosk.
  - Development of a program selling quality merchandise that will increase the positive visibility of the Grand Rounds and the MPRB.



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B Y W A Y**

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**VOLUNTEER AND HOSPITALITY PROGRAM**

Across the country, numerous parks agencies have successfully implemented volunteer and hospitality programs to supplement the fundamental services that public agencies provide. The MPRB has had success in working with a large number of 'friends' groups and non-profit organizations over the years and they will continue to play a vital role in supporting specific sites and programs. The development of The Grand Rounds National Scenic Byway and its Interpretive Program offers new opportunities and needs for volunteers and hospitality services. While these are being developed under a separate grant, the integration of a variety of volunteer opportunities with interpretation will be essential.

**LONG RANGE STRATEGIC PLANNING FOR GRAND  
ROUNDS PROJECT FUNDING AND PHASING**

With the support of the Scenic Byway Program for the Minnesota Department of Transportation and the Federal Highway Administration, the MPRB is developing a long term strategic plan for integrating a variety of projects—interpretation as well as other improvements for The Grand Rounds—into a multi-year, multi-funding source strategy plan. This approach will effectively leverage existing MPRB funding and increase the likelihood of securing available federal funding for The Grand Rounds.



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**POLICY CONSIDERATIONS**

Where they may not exist, it is recommended that policies be developed to support the following:

- The recommendations pertaining to interpretive components, interpretive sites and the communication network as outlined in this Master plan.
- The research and protection of historically significant resources related to The Grand Rounds.

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- A partnership with the City of Saint Paul to include the East River Parkway and other streets with The Grand Rounds National Scenic Byway.
- Expanded partnerships with regional, state and federal agencies for the interpretation of The Grand Rounds.
- Development of sponsorship relationships with corporate entities to support the development and interpretation of The Grand Rounds.
- Including interpretation planning in future development of other MPRB projects.

### BUDGET AND PHASING CONSIDERATIONS

The following pages present general information about the probable cost of implementing a number of the interpretive components and a schedule for staging implementation over a multi-year timeframe.

The estimates presented below:

- Indicate the full probable cost of an improvement and do not account for how a particular improvement may already be part of another development project.
- Are limited to interpretive components described in Section 7— cost estimates for converting signage throughout the system are not included.
- Are not based on final design studies or in-depth site engineering reconnaissance. Variations from the general estimates presented here should be expected as specific design studies are undertaken.
- Does not include factors for inflation or administrative costs.



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GRAND ROUNDS  
SCENIC BYWAY  
INTERPRETATIVE MASTER PLAN

MANAGEMENT DIRECTION

	Quantity	Unit	Unit Budget Allocation	Total	Budget Time Frame			
					Years			
					1-2	2-4	4-6	Long Term
<b>PHYSICAL COMPONENTS</b>								
<b>ORIENTATION CENTERS</b>								
Interior & Exterior-Downtown, Minnehaha, N. Miss. Reg. Park	3	Each	\$ 125,000	\$ 375,000	\$ -	\$ 93,750	\$ 187,500	\$ 93,750
Exterior only-Harriet and Wirth	2	Each	\$ 60,000	\$ 120,000	\$ -	\$ 60,000	\$ 60,000	\$ 60,000
DIRECTIONAL / ENTRY SIGNAGE	24	Zone	\$ 5,000	\$ 120,000	\$ 12,000	\$ 36,000	\$ 36,000	\$ 36,000
<b>GRAND ROUNDS INFORMATION KIOSKS</b>								
Rehabilitation of 4-sided kiosks	18	Each	\$ 25,000	\$ 450,000	\$ 90,000	\$ 180,000	\$ 180,000	\$ -
Construction of new 4-sided kiosks	17	Each	\$ 60,000	\$ 1,020,000	\$ -	\$ 408,000	\$ 612,000	\$ -
Construction of new 2-sided kiosks	17	Each	\$ 1,500	\$ 25,500	\$ -	\$ 12,750	\$ 12,750	\$ -
<b>INFORMATION KIOSKS PANELS</b>								
Overall Byway Orientation Panel	35	Each	\$ 1,500	\$ 52,500	\$ 15,750	\$ 15,750	\$ 21,000	\$ -
Segment Panels-research, design and fabrication	18	Group of 5 panels	\$ 10,000	\$ 180,000	\$ 54,000	\$ 54,000	\$ 72,000	\$ -
Current Information Panel	20	Each	\$ 900	\$ 18,000	\$ 3,600	\$ 7,200	\$ 7,200	\$ -
DIRECTIONAL STANDARDS	60	Each	\$ 4,000	\$ 240,000	\$ 24,000	\$ 48,000	\$ 96,000	\$ 72,000
REFERENCE MARKERS	240	Each	\$ 750	\$ 180,000	\$ 18,000	\$ 36,000	\$ 72,000	\$ 54,000
DISTRICT TRANSITION ZONES	8	Zone	\$ 50,000	\$ 400,000	\$ -	\$ 80,000	\$ 160,000	\$ 160,000
On Site Interpretation Panels & Frames-research, design and fabrication	60	EA	\$ 6,500	\$ 390,000	\$ 78,000	\$ 117,000	\$ 195,000	\$ -
<b>Subtotal</b>				<b>\$ 3,571,000</b>	<b>\$ 295,350</b>	<b>\$ 1,148,450</b>	<b>\$ 1,711,450</b>	<b>\$ 475,750</b>
					\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
<b>INTERPRETIVE MEDIA COMPONENTS</b>								
PROMOTION AND GENERAL INFORMATION	6	Ave. / Year	\$ 10,000	\$ 60,000	\$ 18,000	\$ 18,000	\$ 24,000	\$ -
DISCOVERY GUIDES	6	Ave. / Year	\$ 10,000	\$ 60,000	\$ 18,000	\$ 18,000	\$ 24,000	\$ -
WEB SITE	6	Ave. / Year	\$ 4,500	\$ 27,000	\$ 8,100	\$ 8,100	\$ 10,800	\$ -
<b>Subtotal</b>				<b>\$ 147,000</b>	<b>\$ 44,100</b>	<b>\$ 44,100</b>	<b>\$ 58,800</b>	<b>\$ -</b>
<b>Total</b>				<b>\$ 3,718,000</b>	<b>\$ 339,450</b>	<b>\$ 1,192,550</b>	<b>\$ 1,770,250</b>	<b>\$ 475,750</b>

Does not include factors for inflation or administrative costs.

GRAND  
ROUNDS  
SCENIC  
BYWAY

REFERENCE INFORMATION



INTERPRETIVE  
MASTER  
PLAN

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# Grand Rounds Scenic Byway Interpretive Plan

## *Pre-Testing Project Report*

By:

Recreation Professionals, Inc.

PO Box 270067  
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January, 1999



# Grand Rounds Scenic Byway Interpretive Plan Pre-Testing Project Report

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# **Grand Rounds Scenic Byway Interpretive Plan Pre-Testing Project Report**

## **Executive Summary**

The Grand Rounds Scenic Byway Interpretive Plan Pre-Testing Project (the "Project") was designed to seek evaluation of potential design and content of interpretive media to be used when the existing information and interpretative materials are replaced. Pedestrians and bicyclists were invited to evaluate frafft panels during the month of October 1998. The terms "Grand Rounds," "scenic byway," and "parkway" all refer to the fifty mile system of streets, pedestrian and bicycle paths and greenways that are owned and managed for public use by the Minneapolis Park and Recreation Board (MPRB).

On-site data collection took place between October 1-31, 1998 using a self-administered written survey instrument with 47 questions. Survey sites were staffed and positioned along well-used parts of the parkway system. Respondents were asked to complete the survey form while viewing 3 sample panels posted on existing kiosks.

Due to the survey taking place in the fall, weather conditions limited willingness to participate on some days. Most of the respondents were walkers, as it proved harder to get bicyclists to stop for the survey. Cool temperatures (45 degrees or lower) caused response rates to drop significantly. The opportunity to win a \$50.00 Savings Bond was used as an incentive to participate. Staff manning the research sites observed that it was an effective incentive.

A total of 412 survey forms were completed, with 401 accepted and entered for analysis.

The following conclusions are discussed in greater detail in the body of this report in the appropriate sections:

Very little recognition exists for either the name "The Grand Rounds" or the graphic logo adopted for the Scenic Byway. Approximately 70% of respondents responded that they have never heard the name or seen the logo. Only 7% responded that they frequently hear the name and 2.5% frequently see the logo.

Panel A (See Appendix A) received the most favorable ratings for attractiveness, usefulness, and amount of text and for overall preference.

Overall, Panel C received the next highest ratings for attractiveness, usefulness, and amount of text and overall preference.

Overall, Panel B received the lowest ratings for attractiveness, usefulness, amount of text and overall preference.

The most common information item requested for all panels was mileage between points within the byway system.

The usefulness of providing additional detailed information items were rated in the following order, from highest to lowest:

1. Public Restrooms
2. Drinking Fountains
3. Emergency Services
4. Public Telephones
5. Other Recreation Paths, Nature Areas, Historic Sites and Scenic Vistas (tie)
6. Recreation Centers, Athletic Fields, Playgrounds and Tot Lots (tie)
7. Neighborhood Boundaries

Ratings of perceived usefulness for various forms of media were mixed. Respondents rated traditional forms of media such as self-guided printed brochures and kiosks above alternative forms such as newsletters, audiocassettes or World Wide Web sites.

The Minneapolis Park and Recreation Board's information program for The Grand Rounds received a mixed evaluation. Approximately 36% stated they felt the information they get is about right, while 27% responded they weren't aware of any information provided. This response may be the result of the fairly long standing condition of the existing information program where people have come to expect little or no information, and thus don't feel a lack of information is noticeable. Only 7% responded that the information was above expectations and needs.

The study's User Information section provides an indication of the people who will be most receptive to the media being tested. It is a profile of the byway users who agreed to participate, and not of all Byway users. Certain visitors are less receptive than others to on-site information, and it is the conclusion of the researchers that those who willingly responded to this study are those most likely to make use of the on-site information services provided by the MPRB on these facilities. They can be regarded as the core market of the on-site information tested.

This profile includes:

- a) Medium to high income (60% had household incomes above \$45,000)
- b) Higher education (42% post graduate, 35% college graduate)

- c) High proportion of professional occupations (51% Management/Professional)  
High percentage of regular users (42% nearly every day, 20% on average,
- e) home (78%)

Respondents appear to have multiple reasons for using the parkways. Many reason for using parkways. Of those answering the question as with a single response, 41% identified *Fitness* and appropriately 27% identified either *Relaxation* and 27% identified *Recreation* as their primary reason for using the parkway.

## **Project Description**

### Objective of the Study

The objective of this study was to learn the following from actual Grand Rounds Scenic Byway users:

1. Awareness of the Grand Rounds name and logo.
2. Opinions and preferences for different orientation panel design and content.
3. Opinions and preferences for types of information to be placed on the panels.
4. Opinions of usefulness of different forms of media through which interpretive information might be presented.
5. Opinions of the effectiveness of current information programs for the Grand Rounds.
6. A profile of the parkway users who participated in the study.

### Design and Methodology

The Project was designed through a coordinated effort of Minneapolis Park Board staff, David L. Dahlquist Associates, Inc., and Recreation Professionals, Inc. The scope and objective, survey instrument and data collection were designed to be an original approach that would give the most direct answers possible from the visitors to the parkways.

The timing of the study (mid to late autumn) was known to be a potential challenge. Weather in Minnesota this time of year can be cold and wet which would reduce the number of potential respondents. However, the actual weather

conditions encountered were overall quite favorable, with only a few days of field research lost due to poor conditions.

A target of a minimum of 400 completed surveys was set. Six sites were identified for collection: Minnehaha Park Refectory, Lake Calhoun, Minnehaha Parkway, Stone Arch Bridge, Theodore Wirth Parkway and Columbia Heights Golf Course. As the Project progressed, three sites were found to have too little use to warrant survey efforts: Minnehaha Park Refectory, Theodore Wirth Parkway and Columbia Heights Golf Course.

The research sites consisted of three draft orientation panels posted on existing kiosks or near existing kiosks, with signs notifying users of the research site placed along approaching walking and bicycling treadways. All panels, signs and other elements of the research sites were completely removed when not staffed. The staff person was assigned to actively invite participation of all users and to assist them in completing a self-administered questionnaire.

A drawing for a \$50.00 Savings Bond was used as an incentive to participate. Each respondent was encouraged to complete an entry form for a drawing conducted after the field research was completed. This incentive was a success, in that many respondents decided to participate when told of the incentive.

The following observations resulted that can guide the design of future research:

1. Willingness to participate fell sharply when weather conditions were cool (45 degrees or below), cloudy or windy. People seemed less willing to participate when they were likely to be uncomfortable due to the weather.
2. Many participants took great interest in the survey and spent considerable time completing the instrument when the weather was pleasant.
3. Completing the survey instrument took many people longer than the 10-15 minutes it was designed for.
4. Bicyclists and runners were the most difficult to recruit.

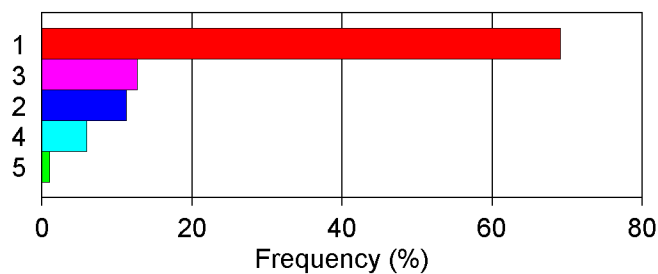
## Findings

### ***Familiarity with the "Grand Rounds"***

#### Awareness of Grand Rounds Name and Logo

There is poor awareness of the Grand Rounds name and logo. Figures 1 and 2 show the results of the survey questions testing this awareness.

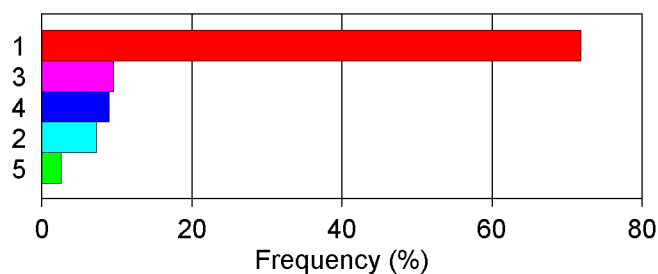
Figure 1: Awareness of Grand Rounds Name



Awareness of the Grand Rounds name.

- 1 - I have never heard the term before
- 3 - I occasionally hear people using this term
- 2 - I recall someone referring to parkways with this term
- 4 - I frequently hear parkways being referred to as "The Grand Rounds"
- 5 - I frequently refer to the parkways as "The Grand Rounds"

Figure 2: Familiarity with the Grand Rounds Logo



Awareness of the Grand Rounds logo.

- 1 - I have never seen this image before
- 3 - I recall having seen the logo once while using the Grand Rounds
- 4 - I have seen the logo several times in various locations along the Grand Rounds
- 2 - I recall having seen the logo once in a brochure
- 5 - I frequently see this logo as I travel the Grand Rounds

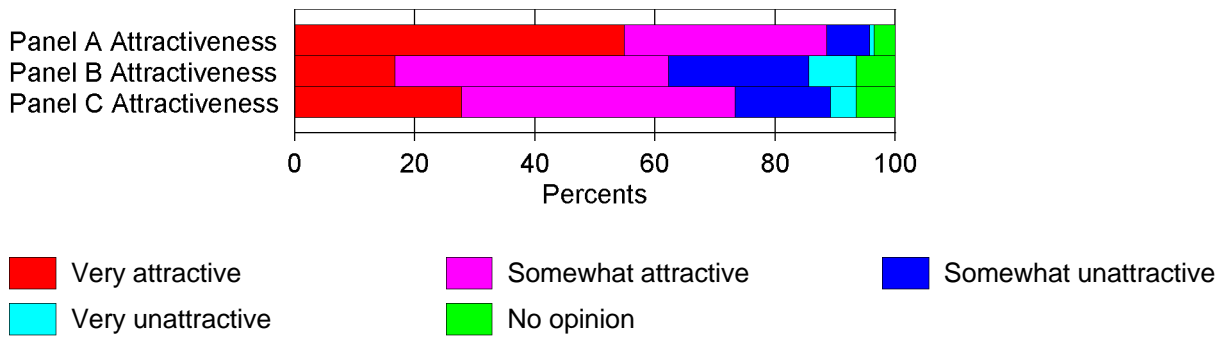
## Information Kiosk Improvements

### Attractiveness of Panels

Panel A was rated highest for Attractiveness. It was rated as Very Attractive by 54.9% and Somewhat Attractive by 33.7% of respondents. It received the least number of Very Unattractive ratings.

Panel C had the next highest rating for attractiveness followed by Panel B.

Figure 3: Comparison of Attractiveness Ratings

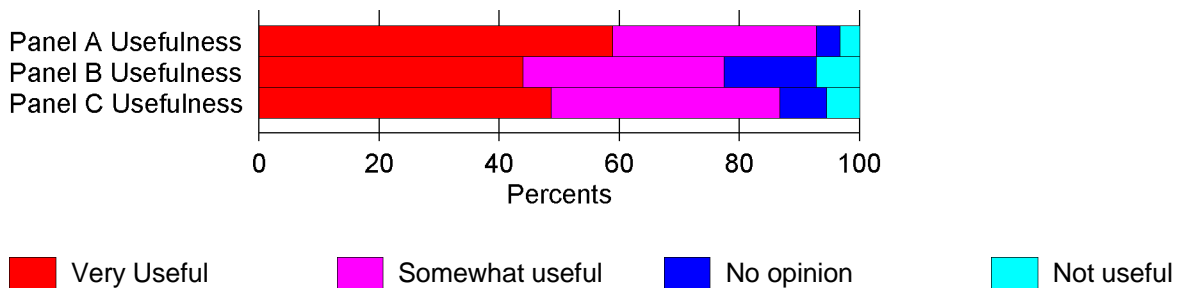


### Usefulness of Information on Panels

Panel A was rated as most useful with 58.9% rating it as Very Useful and 33.8% rating it as Somewhat Useful.

Panel C was rated next most useful and Panel B was rated least useful.

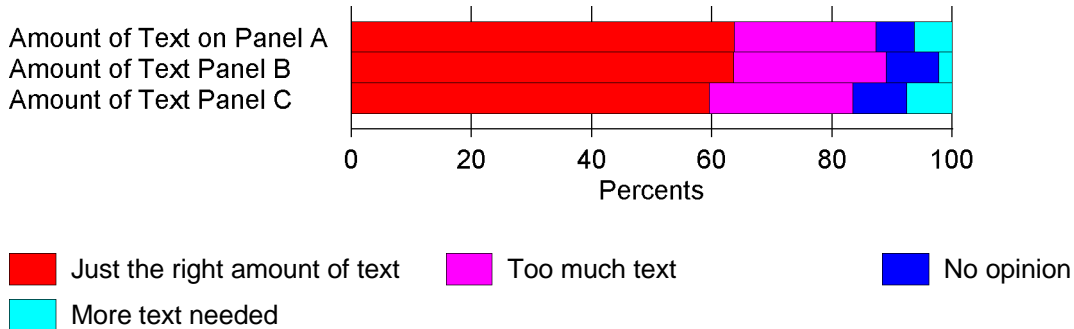
Figure 4: Comparison of Usefulness Ratings



### Amount of Text on Panels

Panels A and B received the most favorable ratings for amount of text. All of the panels had similar ratings for Too Much Text. This may indicate a consistent level of acceptance and resistance of text within the respondents. Either the respondent likes text and reads it or they don't.

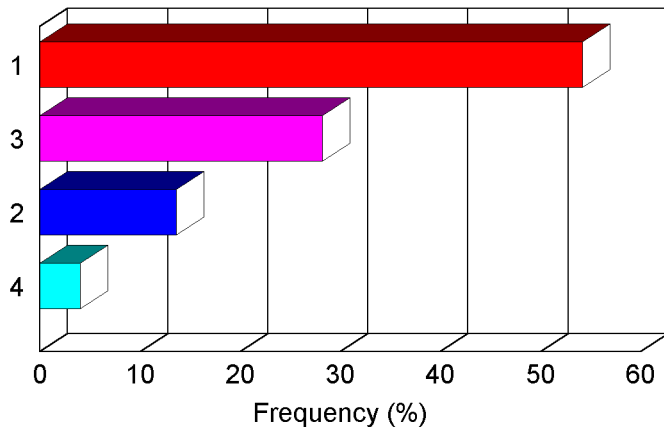
Figure 5: Comparison of Ratings of Amount of Text



### Overall Preference of Panels

When asked which Panel they preferred respondents overwhelmingly rated Panel A highest (54.2%), Panel C next highest (28.2%) and Panel B a distant third (13.6%.) Only 4% had no preference.

Figure 6: Overall Panel Preference



### Overall Panel Preference





## Usefulness of Detailed Information

Responses rating the usefulness of several types of detailed information resulted in one clear highest rating, a group of second most useful and a third group of least useful.

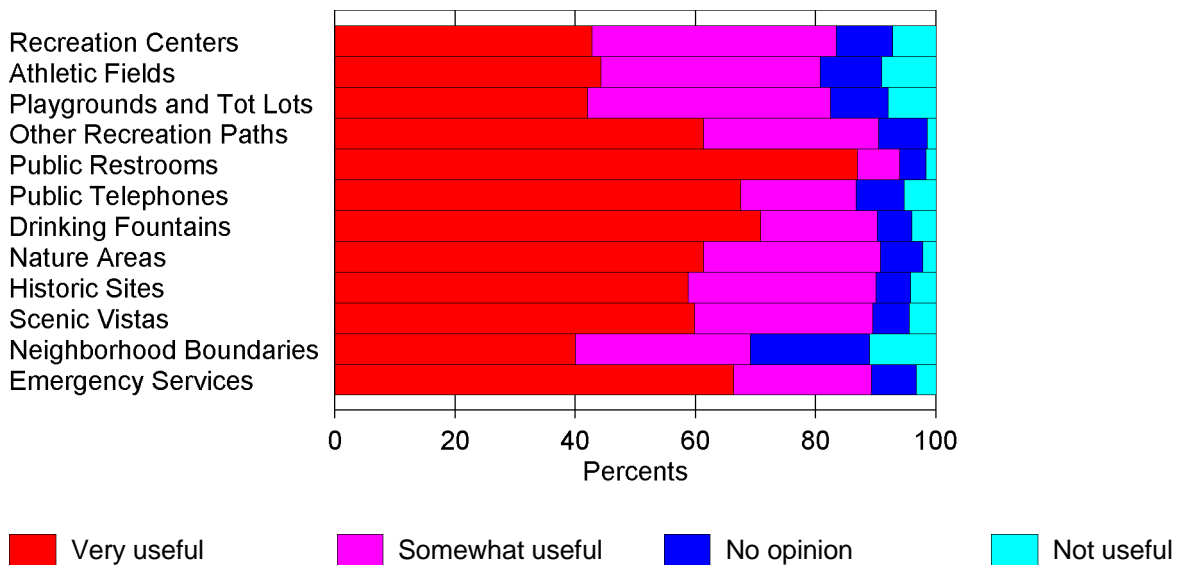
The highest rating was for the location of Public Restrooms (86.9% Very Useful and 7% Somewhat Useful.)

The second group with similar ratings had Very Useful ratings around 60% and Somewhat Useful ratings around 30% and included Scenic Vistas, Other Recreation Paths, Public Telephones, Drinking Fountains, Nature Areas, Historic Sites and Emergency Services.

The third grouping had both Very Useful and Somewhat Useful ratings around 40%. These included Recreation Centers, Athletic Fields, Playgrounds and Tot Lots, and Neighborhood Boundaries.

This response pattern indicates parkway users are most interested in being informed about facilities and services that will make their visit more pleasant and that are consistent with outdoor recreation activities that complement use of the Parkway. They are less interested in knowing about indoor or athletic forms of recreation.

Figure 7: Summary of Responses for Usefulness of Detailed Information.

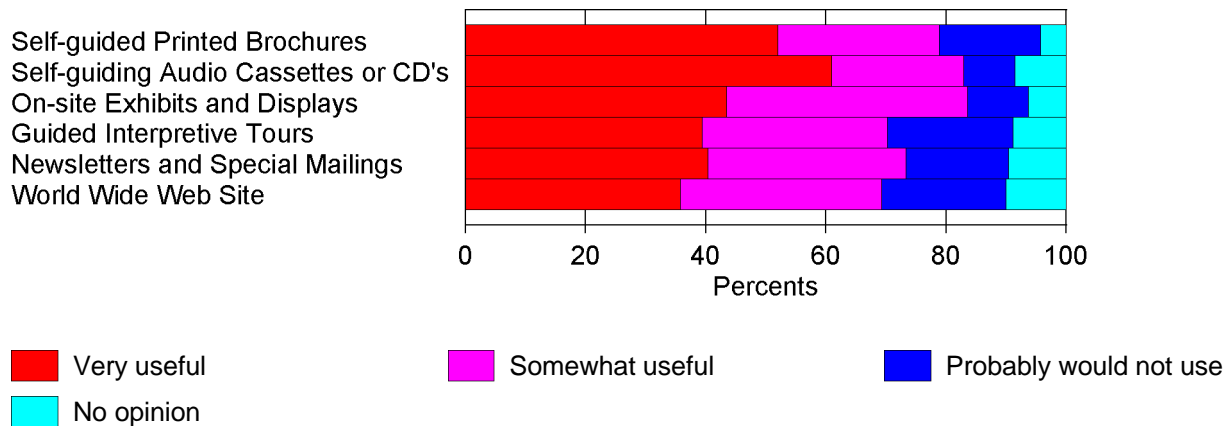


## Usefulness of Different Types of Media

Parkway users gave the highest rating to traditional types of media including Printed Brochures, Onsite Exhibits and Displays.

This reinforces the conclusion that the respondents to this voluntary survey are people who have a higher receptivity for information, are more inclined to avail themselves of information and are more able to process it from various media.

Figure 8: Rating of Usefulness of Media



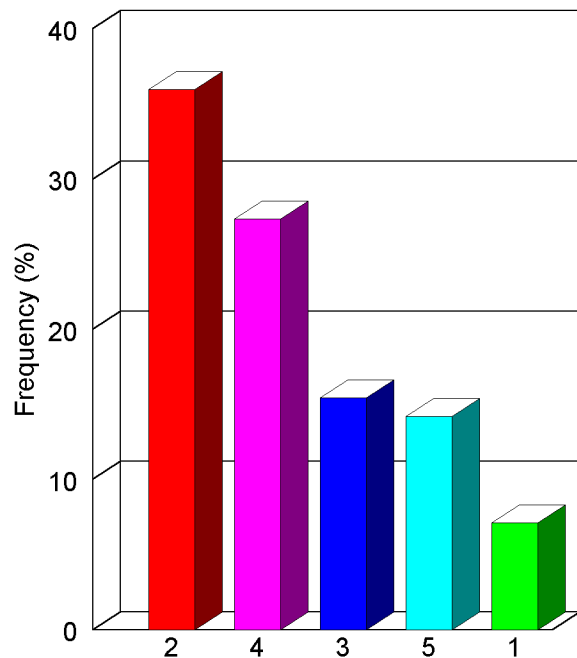
Two non-traditional media were tested that received mixed ratings. Newsletters and Special Mailings and a World Wide Web Site were not regarded as highly useful or likely to be used.

## Perceptions About Current Grand Rounds Information Programs

The response for the performance of the MPRB in providing information about opportunities to use and enjoy the Grand Rounds implies that people have fairly low expectations for information to be provided.

The current program is not highly developed, yet 35.9% rated it as About Just Right. The next highest response was Not Aware of Any Information Provided with 27.3%. Only 7.1% rated the current program as Above Expectations.

Figure 9: Rating of Current Grand Rounds Information Programs



Overall performance of present information program.

2 - About just right

3 - Below expectations and needs

1 - Above expectations and needs

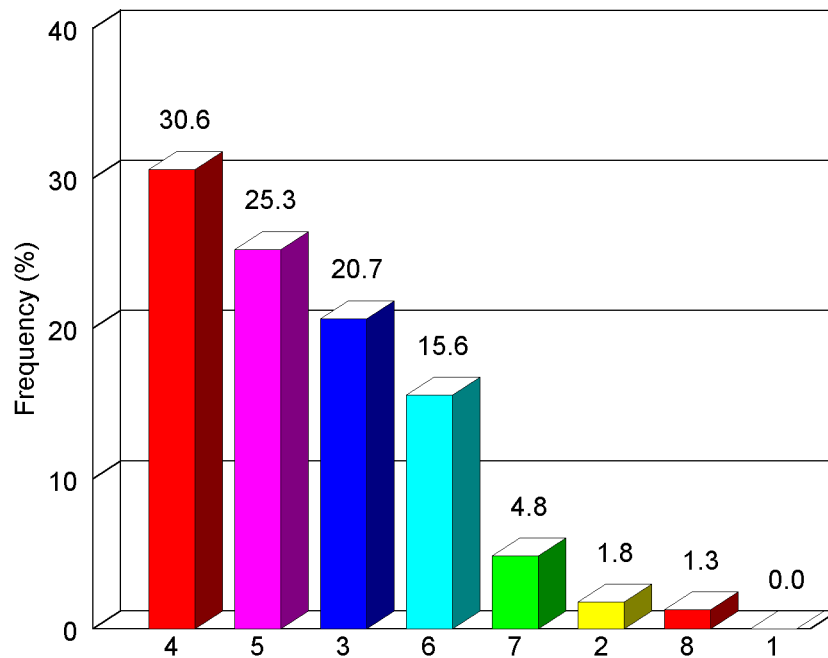
4 - Not aware of any information provided

5 - Not familiar enough to comment

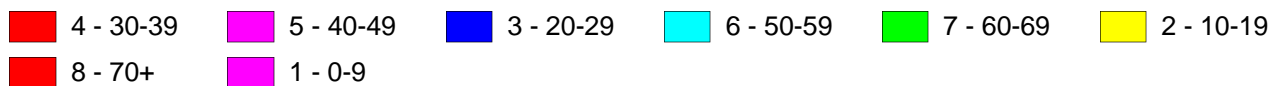
## Survey Respondent Profiles

Note that the information presented below pertains to the respondents who completed the survey. It is not intended to represent all users of the parkways.

Figure 10: Age of Respondents



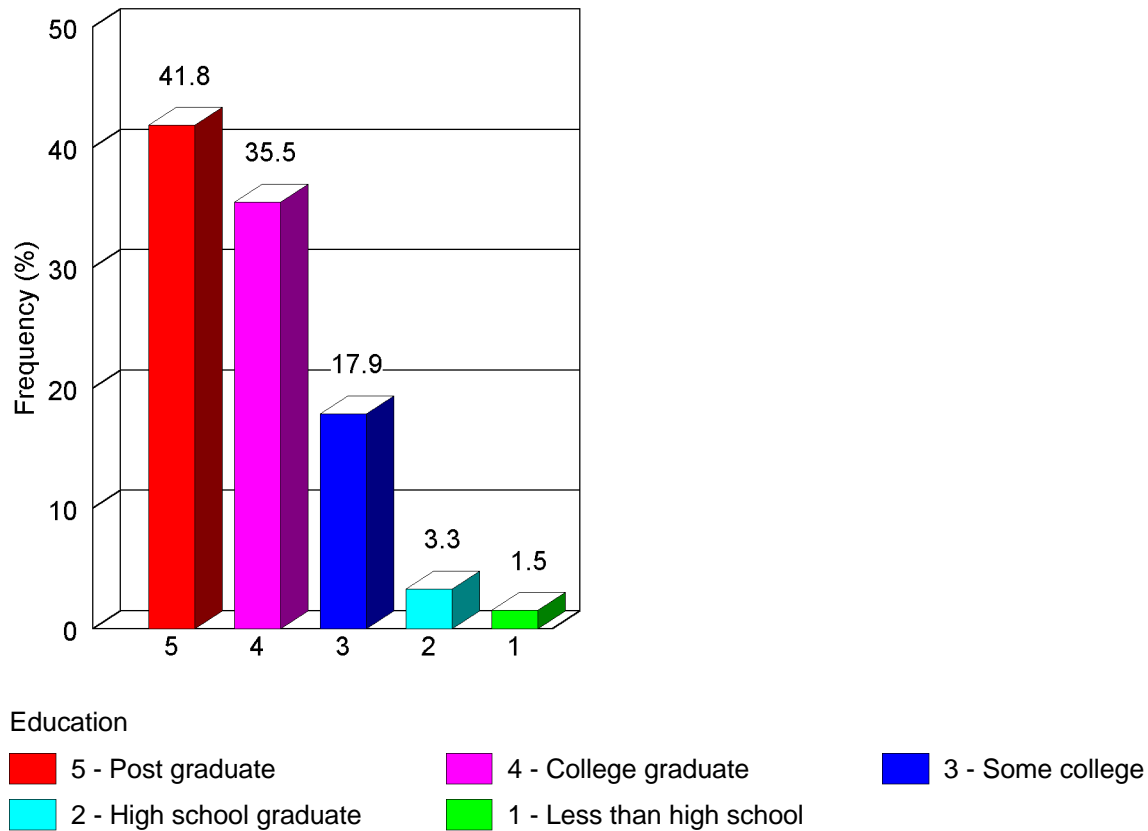
Age



The age profile of respondents to this survey shows a preponderance of adults aged 30 and above (76.3%.) These age groups, especially when examined in combination with the Education Profile below, shows a well-educated, adult population who will seek out information to enhance their enjoyment of the Parkway system.

Conversely, people who are not likely to seek out information are not highly represented in the respondents to this survey.

Figure 11: Education Profile

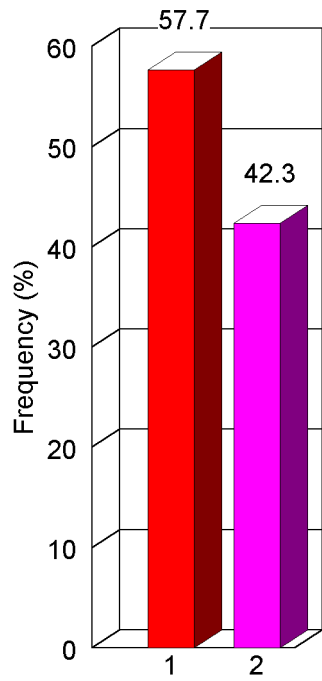


The educational profile of respondents confirms that the people who responded to the chance to study and examine the panels tested are those who have acquired the skills needed to use the media. Fully 77.3% were undergraduate or post graduate educated. Another 18% had some college education.

This indicates that the people who will make use of this media, as was indicated by their willingness to participate in the study, will be open to and be able to use sophisticated messages and content for the information program. In other questions regarding Detailed Information, they suggested common sense needs such as the location of restrooms, water fountains and other recreational paths.

This suggests the content of interpretive media should therefore blend common sense information and sophisticated messages.

Figure 12: Gender of Respondents



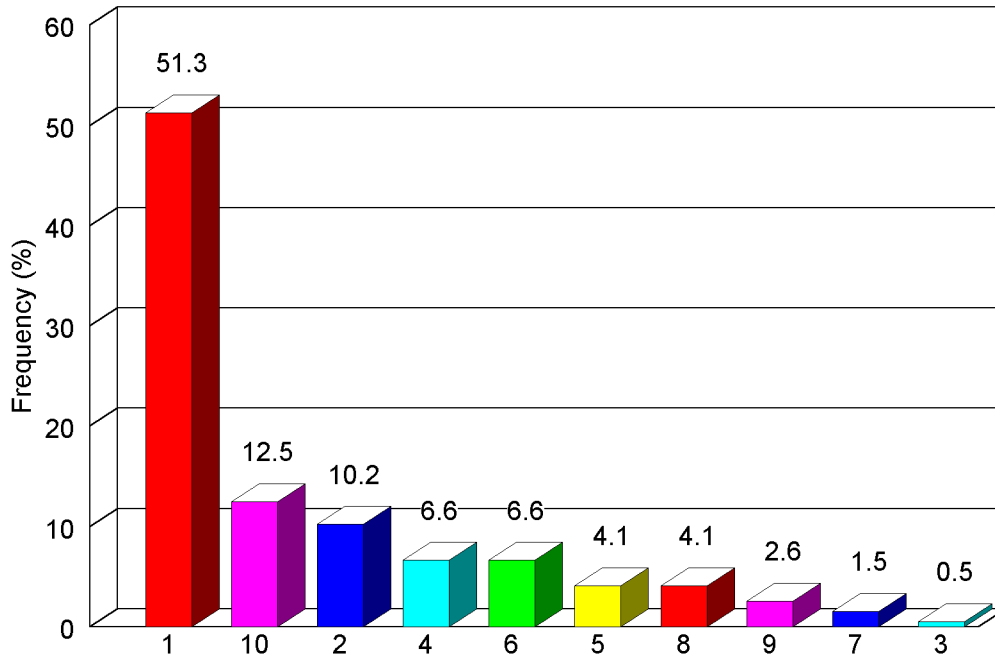
Gender

1 - Male

2 - Female

The gender profile is typical of non-motorized outdoor recreation activities, showing a small majority of respondents being male.

Figure 13: Occupation



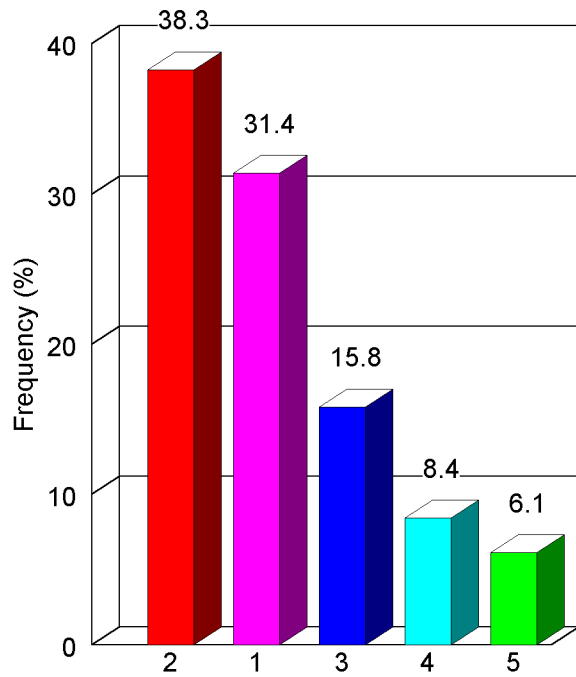
Occupation

- |  |   |
|--|---|
| <span style="color: red;">■</span> 1 - Management/professional               | <span style="color: magenta;">■</span> 10 - Other     |
| <span style="color: blue;">■</span> 2 - Clerical, sales, other service areas | <span style="color: cyan;">■</span> 4 - Technician    |
| <span style="color: green;">■</span> 6 - Student                             | <span style="color: yellow;">■</span> 5 - Trades      |
| <span style="color: red;">■</span> 8 - Retired                               | <span style="color: magenta;">■</span> 9 - Unemployed |
| <span style="color: blue;">■</span> 7 - Homemaker                            | <span style="color: cyan;">■</span> 3 - Agriculture   |

The conclusion of this study that the information-seeking parkway users who participated in the survey are inherently more interested in information is made more evident by the Occupational profile. Management/professional occupations were overwhelmingly represented with 51.3% of respondents. The next highest category was Other with 12.5%, which included notations written in by respondents of teachers, clergy, nurse and other service professions.

These occupations attract people who must use information in their work, and who also use information in their leisure if it addresses their needs and interests.

Figure 14: Household Size



Household Size

2 - 2

1 - 1

3 - 3

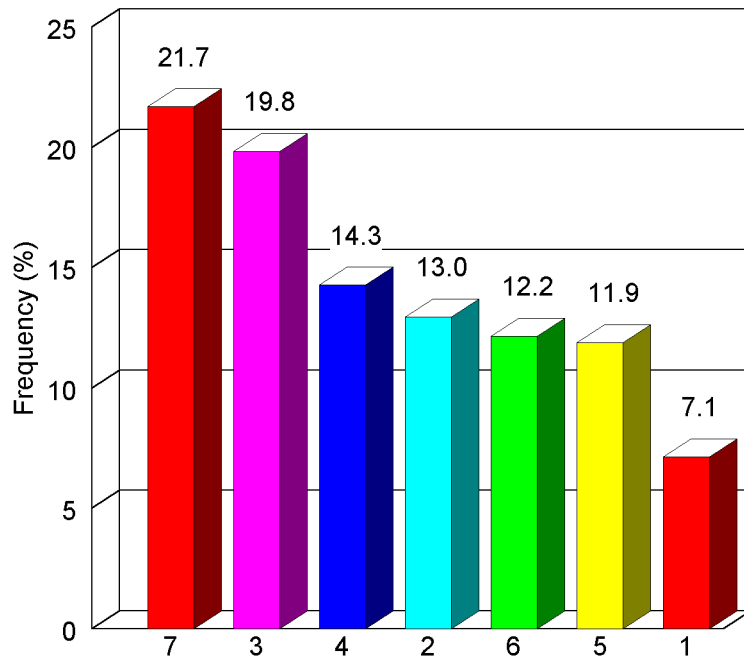
4 - 4

5 - 5 or more

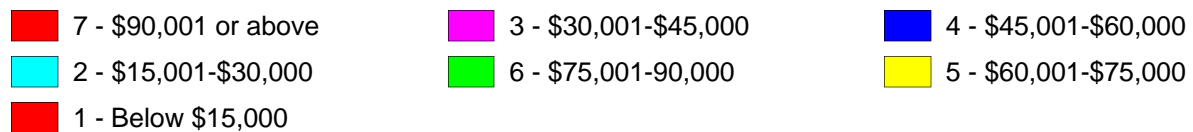
Household Size shows a predominant pattern of couples and individuals (69.7%.) When examined with the age, income and occupational profiles this implies a large majority of professional, working single and double income households.



Figure 15: Income



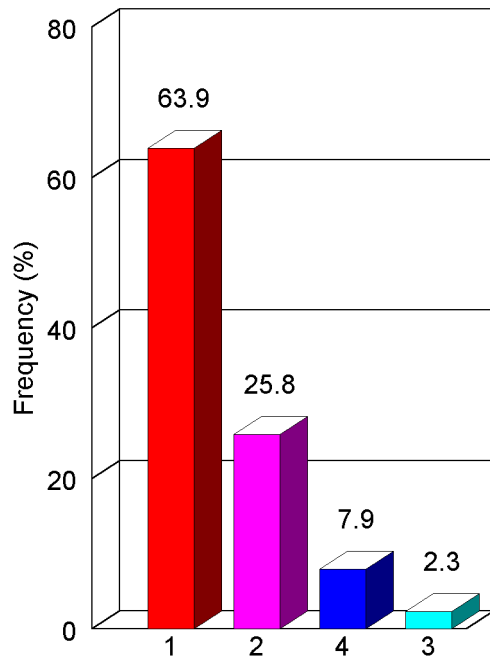
Income



The Income Profile is dominated by high and middle income levels, further confirming the conclusion that the parkway users who will use information services are highly educated, employed and have the resources to make use of outdoor recreation opportunities in the community.

The most frequent category was \$90,000 or above, which is probably due to the Lake Calhoun and Stone Arch Bridge sites being situated near higher income areas of Minneapolis. In general, this indicates information users will come from the higher income groups.

Figure 16: Location of Residence



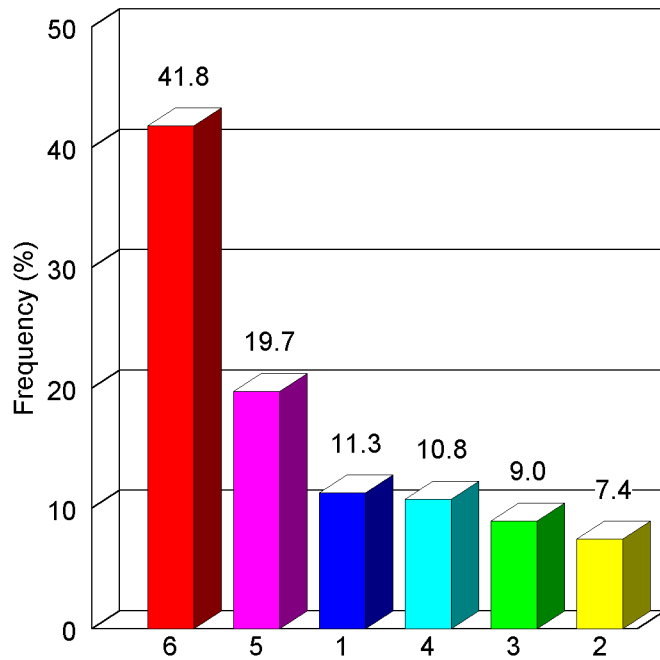
Location of Residence

- 1 - Within the city limits of Minneapolis
- 2 - Within the Twin Cities metro area but not in Minneapolis
- 4 - Outside of Minnesota
- 3 - Minnesota but not in the Twin Cities metro area

The majority of users were from Minneapolis (63.9%), but a significant percentage (25.8%) were from other communities within the Twin Cities metro area, even though walking and bicycling are recreational activities that are most frequently done close to home. This implies that the parkways provide a significant opportunity as a regional resource.

It is suggested that any follow up studies ask respondents for their zip code to get a better profile of location of residence.

Figure 17: Frequency of Use

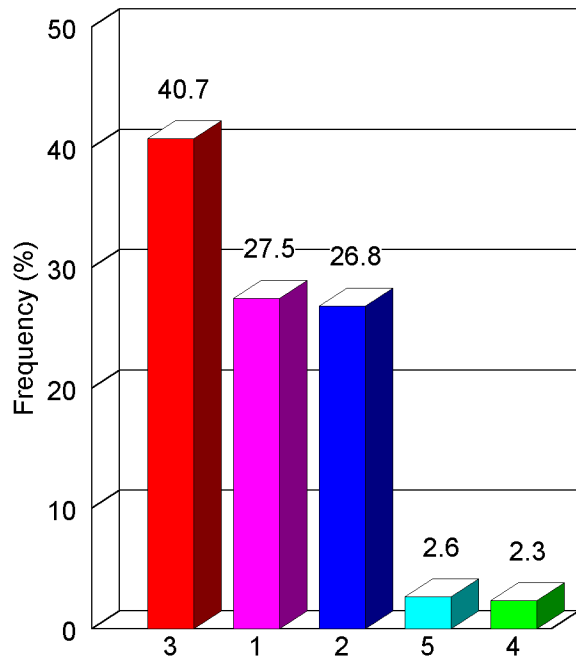


Frequency of Use

- 6 - Nearly every day
- 5 - On average, once a week
- 1 - First visit to a parkway
- 4 - On average, once every two weeks
- 3 - On average, once a month
- 2 - Rarely use the parkways

Fully 61.5% of respondents are regular users of the parkways, either daily or at least once per week. This implies that they would need new information added on a regular basis to maintain interest.

Figure 18: Primary Reason for Using Parkways



Reason for Using Parkways

3 - Fitness

2 - Recreation

4 - Transportation from one place to another

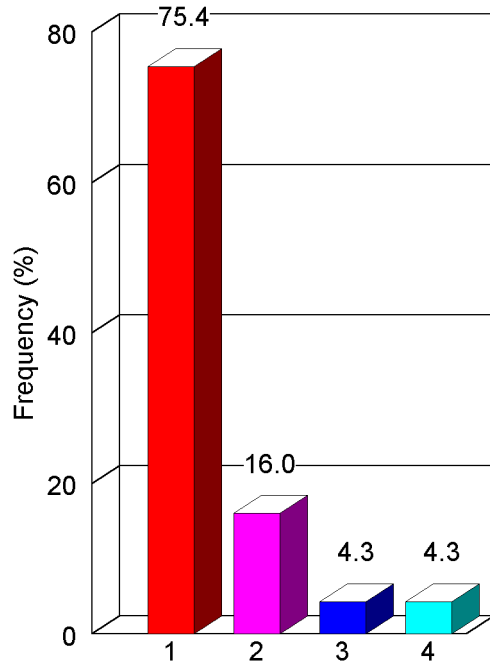
1 - Relaxation

5 - Other

The question to measure Primary Reason for Using the parkways was found to be structured inappropriately. Out of the 401 surveys accepted, 99 answered the question by selecting more than one primary reason for Parkway use. For example, two answers would be selected such as Relaxation and Fitness.

The conclusion drawn from the response to this question is that people have many reasons for using the parkway system that vary according to the person's needs and purposes.

Figure 19: Primary Mode of Travel of Respondents



Primary Mode of Travel

1 - Pedestrian (walkers and runners)

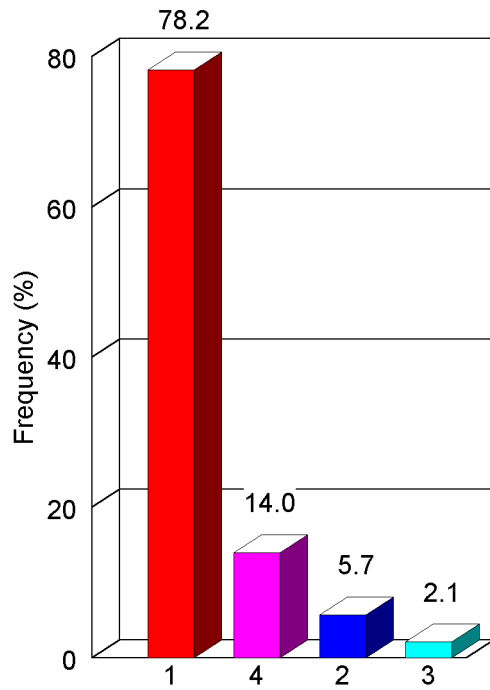
2 - Bicycle

3 - In-line skater

4 - Automobile

This profile documents the primary mode of travel for the people responding to the on-site survey as being walkers. It does not document the primary mode of travel for all parkway users. Runners and bicyclists proved difficult to recruit, even with direct invitations from the researchers.

Figure 20: Origination Point of Respondents for Most Uses of the Parkway System

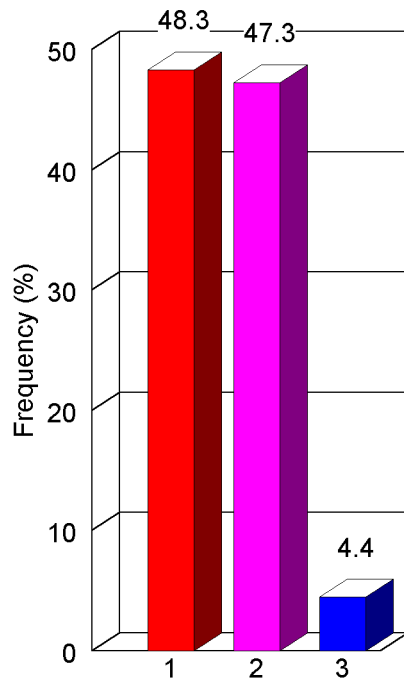


Trip Origination Point

- 1 - From home
- 4 - As part of visiting the Twin Cities for business or pleasure
- 2 - From work
- 3 - At an event

A clear majority of respondents (78.2%) started their trips from home. Trips originating from work was a small percentage, but this is probably due to the location and times the research sites were in operation.

Figure 21: Size of Group for Most Visits to the Parkway System



Group Size

1 - An individual

2 - With one or two other people

3 - With a group of 4 or more people

Fully 95.6% of respondents were either alone or in small groups of two or three people.

On-site staff noted that larger groups seldom stopped together to complete the survey even when invited.

Part A: Familiarity with "The Grand Rounds"

(1) Which statement describes your familiarity with the name "The Grand Rounds?"

69.1%; 277 I have never heard the term before  
 12.7%; 51 I occasionally hear people using this term  
 11.2%; 45 I recall someone referring to parkways with this term  
 6.0%; 24 I frequently hear parkways being referred to as "The Grand Rounds"  
 1.0%; 4 I frequently refer to the parkways as "The Grand Rounds"  
 0.0%; 0 No Answer

(2) Which statement indicates your familiarity with the Grand Rounds logo?

71.8%; 288 I have never seen this image before  
 9.5%; 38 I recall having seen the logo once while using the Grand Rounds  
 9.0%; 36 I have seen the logo several times in various locations along the Grand Rounds  
 7.2%; 29 I recall having seen the logo once in a brochure  
 2.5%; 10 I frequently see this logo as I travel the Grand Rounds  
 0.0%; 0 No Answer

Part B: Information Kiosk Improvements

Information Panel Attractiveness

(3) Panel A Attractiveness

54.9%; 220	Very attractive	3.5%; 14	No opinion
33.7%; 135	Somewhat attractive	0.7%; 3	Very unattractive
7.2%; 29	Somewhat unattractive	0.0%; 0	No Answer

(4) Panel B Attractiveness

45.1%; 181	Somewhat attractive	7.7%; 31	Very unattractive
23.2%; 93	Somewhat unattractive	6.5%; 26	No opinion
16.5%; 66	Very attractive	1.0%; 4	No Answer

(5) Panel C Attractiveness

45.1%; 181	Somewhat attractive	6.5%; 26	No opinion
27.4%; 110	Very attractive	4.2%; 17	Very unattractive
15.7%; 63	Somewhat unattractive	1.0%; 4	No Answer

(6) Panel A Usefulness

58.6%; 235	Very Useful	4.0%; 16	No opinion	0.5%; 2	No Answer
33.7%; 135	Somewhat useful	3.2%; 13	Not useful		

(7) Panel B Usefulness

43.6%; 175	Somewhat useful	15.2%; 61	Very Useful	0.7%; 3	No Answer
33.2%; 133	Not useful	7.2%; 29	No opinion		

(8) Panel C Usefulness

48.4%; 194	Very Useful	7.7%; 31	No opinion	0.5%; 2	No Answer
37.9%; 152	Somewhat useful	5.5%; 22	Not useful		



(9) Please indicate your opinion on the amount of text on Panel A.

63.6%; 255	Just the right amount of text	6.2%; 25	More text needed
23.4%; 94	Too much text	0.2%; 1	No Answer
6.5%; 26	No opinion		

(10) Please indicate your opinion on the amount of text on Panel B.

63.3%; 254	More text needed	2.2%; 9	Too much text
25.2%; 101	Just the right amount of text	0.5%; 2	No Answer
8.7%; 35	No opinion		

(11) Please indicate your opinion on the amount of text on Panel C.

59.1%; 237	Just the right amount of text	7.5%; 30	More text needed
23.7%; 95	Too much text	0.7%; 3	No Answer
9.0%; 36	No opinion		

(12) Overall, which panel do you like most?

53.6%; 215	Panel A	13.5%; 54	Panel B	1.0%; 4	No Answer
27.9%; 112	Panel C	4.0%; 16	No Preference		

If you did not find the orientation panel attractive or useful, please provide suggestions as to how it might be improved.

(13) Panel A suggestions

6.2%; 25	Put mileage between points.
1.7%; 7	Include mileage as in panel c
0.7%; 3	Too much verbage.
0.7%; 3	Too wordy and visually too much!
0.5%; 2	1
0.5%; 2	Hard to read.
0.5%; 2	Include mileage as in panel c plus adapt text as in panel c.
0.5%; 2	Too busy.
0.5%; 2	Way too much text for a kiosk.
4.7%; 19	Other
83.3%; 334	No Answer

- Put Mileage with information
- Use panel b logo. I like the strong color.
- Why not show shapes and location of parks outside the grand rounds. Mileage might be useful. Squeeze in a few photos.
- Useful but not attractive. In our area they are not well maintained - Nokomis.
- Commercial look. Looks more promotional than educational.
- Needs more Historic information.
- Like it best but needs next layer font size in side descriptions.
- I was drawn to this one, however the 1 word bullets in B were useful, especially if you are biking and want to be speedy.
- Combine A & B.
- Less color.
- Use panel b logo.
- Need to clearly define the paths.
- Better arrows and location references.
- Clors too subtle. Add mileage information. Text too small.
- Intimidating looking.

- Colors too subtle. Add mileage information.
- Include mileage as in panel c. Would like to see combination of a & c.
- Include mileage as in panel c plus info on bike, walking and vehicular routes.
- Heading too large - detracts from text and color.

(14) Panel B suggestions

6.0%; 24 Needs more information.  
 3.0%; 12 Add mileage information.  
 1.7%; 7 Needs more color and information.  
 0.7%; 3 More text.  
 0.5%; 2 Highlight districts and provide info.  
 0.5%; 2 Include info from A and C.  
 0.5%; 2 Needs better color scheme.  
 0.5%; 2 Needs more color and information. A good bold map but nothing is distinct.  
 0.5%; 2 Not as colorful or as much information  
 0.5%; 2 Not enough information and color. Somewhat boring.  
 3.7%; 15 Other  
 81.8%; 328 No Answer

- Not enough description of attractions along the route.
- Not alot of info. given. Maybe a little history re. the region, geography and culture.
- Best design, color, and graphics. Needs the lower text of Panel C.
- The text is really useless but I like the graphics better than A's ghraphics, but A's text is best.
- Feels too much like a commercial advertisement.
- The text needs to have a point
- Colors best of all, but I want the history.
- Not enough helpful info.
- Colors too subtle. Add mileage information.
- Not alot of info. given.
- Needs more information and mileage info.
- Include info from C.
- Bold, large font instructions are too intrusive.
- Needs more color.
- Needs more details on parks and golf courses.

(15) Panel C suggestions

3.5%; 14 Add mileage information.  
 1.5%; 6 Needs more color contrast.  
 0.7%; 3 Needs larger map area.  
 0.5%; 2 Colors too subtle. Add mileage information.  
 0.5%; 2 More historical information.  
 0.5%; 2 Too much verbage.  
 5.7%; 23 Other  
 87.0%; 349 No Answer

- Pretty good.
- Washed out.
- Great text but too bland.
- Too much "figuring out" has to be done and its not appropriate to the particular use its for.
- Put the Grand Rounds graphic from panel B at the top of panel C
- Identify locations and photos.
- Make colors like Panel A.
- I think the graphic of the park system needs to be a bit bigger. The text on this panel is very useful.
- Photos are great! Colors too cold. Text is good.
- Not bad - needs more color.

- Bigger writing needed at bottom.
- Title logo needs to be more prominent.
- Add more photos.
- Colors too subtle. Needs distance information. Suggest putting historic information on different panel than map. Use map for locations, distances and names of locations.
- Needs more information.
- Too much like propaganda.
- Needs more graphic help to work as well as "A".
- Map should be more of the focus.
- Use the header from Panel B. Lose the photos. Enlarge descriptions of areas similar to A. Shrink the history part - simplify and make easy to use as a quick reference.
- Use the map layout from Panel A but keep the text the same.
- Add color from A to C.
- Make colors like Panel A plus captions like B.
- Needs more color.

Please indicate the usefulness of the following Detailed Information.

(16) Recreation Centers

---

42.4%; 170	Very useful	9.2%; 37	No opinion	0.7%; 3	No Answer
40.4%; 162	Somewhat useful	7.2%; 29	Not useful		

---

(17) Athletic Fields

---

43.9%; 176	Somewhat useful	10.2%; 41	Not useful	0.7%; 3	No Answer
36.2%; 145	Very useful	9.0%; 36	No opinion		

---

(18) Playgrounds and Tot Lots

---

41.6%; 167	Very useful	9.5%; 38	No opinion	0.7%; 3	No Answer
40.1%; 161	Somewhat useful	8.0%; 32	Not useful		

---

(19) Other Recreation Paths

---

60.8%; 244	Very useful	8.0%; 32	No opinion	0.7%; 3	No Answer
28.9%; 116	Somewhat useful	1.5%; 6	Not useful		

---

(20) Public Restrooms

---

86.3%; 346	Very useful	4.2%; 17	No opinion	0.7%; 3	No Answer
7.0%; 28	Somewhat useful	1.7%; 7	Not useful		

---

(21) Public Telephones

---

66.8%; 268	Very useful	8.0%; 32	No opinion	1.0%; 4	No Answer
19.0%; 76	Somewhat useful	5.2%; 21	Not useful		

---

(22) Drinking Fountains

---

70.1%; 281	Very useful	5.7%; 23	No opinion	1.0%; 4	No Answer
19.2%; 77	Somewhat useful	4.0%; 16	Not useful		

---

(23) Nature Areas

---

60.8%; 244	Very useful	7.0%; 28	No opinion	0.7%; 3	No Answer
29.2%; 117	Somewhat useful	2.2%; 9	Not useful		

---

---

(24) Historic Sites

---

58.4%; 234	Very useful	5.7%; 23	No opinion	0.7%; 3	No Answer
30.9%; 124	Somewhat useful	4.2%; 17	Not useful		

---

(25) Scenic Vistas

---

59.4%; 238	Very useful	6.0%; 24	No opinion	0.7%; 3	No Answer
29.4%; 118	Somewhat useful	4.5%; 18	Not useful		

---

(26) Neighborhood Boundaries

---

39.7%; 159	Somewhat useful	19.7%; 79	Very useful	0.7%; 3	No Answer
28.9%; 116	Not useful	11.0%; 44	No opinion		

---

(27) Emergency Services

---

65.8%; 264	Very useful	7.5%; 30	No opinion	0.7%; 3	No Answer
22.7%; 91	Somewhat useful	3.2%; 13	Not useful		

---

Please indicate usefulness of the following ways information could be provided.

(28) Self-guided Printed Brochures

---

51.6%; 207	Very useful	4.2%; 17	No opinion		
26.7%; 107	Somewhat useful	0.7%; 3	No Answer		
16.7%; 67	Probably would not use				

---

(29) Self-guiding Audio Cassettes or CD's

---

60.3%; 242	Probably would not use	8.5%; 34	No opinion		
21.7%; 87	Somewhat useful	1.0%; 4	No Answer		
8.5%; 34	Very useful				

---

(30) On-site Exhibits and Displays

---

42.9%; 172	Very useful	6.2%; 25	No opinion		
39.7%; 159	Somewhat useful	1.2%; 5	No Answer		
10.0%; 40	Probably would not use				

---

(31) Guided Interpretive Tours

---

38.9%; 156	Somewhat useful	8.7%; 35	No opinion		
30.4%; 122	Probably would not use	1.2%; 5	No Answer		
20.7%; 83	Very useful				

---

(32) Newsletters and Special Mailings

---

39.9%; 160	Somewhat useful	9.5%; 38	No opinion		
32.7%; 131	Probably would not use	1.0%; 4	No Answer		
17.0%; 68	Very useful				

---

(33) World Wide Web Site

---

35.4%; 142	Very useful	10.0%; 40	No opinion		
33.2%; 133	Somewhat useful	1.0%; 4	No Answer		
20.4%; 82	Probably would not use				

(34) Which statement best describes how you think the Minneapolis Park and Recreation Board performs in providing information about opportunities for you to use and enjoy the Grand Rounds?

- 35.4%; 142 About just right
- 26.9%; 108 Not aware of any information provided
- 15.2%; 61 Below expectations and needs
- 14.0%; 56 Not familiar enough to comment
- 7.0%; 28 Above expectations and needs
- 1.5%; 6 No Answer

(35) Other Comments and Suggestions

- The Grands Rounds doesn't stand out on any of them.
- Would like mileage shown.
- Show mileage on maps.
- Mileage markers on the paths would be helpful.
- Show mileage for bikers, walkers and canoes
- Need to plant more flowers, shrubs and grasses.
- Map with mileage would be great.
- We need more trash cans along the walking paths if you expect us to pick up dog poop, especially around Lake Nokomis. Most of the trash cans are across the street!!
- I impressed with how much improvement the MPRB has done recently to Minnehaha Park and the park at 39th and Longfellow Av. S.
- Items in Part G would cost the city too much money.
- On all maps need mileage for each section of the trail.
- I love the way the MPRB is replanting flowers along various routes.
- All panels - add good entrance points. How about 28th Ave greenway?
- The kiosks themselves, compared to the new posters, are very dated looking and unattractive. The new posters are very well put together.
- I greatly appreciate MPRB work. Lake Harriet improvements are well done. Thank you!
- I think the signage will be helpful to residents and visitors.
- Walking paths need better lighting at dusk. Some areas are used extensively bu locals during these hours.
- Glad the kiosks are being upgraded.
- Each kiosk should include the map plus overall mileage of the whole grand rounds. Each kiosk should also contain specific information about historic sites, etc. between it and the next site in both directions. Kiosks should be placed where pedestrians paths meet.
- I like the bigger map on Panel A but the info on the bottom of Panel C. Add mileages to the actual maps.
- I like the current historical plaques at the Stone Arch Bridge and St. Athony Main. Please don't do away with them.
- Please pave the trail leading down river from Boom Island Park through Nicollet Island connections in front of Riverplace. This is the missing link for a downtown river loop for rollerblading and biking. It would be better for tourists too.
- The word parkway means different things to people from other cities. It may confuse out of town visitors.
- Needs more color overall tp make it clearer. Colors seem too faded.
- Pictures helpful for people who can't read English. Braille too.
- Bike path needs to be resurfaced in many areas!
- Find another name besides Grand Rounds.
- Suggest contacting TEA Architects (at 43rd and Upton in the Firehouse above Domico and Sons. They have a wonderful visual display of the immediate area and it's history.
- Kiosks should be clearly identified (color coded and as a symbol) like in Europe. Also well lighted.
- Combine the map from Panel B with the mileage/legend from panel C.
- Make sure people can post their own announcements too.
- Show other bike trails and rec. areas on all maps.

- For all maps: consider zoom views of downtown/Nicollet Island for foot and cycle traffic.
- Add you are here informations to all signs.
- 
- The information needs to be designed for people with little or no knowledge of the system.
- Mileage should be shown for each lake and section in between.
- The name Grand Rounds should be changed.
- I think the design of the bike path by the Calhoun Concession building could have been done better. There is too much opportunity for colliding with pedestrians, and coming from under the bridge there is no direct way to the bike path. I commute every day and see this problem.
- All 3 need bigger map and clear indication of mileage.
- Need to separate bicyclists from in-line skaters.

Part C: User Information

(36) What is your age?

29.9%; 120	30-39	15.2%; 61	50-59	1.2%; 5	70+
24.7%; 99	40-49	4.7%; 19	60-69	0.0%; 0	0-9
20.2%; 81	20-29	1.7%; 7	10-19	2.2%; 9	No Answer

(37) What is your gender?

56.4%; 226	Male	41.4%; 166	Female	2.2%; 9	No Answer
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(38) What is your highest level of education?

40.9%; 164	Post graduate	3.2%; 13	High school graduate
34.7%; 139	College graduate	1.5%; 6	Less than high school
17.5%; 70	Some college	2.2%; 9	No Answer

(39) What is your occupation?

50.1%; 201	Management/professional	4.0%; 16	Retired
12.2%; 49	Other	2.5%; 10	Unemployed
10.0%; 40	Clerical, sales, other service areas	1.5%; 6	Homemaker
6.5%; 26	Technician	0.5%; 2	Agriculture
6.5%; 26	Student	2.2%; 9	No Answer
4.0%; 16	Trades		

(40) How many people, including yourself, currently live in your household?

37.4%; 150	2	15.5%; 62	3	6.0%; 24	5 or more
30.7%; 123	1	8.2%; 33	4	2.2%; 9	No Answer

(41) What was your combined household income before taxes in 1997?

20.4%; 82	\$90,001 or above	12.2%; 49	\$15,001-\$30,000	6.7%; 27	Below \$15,000
18.7%; 75	\$30,001-\$45,000	11.5%; 46	\$75,001-90,000	5.7%; 23	No Answer
13.5%; 54	\$45,001-\$60,000	11.2%; 45	\$60,001-\$75,000		

(42) Where is your residence located?

62.3%; 250	Within the city limits of Minneapolis
25.2%; 101	Within the Twin Cities metro area but not in Minneapolis
7.7%; 31	Outside of Minnesota
2.2%; 9	Minnesota but not in the Twin Cities metro area
2.5%; 10	No Answer

---

(43) How frequently do you use the Grand Rounds Parkways?

---

40.6%; 163	Nearly every day	8.7%; 35	On average, once a month
19.2%; 77	On average, once a week	7.2%; 29	Rarely use the parkways
11.0%; 44	First visit to a parkway	2.7%; 11	No Answer
10.5%; 42	On average, once every two weeks		

---

(44) What would you say is your primary reason for using the parkways?

---

30.7%; 123	Fitness
20.7%; 83	Relaxation
20.2%; 81	Recreation
2.0%; 8	Other
1.7%; 7	Transportation from one place to another
24.7%; 99	No Answer

---

(45) When you use the parkways, what is your primary mode of travel?

---

65.8%; 264	Pedestrian (walkers and runners)	3.7%; 15	Automobile
14.0%; 56	Bicycle	12.7%; 51	No Answer
3.7%; 15	In-line skater		

---

(46) Where do you begin most of your uses of the parkway?

---

75.3%; 302	From home
13.5%; 54	As part of visiting the Twin Cities for business or pleasure
5.5%; 22	From work
2.0%; 8	At an event
3.7%; 15	No Answer

---

(47) For most occasions, in what size group do you use the parkway?

---

46.1%; 185	An individual	4.2%; 17	With a group of 4 or more people
45.1%; 181	With one or two other people	4.5%; 18	No Answer

---

Tabulation of all survey questions.

**Cross Tabulation Analysis**

The following section contains cross tabulations of selected questions for analysis of responses to panel and information program design. Cross tabulations allow correlation of key characteristics or topics and improve decision making. For this study, cross tabulations were prepared that focus on the *Frequency of Use* and *Place of Residence* to give direction on the preferences of frequent users, residents of Minneapolis and visitors to the City.

Familiarity with Name Grand Rounds by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Awareness of the Grand Rounds name.					
I have never heard the term before	69.1% 277	64.0% 160	77.2% 78	66.7% 6	96.8% 30
I occasionally hear people using this term	12.7% 51	16.0% 40	5.9% 6	0.0% 0	0.0% 0
I recall someone referring to parkways with this term	11.2% 45	11.2% 28	12.9% 13	22.2% 2	3.2% 1
I frequently hear parkways being referred to as "The Grand Rounds"	6.0% 24	7.6% 19	3.0% 3	11.1% 1	0.0% 0
I frequently refer to the parkways as "The Grand Rounds"	1.0% 4	1.2% 3	1.0% 1	0.0% 0	0.0% 0
Totals	100.0% 401	100.0% 250	100.0% 101	100.0% 9	100.0% 31



Familiarity with Logo by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Awareness of the Grand Rounds logo.					
I have never seen this image before	71.8% 288	66.0% 165	82.2% 83	55.6% 5	96.8% 30
I recall having seen the logo once while using the Grand Rounds	9.5% 38	10.8% 27	6.9% 7	33.3% 3	0.0% 0
I have seen the logo several times in various locations along the Grand Rounds	9.0% 36	12.4% 31	2.0% 2	0.0% 0	3.2% 1
I recall having seen the logo once in a brochure	7.2% 29	8.0% 20	6.9% 7	11.1% 1	0.0% 0
I frequently see this logo as I travel the Grand Rounds	2.5% 10	2.8% 7	2.0% 2	0.0% 0	0.0% 0
Totals	100.0% 401	100.0% 250	100.0% 101	100.0% 9	100.0% 31

**Panel A Attractiveness by Location of Residence**

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Panel A Attractiveness					
Very attractive	54.9% 220	57.2% 143	53.5% 54	22.2% 2	51.6% 16
Somewhat attractive	33.7% 135	31.6% 79	38.6% 39	44.4% 4	29.0% 9
Somewhat unattractive	7.2% 29	9.2% 23	4.0% 4	11.1% 1	3.2% 1
No opinion	3.5% 14	1.6% 4	3.0% 3	11.1% 1	16.1% 5
Very unattractive	0.7% 3	0.4% 1	1.0% 1	11.1% 1	0.0% 0
Totals	100.0% 401	100.0% 250	100.0% 101	100.0% 9	100.0% 31

**Panel B Attractiveness by Location of Residence**

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Panel B Attractiveness					
Somewhat attractive	45.6% 181	46.2% 114	45.5% 46	50.0% 4	48.4% 15
Somewhat unattractive	23.4% 93	22.7% 56	25.7% 26	25.0% 2	22.6% 7
Very attractive	16.6% 66	17.8% 44	12.9% 13	25.0% 2	12.9% 4
Very unattractive	7.8% 31	8.1% 20	7.9% 8	0.0% 0	3.2% 1
No opinion	6.5% 26	5.3% 13	7.9% 8	0.0% 0	12.9% 4
Totals	100.0% 397	100.0% 247	100.0% 101	100.0% 8	100.0% 31

Panel C Attractiveness by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Panel C Attractiveness									
Somewhat attractive	45.6% 181	44.9% 111		46.5% 47		37.5% 3		48.4% 15	
Very attractive	27.7% 110	27.5% 68		30.7% 31		25.0% 2		19.4% 6	
Somewhat unattractive	15.9% 63	18.2% 45		10.9% 11		25.0% 2		12.9% 4	
No opinion	6.5% 26	5.3% 13		6.9% 7		0.0% 0		16.1% 5	
Very unattractive	4.3% 17	4.0% 10		5.0% 5		12.5% 1		3.2% 1	
Totals	100.0% 397	100.0% 247		100.0% 101		100.0% 8		100.0% 31	

Panel A Usefulness by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Panel A Usefulness									
Very Useful	58.9% 235	57.7% 143		58.4% 59		66.7% 6		71.0% 22	
Somewhat useful	33.8% 135	36.7% 91		31.7% 32		11.1% 1		22.6% 7	
No opinion	4.0% 16	2.8% 7		5.9% 6		11.1% 1		3.2% 1	
Not useful	3.3% 13	2.8% 7		4.0% 4		11.1% 1		3.2% 1	
Totals	100.0% 399	100.0% 248		100.0% 101		100.0% 9		100.0% 31	

Panel B Usefulness by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Panel B Usefulness									
Somewhat useful	44.0% 175	40.3% 100	53.5% 54	25.0% 2	51.6% 16				
Not useful	33.4% 133	36.7% 91	26.7% 27	37.5% 3	25.8% 8				
Very Useful	15.3% 61	18.1% 45	10.9% 11	37.5% 3	3.2% 1				
No opinion	7.3% 29	4.8% 12	8.9% 9	0.0% 0	19.4% 6				
Totals	100.0% 398	100.0% 248	100.0% 101	100.0% 8	100.0% 31				

Panel C Usefulness by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Panel C Usefulness									
Very Useful	48.6% 194	50.2% 125	47.5% 48	50.0% 4	41.9% 13				
Somewhat useful	38.1% 152	37.3% 93	40.6% 41	25.0% 2	35.5% 11				
No opinion	7.8% 31	6.8% 17	6.9% 7	12.5% 1	16.1% 5				
Not useful	5.5% 22	5.6% 14	5.0% 5	12.5% 1	6.5% 2				
Totals	100.0% 399	100.0% 249	100.0% 101	100.0% 8	100.0% 31				

Amount of Text on Panel A by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Amount of Text on Panel A					
Just the right amount of text	63.8% 255	64.3% 160	61.4% 62	66.7% 6	64.5% 20
Too much text	23.5% 94	22.9% 57	25.7% 26	11.1% 1	25.8% 8
No opinion	6.5% 26	6.4% 16	6.9% 7	11.1% 1	3.2% 1
More text needed	6.2% 25	6.4% 16	5.9% 6	11.1% 1	6.5% 2
Totals	100.0% 400	100.0% 249	100.0% 101	100.0% 9	100.0% 31

Amount of Text on Panel B by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Amount of Text Panel B					
More text needed	63.7% 254	65.1% 162	64.4% 65	62.5% 5	54.8% 17
Just the right amount of text	25.3% 101	25.7% 64	24.8% 25	25.0% 2	19.4% 6
No opinion	8.8% 35	7.2% 18	8.9% 9	0.0% 0	22.6% 7
Too much text	2.3% 9	2.0% 5	2.0% 2	12.5% 1	3.2% 1
Totals	100.0% 399	100.0% 249	100.0% 101	100.0% 8	100.0% 31

Amount of Text on Panel C by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Amount of Text Panel C									
Just the right amount of text	59.5% 237	60.1% 149	61.4% 62	37.5% 3	51.6% 16				
Too much text	23.9% 95	26.6% 66	21.8% 22	25.0% 2	16.1% 5				
No opinion	9.0% 36	6.9% 17	9.9% 10	12.5% 1	19.4% 6				
More text needed	7.5% 30	6.5% 16	6.9% 7	25.0% 2	12.9% 4				
Totals	100.0% 398	100.0% 248	100.0% 101	100.0% 8	100.0% 31				

Overall Panel Preference by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Overall Panel Preference									
Panel A	54.2% 215	53.4% 132	52.5% 53	66.7% 6	66.7% 20				
Panel C	28.2% 112	25.5% 63	38.6% 39	0.0% 0	20.0% 6				
Panel B	13.6% 54	16.6% 41	5.0% 5	22.2% 2	13.3% 4				
No Preference	4.0% 16	4.5% 11	4.0% 4	11.1% 1	0.0% 0				
Totals	100.0% 397	100.0% 247	100.0% 101	100.0% 9	100.0% 30				

Usefulness of Recreation Centers by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Recreation Centers									
Very useful	42.7% 170	41.4% 103	45.0% 45	44.4% 4	36.7% 11				
Somewhat useful	40.7% 162	42.2% 105	38.0% 38	22.2% 2	50.0% 15				
No opinion	9.3% 37	8.0% 20	12.0% 12	11.1% 1	10.0% 3				
Not useful	7.3% 29	8.4% 21	5.0% 5	22.2% 2	3.3% 1				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Athletic Fields by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Athletic Fields									
Somewhat useful	44.2% 176	48.2% 120	37.0% 37	55.6% 5	40.0% 12				
Very useful	36.4% 145	34.9% 87	38.0% 38	22.2% 2	36.7% 11				
Not useful	10.3% 41	9.6% 24	13.0% 13	11.1% 1	10.0% 3				
No opinion	9.0% 36	7.2% 18	12.0% 12	11.1% 1	13.3% 4				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Playgrounds and Tot Lots by Location of Residence

	Overall 401	World Wide Web Site							
		Very useful 35.8% 142		Somewhat useful 33.5% 133		Probably would not use 20.7% 82		No opinion 10.1% 40	
Playgrounds and Tot Lots									
Very useful	42.0% 167	48.6% 69	39.8% 53	48.8% 40	10.0% 4				
Somewhat useful	40.5% 161	42.3% 60	45.9% 61	39.0% 32	20.0% 8				
No opinion	9.5% 38	2.8% 4	5.3% 7	3.7% 3	60.0% 24				
Not useful	8.0% 32	6.3% 9	9.0% 12	8.5% 7	10.0% 4				
Totals	100.0% 398	100.0% 142	100.0% 133	100.0% 82	100.0% 40				

Usefulness of Other Recreation Paths by Location of Residence

	Overall 401	Location of Residence							
		Within the city limits of Minneapolis 63.9% 250		Within the Twin Cities metro area but not in Minneapolis 25.8% 101		Minnesota but not in the Twin Cities metro area 2.3% 9		Outside of Minnesota 7.9% 31	
Other Recreation Paths									
Very useful	61.3% 244	61.8% 154	62.0% 62	77.8% 7	46.7% 14				
Somewhat useful	29.1% 116	28.5% 71	30.0% 30	11.1% 1	40.0% 12				
No opinion	8.0% 32	7.6% 19	8.0% 8	11.1% 1	10.0% 3				
Not useful	1.5% 6	2.0% 5	0.0% 0	0.0% 0	3.3% 1				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				



Usefulness of Public Restrooms by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Public Restrooms									
Very useful	86.9% 346	85.9% 214	93.0% 93	77.8% 7	80.0% 24				
Somewhat useful	7.0% 28	6.8% 17	5.0% 5	22.2% 2	10.0% 3				
No opinion	4.3% 17	4.8% 12	2.0% 2	0.0% 0	6.7% 2				
Not useful	1.8% 7	2.4% 6	0.0% 0	0.0% 0	3.3% 1				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Public Telephones by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Public Telephones									
Very useful	67.5% 268	64.9% 161	77.0% 77	44.4% 4	70.0% 21				
Somewhat useful	19.1% 76	21.0% 52	14.0% 14	22.2% 2	16.7% 5				
No opinion	8.1% 32	7.7% 19	6.0% 6	22.2% 2	10.0% 3				
Not useful	5.3% 21	6.5% 16	3.0% 3	11.1% 1	3.3% 1				
Totals	100.0% 397	100.0% 248	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Drinking Fountains by Location of Residence

	Overall 401	World Wide Web Site								
		Very useful		Somewhat useful		Probably would not use		No opinion		
		35.8%	142	33.5%	133	20.7%	82	10.1%	40	
Drinking Fountains										
Very useful	70.8%	281	78.2%	111	72.9%	97	67.9%	55	45.0%	18
Somewhat useful	19.4%	77	19.7%	28	22.6%	30	18.5%	15	10.0%	4
No opinion	5.8%	23	0.0%	0	1.5%	2	7.4%	6	37.5%	15
Not useful	4.0%	16	2.1%	3	3.0%	4	6.2%	5	7.5%	3
Totals	100.0%	397	100.0%	142	100.0%	133	100.0%	81	100.0%	40

Usefulness of Nature Areas by Location of Residence

	Overall 401	Location of Residence								
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota		
		63.9%	250	25.8%	101	2.3%	9	7.9%	31	
Nature Areas										
Very useful	61.3%	244	62.2%	155	57.0%	57	66.7%	6	66.7%	20
Somewhat useful	29.4%	117	28.1%	70	35.0%	35	11.1%	1	26.7%	8
No opinion	7.0%	28	7.6%	19	5.0%	5	11.1%	1	6.7%	2
Not useful	2.3%	9	2.0%	5	3.0%	3	11.1%	1	0.0%	0
Totals	100.0%	398	100.0%	249	100.0%	100	100.0%	9	100.0%	30

Usefulness of Historic Sites by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Historic Sites									
Very useful	58.8% 234	59.4% 148	54.0% 54	66.7% 6	70.0% 21				
Somewhat useful	31.2% 124	29.3% 73	39.0% 39	22.2% 2	23.3% 7				
No opinion	5.8% 23	6.0% 15	3.0% 3	11.1% 1	6.7% 2				
Not useful	4.3% 17	5.2% 13	4.0% 4	0.0% 0	0.0% 0				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Scenic Vistas by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Scenic Vistas									
Very useful	59.8% 238	59.0% 147	61.0% 61	55.6% 5	60.0% 18				
Somewhat useful	29.6% 118	28.5% 71	33.0% 33	22.2% 2	33.3% 10				
No opinion	6.0% 24	7.2% 18	2.0% 2	11.1% 1	6.7% 2				
Not useful	4.5% 18	5.2% 13	4.0% 4	11.1% 1	0.0% 0				
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Neighborhood Boundaries by Location of Residence

	Overall 401	Location of Residence			
		Within the city limits of Minneapolis 63.9% 250	Within the Twin Cities metro area but not in Minneapolis 25.8% 101	Minnesota but not in the Twin Cities metro area 2.3% 9	Outside of Minnesota 7.9% 31
Neighborhood Boundaries					
Somewhat useful	39.9% 159	40.6% 101	39.0% 39	22.2% 2	50.0% 15
Not useful	29.1% 116	28.9% 72	29.0% 29	66.7% 6	20.0% 6
Very useful	19.8% 79	20.5% 51	18.0% 18	0.0% 0	20.0% 6
No opinion	11.1% 44	10.0% 25	14.0% 14	11.1% 1	10.0% 3
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30

Usefulness of Emergency Services by Location of Residence

	Overall 401	Location of Residence			
		Within the city limits of Minneapolis 63.9% 250	Within the Twin Cities metro area but not in Minneapolis 25.8% 101	Minnesota but not in the Twin Cities metro area 2.3% 9	Outside of Minnesota 7.9% 31
Emergency Services					
Very useful	66.3% 264	62.7% 156	77.0% 77	66.7% 6	63.3% 19
Somewhat useful	22.9% 91	25.3% 63	15.0% 15	22.2% 2	26.7% 8
No opinion	7.5% 30	8.4% 21	6.0% 6	0.0% 0	6.7% 2
Not useful	3.3% 13	3.6% 9	2.0% 2	11.1% 1	3.3% 1
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30

Usefulness of Self-Guided Printed Brochures by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Self-guided Printed Brochures					
Very useful	52.0% 207	51.8% 129	55.0% 55	55.6% 5	50.0% 15
Somewhat useful	26.9% 107	26.1% 65	27.0% 27	11.1% 1	30.0% 9
Probably would not use	16.8% 67	17.3% 43	17.0% 17	22.2% 2	13.3% 4
No opinion	4.3% 17	4.8% 12	1.0% 1	11.1% 1	6.7% 2
Totals	100.0% 398	100.0% 249	100.0% 100	100.0% 9	100.0% 30

Usefulness of Self-Guiding Audio Cassettes or CD's by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Self-guiding Audio Cassettes or CD's					
Probably would not use	61.0% 242	63.3% 157	63.0% 63	11.1% 1	56.7% 17
Somewhat useful	21.9% 87	19.8% 49	20.0% 20	66.7% 6	26.7% 8
Very useful	8.6% 34	8.9% 22	11.0% 11	0.0% 0	3.3% 1
No opinion	8.6% 34	8.1% 20	6.0% 6	22.2% 2	13.3% 4
Totals	100.0% 397	100.0% 248	100.0% 100	100.0% 9	100.0% 30

Usefulness of On-Site Exhibits or Displays by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
On-site Exhibits and Displays									
Very useful	43.4% 172	42.5% 105	42.0% 42	33.3% 3	63.3% 19				
Somewhat useful	40.2% 159	40.9% 101	43.0% 43	44.4% 4	20.0% 6				
Probably would not use	10.1% 40	10.1% 25	11.0% 11	11.1% 1	6.7% 2				
No opinion	6.3% 25	6.5% 16	4.0% 4	11.1% 1	10.0% 3				
Totals	100.0% 396	100.0% 247	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Newsletters or Special Mailings by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Newsletters and Special Mailings									
Somewhat useful	40.3% 160	42.3% 105	36.0% 36	55.6% 5	36.7% 11				
Probably would not use	33.0% 131	30.2% 75	37.0% 37	33.3% 3	43.3% 13				
Very useful	17.1% 68	17.7% 44	19.0% 19	0.0% 0	10.0% 3				
No opinion	9.6% 38	9.7% 24	8.0% 8	11.1% 1	10.0% 3				
Totals	100.0% 397	100.0% 248	100.0% 100	100.0% 9	100.0% 30				

Usefulness of Guided Interpretive Tours by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
Guided Interpretive Tours					
Somewhat useful	39.4% 156	40.9% 101	35.0% 35	11.1% 1	50.0% 15
Probably would not use	30.8% 122	29.6% 73	33.0% 33	44.4% 4	26.7% 8
Very useful	21.0% 83	21.1% 52	26.0% 26	11.1% 1	10.0% 3
No opinion	8.8% 35	8.5% 21	6.0% 6	33.3% 3	13.3% 4
Totals	100.0% 396	100.0% 247	100.0% 100	100.0% 9	100.0% 30

Usefulness of a World Wide Web Site by Location of Residence

	Overall	Location of Residence			
		Within the city limits of Minneapolis	Within the Twin Cities metro area but not in Minneapolis	Minnesota but not in the Twin Cities metro area	Outside of Minnesota
	401	63.9% 250	25.8% 101	2.3% 9	7.9% 31
World Wide Web Site					
Very useful	35.8% 142	37.5% 93	36.0% 36	22.2% 2	36.7% 11
Somewhat useful	33.5% 133	33.1% 82	35.0% 35	33.3% 3	36.7% 11
Probably would not use	20.7% 82	19.8% 49	21.0% 21	22.2% 2	16.7% 5
No opinion	10.1% 40	9.7% 24	8.0% 8	22.2% 2	10.0% 3
Totals	100.0% 397	100.0% 248	100.0% 100	100.0% 9	100.0% 30

Trip Origination Point by Location of Residence

	Overall	Location of Residence							
		Within the city limits of Minneapolis		Within the Twin Cities metro area but not in Minneapolis		Minnesota but not in the Twin Cities metro area		Outside of Minnesota	
	401	63.9%	250	25.8%	101	2.3%	9	7.9%	31
Trip Origination Point									
From home	78.2% 302	93.5%	230	64.0%	64	44.4%	4	10.0%	3
As part of visiting the Twin Cities for business or pleasure	14.0% 54	1.2%	3	21.0%	21	44.4%	4	86.7%	26
From work	5.7% 22	4.1%	10	10.0%	10	11.1%	1	3.3%	1
At an event	2.1% 8	1.2%	3	5.0%	5	0.0%	0	0.0%	0
Totals	100.0% 386	100.0%	246	100.0%	100	100.0%	9	100.0%	30



Overall Performance of Information Programs by Location of Residence

	Overall 401	Location of Residence							
		Within the city limits of Minneapolis 63.9% 250		Within the Twin Cities metro area but not in Minneapolis 25.8% 101		Minnesota but not in the Twin Cities metro area 2.3% 9		Outside of Minnesota 7.9% 31	
Overall performance of present information program.									
About just right	35.9% 142	35.2% 87	38.0% 38	11.1% 1	43.3% 13				
Not aware of any information provided	27.3% 108	30.0% 74	26.0% 26	22.2% 2	6.7% 2				
Below expectations and needs	15.4% 61	18.2% 45	13.0% 13	11.1% 1	3.3% 1				
Not familiar enough to comment	14.2% 56	10.5% 26	13.0% 13	44.4% 4	40.0% 12				
Above expectations and needs	7.1% 28	6.1% 15	10.0% 10	11.1% 1	6.7% 2				
Totals	100.0% 395	100.0% 247	100.0% 100	100.0% 9	100.0% 30				

The following section consists of cross tabulations of Frequency of Use with responses related to panel design, plus other selected questions.

By focusing on Parkway users with the most frequent use decisions on Interpretive Plan elements can maximize efficiency and effectiveness.

## Appendix 1: Cross Tabulations of Key Questions

### Frequency of Use by Familiarity with name Grand Rounds

	Overall 401	Awareness of the Grand Rounds name.	
		I have never heard the term before 69.1% 277	I recall someone referring to parkways with this term 11.2% 45
Frequency of Use			
Nearly every day	41.8% 163	38.8% 106	40.9% 18
On average, once a week	19.7% 77	19.0% 52	18.2% 8
First visit to a parkway	11.3% 44	12.8% 35	15.9% 7
On average, once every two weeks	10.8% 42	9.9% 27	13.6% 6
On average, once a month	9.0% 35	9.5% 26	6.8% 3
Rarely use the parkways	7.4% 29	9.9% 27	4.5% 2
Totals	100.0% 390	100.0% 273	100.0% 44

	Awareness of the Grand Rounds name.		
	I occasionally hear people using this term 12.7% 51	I frequently hear parkways being referred to as "The Grand Rounds" 6.0% 24	I frequently refer to the parkways as "The Grand Rounds" 1.0% 4
Frequency of Use			
Nearly every day	43.5% 20	65.2% 15	100.0% 4
On average, once a week	28.3% 13	17.4% 4	0.0% 0
First visit to a parkway	4.3% 2	0.0% 0	0.0% 0
On average, once every two weeks	13.0% 6	13.0% 3	0.0% 0
On average, once a month	10.9% 5	4.3% 1	0.0% 0
Rarely use the parkways	0.0% 0	0.0% 0	0.0% 0
Totals	100.0% 46	100.0% 23	100.0% 4

Frequency of Use by Familiarity with Logo

	Overall  401	Awareness of the Grand Rounds logo.	
		I have never seen this image before  71.8% 288	I recall having seen the logo once in a brochure  7.2% 29
Frequency of Use			
Nearly every day	41.8% 163	35.5% 100	39.3% 11
On average, once a week	19.7% 77	19.9% 56	21.4% 6
First visit to a parkway	11.3% 44	13.5% 38	10.7% 3
On average, once every two weeks	10.8% 42	11.7% 33	14.3% 4
On average, once a month	9.0% 35	9.2% 26	14.3% 4
Rarely use the parkways	7.4% 29	10.3% 29	0.0% 0
Totals	100.0% 390	100.0% 282	100.0% 28

	Awareness of the Grand Rounds logo.		
	I recall having seen the logo once while using the Grand Rounds  9.5% 38	I have seen the logo several times in various locations along the Grand Rounds  9.0% 36	I frequently see this logo as I travel the Grand Rounds  2.5% 10
Frequency of Use			
Nearly every day	64.9% 24	55.9% 19	100.0% 9
On average, once a week	13.5% 5	29.4% 10	0.0% 0
First visit to a parkway	5.4% 2	2.9% 1	0.0% 0
On average, once every two weeks	8.1% 3	5.9% 2	0.0% 0
On average, once a month	8.1% 3	5.9% 2	0.0% 0
Rarely use the parkways	0.0% 0	0.0% 0	0.0% 0
Totals	100.0% 37	100.0% 34	100.0% 9

Frequency of Use by Panel A Attractiveness

	Overall 401	Panel A Attractiveness									
		Very attractive 54.9% 220		Somewhat attractive 33.7% 135		Somewhat unattractive 7.2% 29		Very unattractive 0.7% 3		No opinion 3.5% 14	
Frequency of Use											
Nearly every day	41.8% 163	43.5% 93	35.9% 47	58.6% 17	33.3% 1	38.5% 5					
On average, once a week	19.7% 77	22.4% 48	17.6% 23	13.8% 4	33.3% 1	7.7% 1					
First visit to a parkway	11.3% 44	9.3% 20	14.5% 19	3.4% 1	0.0% 0	30.8% 4					
On average, once every two weeks	10.8% 42	7.9% 17	14.5% 19	13.8% 4	33.3% 1	7.7% 1					
On average, once a month	9.0% 35	11.2% 24	8.4% 11	0.0% 0	0.0% 0	0.0% 0					
Rarely use the parkways	7.4% 29	5.6% 12	9.2% 12	10.3% 3	0.0% 0	15.4% 2					
Totals	100.0% 390	100.0% 214	100.0% 131	100.0% 29	100.0% 3	100.0% 13					

Frequency of Use by Panel B Attractiveness

	Overall 401	Panel B Attractiveness									
		Very attractive 16.6% 66		Somewhat attractive 45.6% 181		Somewhat unattractive 23.4% 93		Very unattractive 7.8% 31		No opinion 6.5% 26	
Frequency of Use											
Nearly every day	41.8% 163	55.6% 35	42.1% 75	35.2% 32	37.9% 11	28.0% 7					
On average, once a week	19.7% 77	15.9% 10	21.3% 38	20.9% 19	24.1% 7	8.0% 2					
First visit to a parkway	11.3% 44	9.5% 6	9.0% 16	15.4% 14	10.3% 3	20.0% 5					
On average, once every two weeks	10.8% 42	7.9% 5	11.8% 21	11.0% 10	10.3% 3	12.0% 3					
On average, once a month	9.0% 35	4.8% 3	7.9% 14	9.9% 9	10.3% 3	24.0% 6					
Rarely use the parkways	7.4% 29	6.3% 4	7.9% 14	7.7% 7	6.9% 2	8.0% 2					
Totals	100.0% 390	100.0% 63	100.0% 178	100.0% 91	100.0% 29	100.0% 25					

Frequency of Use by Panel C Attractiveness

	Overall 401	Panel C Attractiveness									
		Very attractive 27.7% 110		Somewhat attractive 45.6% 181		Somewhat unattractive 15.9% 63		Very unattractive 4.3% 17		No opinion 6.5% 26	
Frequency of Use											
Nearly every day	41.8% 163	48.6% 52	42.3% 74	33.9% 21	29.4% 5	32.0% 8					
On average, once a week	19.7% 77	18.7% 20	18.9% 33	24.2% 15	35.3% 6	8.0% 2					
First visit to a parkway	11.3% 44	10.3% 11	9.7% 17	14.5% 9	17.6% 3	16.0% 4					
On average, once every two weeks	10.8% 42	6.5% 7	12.6% 22	11.3% 7	17.6% 3	12.0% 3					
On average, once a month	9.0% 35	9.3% 10	8.6% 15	8.1% 5	0.0% 0	20.0% 5					
Rarely use the parkways	7.4% 29	6.5% 7	8.0% 14	8.1% 5	0.0% 0	12.0% 3					
Totals	100.0% 390	100.0% 107	100.0% 175	100.0% 62	100.0% 17	100.0% 25					

Frequency of Use by Panel B Usefulness

	Overall 401	Panel B Usefulness							
		Very Useful 15.3% 61		Somewhat useful 44.0% 175		Not useful 33.4% 133		No opinion 7.3% 29	
Frequency of Use									
Nearly every day	41.8% 163	56.7% 34	40.4% 69	39.5% 51	25.9% 7				
On average, once a week	19.7% 77	13.3% 8	21.1% 36	21.7% 28	14.8% 4				
First visit to a parkway	11.3% 44	6.7% 4	12.3% 21	9.3% 12	25.9% 7				
On average, once every two weeks	10.8% 42	11.7% 7	10.5% 18	11.6% 15	7.4% 2				
On average, once a month	9.0% 35	5.0% 3	8.2% 14	10.9% 14	14.8% 4				
Rarely use the parkways	7.4% 29	6.7% 4	7.6% 13	7.0% 9	11.1% 3				
Totals	100.0% 390	100.0% 60	100.0% 171	100.0% 129	100.0% 27				

Frequency of Use by Panel C Usefulness

	Overall 401	Panel C Usefulness							
		Very Useful 48.6% 194		Somewhat useful 38.1% 152		Not useful 5.5% 22		No opinion 7.8% 31	
Frequency of Use									
Nearly every day	41.8% 163	47.1% 89	40.8% 60	22.7% 5	26.7% 8				
On average, once a week	19.7% 77	16.4% 31	21.8% 32	36.4% 8	16.7% 5				
First visit to a parkway	11.3% 44	7.4% 14	15.0% 22	13.6% 3	16.7% 5				
On average, once every two weeks	10.8% 42	11.1% 21	8.2% 12	22.7% 5	13.3% 4				
On average, once a month	9.0% 35	11.1% 21	6.8% 10	0.0% 0	13.3% 4				
Rarely use the parkways	7.4% 29	6.9% 13	7.5% 11	4.5% 1	13.3% 4				
Totals	100.0% 390	100.0% 189	100.0% 147	100.0% 22	100.0% 30				

Frequency of Use by Amount of Text on Panel A

	Overall 401	Amount of Text on Panel A							
		Too much text 23.5% 94		Just the right amount of text 63.8% 255		More text needed 6.2% 25		No opinion 6.5% 26	
Frequency of Use									
Nearly every day	41.8% 163	43.5% 40	40.1% 99	44.0% 11	48.0% 12				
On average, once a week	19.7% 77	15.2% 14	21.5% 53	20.0% 5	20.0% 5				
First visit to a parkway	11.3% 44	13.0% 12	10.9% 27	4.0% 1	16.0% 4				
On average, once every two weeks	10.8% 42	13.0% 12	11.3% 28	0.0% 0	8.0% 2				
On average, once a month	9.0% 35	9.8% 9	8.9% 22	12.0% 3	4.0% 1				
Rarely use the parkways	7.4% 29	5.4% 5	7.3% 18	20.0% 5	4.0% 1				
Totals	100.0% 390	100.0% 92	100.0% 247	100.0% 25	100.0% 25				

Frequency of Use by Amount of Text on Panel B

	Overall 401	Amount of Text Panel B							
		Too much text 2.3% 9		Just the right amount of text 25.3% 101		More text needed 63.7% 254		No opinion 8.8% 35	
Frequency of Use									
Nearly every day	41.8% 163	44.4% 4	43.3% 42	42.3% 105	32.4% 11				
On average, once a week	19.7% 77	22.2% 2	21.6% 21	19.8% 49	11.8% 4				
First visit to a parkway	11.3% 44	11.1% 1	10.3% 10	10.9% 27	17.6% 6				
On average, once every two weeks	10.8% 42	11.1% 1	12.4% 12	10.9% 27	5.9% 2				
On average, once a month	9.0% 35	0.0% 0	6.2% 6	9.3% 23	17.6% 6				
Rarely use the parkways	7.4% 29	11.1% 1	6.2% 6	6.9% 17	14.7% 5				
Totals	100.0% 390	100.0% 9	100.0% 97	100.0% 248	100.0% 34				

Frequency of Use by Amount of Text on Panel C

	Overall 401	Amount of Text Panel C							
		Too much text 23.9% 95		Just the right amount of text 59.5% 237		More text needed 7.5% 30		No opinion 9.0% 36	
Frequency of Use									
Nearly every day	41.8% 163	41.1% 39	43.7% 100	37.9% 11	32.4% 11				
On average, once a week	19.7% 77	20.0% 19	19.7% 45	24.1% 7	14.7% 5				
First visit to a parkway	11.3% 44	13.7% 13	10.0% 23	10.3% 3	14.7% 5				
On average, once every two weeks	10.8% 42	11.6% 11	9.6% 22	17.2% 5	11.8% 4				
On average, once a month	9.0% 35	9.5% 9	8.3% 19	6.9% 2	14.7% 5				
Rarely use the parkways	7.4% 29	4.2% 4	8.7% 20	3.4% 1	11.8% 4				
Totals	100.0% 390	100.0% 95	100.0% 229	100.0% 29	100.0% 34				

Frequency of Use by Overall Panel Preferences

	Overall 401	Overall Panel Preference							
		Panel A 54.2% 215		Panel B 13.6% 54		Panel C 28.2% 112		No Preference 4.0% 16	
Frequency of Use									
Nearly every day	41.8% 163	37.6% 79	48.1% 25	46.3% 50	43.8% 7				
On average, once a week	19.7% 77	22.4% 47	17.3% 9	14.8% 16	25.0% 4				
First visit to a parkway	11.3% 44	13.8% 29	7.7% 4	9.3% 10	6.2% 1				
On average, once every two weeks	10.8% 42	9.5% 20	15.4% 8	12.0% 13	6.2% 1				
On average, once a month	9.0% 35	8.6% 18	3.8% 2	11.1% 12	18.8% 3				
Rarely use the parkways	7.4% 29	8.1% 17	7.7% 4	6.5% 7	0.0% 0				
Totals	100.0% 390	100.0% 210	100.0% 52	100.0% 108	100.0% 16				

Frequency of Use by Usefulness of Recreation Centers

	Overall 401	Recreation Centers							
		Very useful 42.7% 170		Somewhat useful 40.7% 162		Not useful 7.3% 29		No opinion 9.3% 37	
Frequency of Use									
Nearly every day	41.8% 163	42.0% 68	40.6% 65	44.8% 13	44.4% 16				
On average, once a week	19.7% 77	17.9% 29	23.8% 38	13.8% 4	16.7% 6				
First visit to a parkway	11.3% 44	13.6% 22	10.6% 17	6.9% 2	5.6% 2				
On average, once every two weeks	10.8% 42	7.4% 12	11.2% 18	17.2% 5	16.7% 6				
On average, once a month	9.0% 35	9.9% 16	6.9% 11	17.2% 5	8.3% 3				
Rarely use the parkways	7.4% 29	9.3% 15	6.9% 11	0.0% 0	8.3% 3				
Totals	100.0% 390	100.0% 162	100.0% 160	100.0% 29	100.0% 36				



Frequency of Use by Usefulness of Athletic Fields

	Overall 401	Athletic Fields							
		Very useful 36.4% 145		Somewhat useful 44.2% 176		Not useful 10.3% 41		No opinion 9.0% 36	
Frequency of Use									
Nearly every day	41.8% 163	44.5% 61	42.0% 73	36.6% 15	37.1% 13				
On average, once a week	19.7% 77	17.5% 24	23.0% 40	17.1% 7	17.1% 6				
First visit to a parkway	11.3% 44	10.9% 15	10.3% 18	12.2% 5	14.3% 5				
On average, once every two weeks	10.8% 42	10.2% 14	11.5% 20	9.8% 4	8.6% 3				
On average, once a month	9.0% 35	7.3% 10	8.0% 14	17.1% 7	11.4% 4				
Rarely use the parkways	7.4% 29	9.5% 13	5.2% 9	7.3% 3	11.4% 4				
Totals	100.0% 390	100.0% 137	100.0% 174	100.0% 41	100.0% 35				

Frequency of Use by Usefulness of Playgrounds and Tot Lots

	Overall 401	Playgrounds and Tot Lots							
		Very useful 42.0% 167		Somewhat useful 40.5% 161		Not useful 8.0% 32		No opinion 9.5% 38	
Frequency of Use									
Nearly every day	41.8% 163	42.4% 67	41.2% 66	46.9% 15	37.8% 14				
On average, once a week	19.7% 77	20.3% 32	17.5% 28	25.0% 8	24.3% 9				
First visit to a parkway	11.3% 44	10.1% 16	13.1% 21	6.2% 2	10.8% 4				
On average, once every two weeks	10.8% 42	9.5% 15	12.5% 20	6.2% 2	10.8% 4				
On average, once a month	9.0% 35	10.1% 16	6.9% 11	12.5% 4	10.8% 4				
Rarely use the parkways	7.4% 29	7.6% 12	8.8% 14	3.1% 1	5.4% 2				
Totals	100.0% 390	100.0% 158	100.0% 160	100.0% 32	100.0% 37				

Frequency of Use by Usefulness of Other Recreation Paths

	Overall 401	Other Recreation Paths							
		Very useful 61.3% 244		Somewhat useful 29.1% 116		Not useful 1.5% 6		No opinion 8.0% 32	
Frequency of Use									
Nearly every day	41.8% 163	43.6% 103	39.5% 45	50.0% 3	35.5% 11				
On average, once a week	19.7% 77	23.3% 55	14.9% 17	0.0% 0	16.1% 5				
First visit to a parkway	11.3% 44	8.9% 21	14.0% 16	16.7% 1	16.1% 5				
On average, once every two weeks	10.8% 42	8.1% 19	16.7% 19	0.0% 0	9.7% 3				
On average, once a month	9.0% 35	8.9% 21	5.3% 6	33.3% 2	19.4% 6				
Rarely use the parkways	7.4% 29	7.2% 17	9.6% 11	0.0% 0	3.2% 1				
Totals	100.0% 390	100.0% 236	100.0% 114	100.0% 6	100.0% 31				

Frequency of Use by Usefulness of Public Restrooms

	Overall 401	Public Restrooms							
		Very useful 86.9% 346		Somewhat useful 7.0% 28		Not useful 1.8% 7		No opinion 4.3% 17	
Frequency of Use									
Nearly every day	41.8% 163	42.4% 143	33.3% 9	42.9% 3	43.8% 7				
On average, once a week	19.7% 77	19.6% 66	22.2% 6	14.3% 1	25.0% 4				
First visit to a parkway	11.3% 44	10.4% 35	18.5% 5	14.3% 1	12.5% 2				
On average, once every two weeks	10.8% 42	10.4% 35	14.8% 4	0.0% 0	12.5% 2				
On average, once a month	9.0% 35	9.8% 33	3.7% 1	14.3% 1	0.0% 0				
Rarely use the parkways	7.4% 29	7.4% 25	7.4% 2	14.3% 1	6.2% 1				
Totals	100.0% 390	100.0% 337	100.0% 27	100.0% 7	100.0% 16				

Frequency of Use by Usefulness of Public Telephones

	Overall 401	Public Telephones							
		Very useful 67.5% 268		Somewhat useful 19.1% 76		Not useful 5.3% 21		No opinion 8.1% 32	
Frequency of Use									
Nearly every day	41.8% 163	40.8% 107	41.1% 30	47.6% 10	50.0% 15				
On average, once a week	19.7% 77	18.3% 48	24.7% 18	19.0% 4	20.0% 6				
First visit to a parkway	11.3% 44	12.2% 32	9.6% 7	4.8% 1	10.0% 3				
On average, once every two weeks	10.8% 42	9.9% 26	12.3% 9	9.5% 2	13.3% 4				
On average, once a month	9.0% 35	10.3% 27	5.5% 4	14.3% 3	3.3% 1				
Rarely use the parkways	7.4% 29	8.4% 22	6.8% 5	4.8% 1	3.3% 1				
Totals	100.0% 390	100.0% 262	100.0% 73	100.0% 21	100.0% 30				

Frequency of Use by Usefulness of Drinking Fountains

	Overall 401	Drinking Fountains							
		Very useful 70.8% 281		Somewhat useful 19.4% 77		Not useful 4.0% 16		No opinion 5.8% 23	
Frequency of Use									
Nearly every day	41.8% 163	42.9% 118	34.7% 26	43.8% 7	50.0% 10				
On average, once a week	19.7% 77	18.5% 51	26.7% 20	12.5% 2	20.0% 4				
First visit to a parkway	11.3% 44	10.9% 30	13.3% 10	6.2% 1	10.0% 2				
On average, once every two weeks	10.8% 42	10.5% 29	8.0% 6	18.8% 3	15.0% 3				
On average, once a month	9.0% 35	9.8% 27	9.3% 7	6.2% 1	0.0% 0				
Rarely use the parkways	7.4% 29	7.3% 20	8.0% 6	12.5% 2	5.0% 1				
Totals	100.0% 390	100.0% 275	100.0% 75	100.0% 16	100.0% 20				

Frequency of Use by Usefulness of Nature Areas

	Overall 401	Nature Areas							
		Very useful 61.3% 244		Somewhat useful 29.4% 117		Not useful 2.3% 9		No opinion 7.0% 28	
Frequency of Use									
Nearly every day	41.8% 163	41.4% 98	40.4% 46	44.4% 4	51.9% 14				
On average, once a week	19.7% 77	21.1% 50	18.4% 21	11.1% 1	18.5% 5				
First visit to a parkway	11.3% 44	9.7% 23	14.9% 17	0.0% 0	11.1% 3				
On average, once every two weeks	10.8% 42	8.9% 21	13.2% 15	22.2% 2	11.1% 3				
On average, once a month	9.0% 35	11.4% 27	5.3% 6	11.1% 1	3.7% 1				
Rarely use the parkways	7.4% 29	7.6% 18	7.9% 9	11.1% 1	3.7% 1				
Totals	100.0% 390	100.0% 237	100.0% 114	100.0% 9	100.0% 27				

Frequency of Use by Usefulness of Historic Sites

	Overall 401	Historic Sites							
		Very useful 58.8% 234		Somewhat useful 31.2% 124		Not useful 4.3% 17		No opinion 5.8% 23	
Frequency of Use									
Nearly every day	41.8% 163	38.6% 88	39.7% 48	88.2% 15	52.4% 11				
On average, once a week	19.7% 77	21.1% 48	20.7% 25	5.9% 1	14.3% 3				
First visit to a parkway	11.3% 44	11.0% 25	13.2% 16	0.0% 0	9.5% 2				
On average, once every two weeks	10.8% 42	10.1% 23	12.4% 15	0.0% 0	14.3% 3				
On average, once a month	9.0% 35	12.3% 28	5.0% 6	0.0% 0	4.8% 1				
Rarely use the parkways	7.4% 29	7.0% 16	9.1% 11	5.9% 1	4.8% 1				
Totals	100.0% 390	100.0% 228	100.0% 121	100.0% 17	100.0% 21				

Frequency of Use by usefulness of Scenic Vistas

	Overall 401	Scenic Vistas							
		Very useful 59.8% 238		Somewhat useful 29.6% 118		Not useful 4.5% 18		No opinion 6.0% 24	
Frequency of Use									
Nearly every day	41.8% 163	41.3% 95	39.7% 46	61.1% 11	43.5% 10				
On average, once a week	19.7% 77	21.3% 49	18.1% 21	11.1% 2	21.7% 5				
First visit to a parkway	11.3% 44	8.7% 20	15.5% 18	5.6% 1	17.4% 4				
On average, once every two weeks	10.8% 42	9.6% 22	12.1% 14	16.7% 3	8.7% 2				
On average, once a month	9.0% 35	11.3% 26	6.9% 8	0.0% 0	4.3% 1				
Rarely use the parkways	7.4% 29	7.8% 18	7.8% 9	5.6% 1	4.3% 1				
Totals	100.0% 390	100.0% 230	100.0% 116	100.0% 18	100.0% 23				

Frequency of Use by Usefulness of Neighborhood Boundaries

	Overall 401	Neighborhood Boundaries							
		Very useful 19.8% 79		Somewhat useful 39.9% 159		Not useful 29.1% 116		No opinion 11.1% 44	
Frequency of Use									
Nearly every day	41.8% 163	47.3% 35	36.9% 58	45.1% 51	41.9% 18				
On average, once a week	19.7% 77	24.3% 18	21.0% 33	15.0% 17	20.9% 9				
First visit to a parkway	11.3% 44	9.5% 7	11.5% 18	11.5% 13	11.6% 5				
On average, once every two weeks	10.8% 42	6.8% 5	10.8% 17	13.3% 15	9.3% 4				
On average, once a month	9.0% 35	5.4% 4	14.0% 22	4.4% 5	9.3% 4				
Rarely use the parkways	7.4% 29	6.8% 5	5.7% 9	10.6% 12	7.0% 3				
Totals	100.0% 390	100.0% 74	100.0% 157	100.0% 113	100.0% 43				

Frequency of Use by Usefulness of Emergency Services

	Overall 401	Emergency Services							
		Very useful 66.3% 264		Somewhat useful 22.9% 91		Not useful 3.3% 13		No opinion 7.5% 30	
Frequency of Use									
Nearly every day	41.8% 163	38.1% 98	52.3% 46	30.8% 4	48.3% 14				
On average, once a week	19.7% 77	20.2% 52	17.0% 15	30.8% 4	20.7% 6				
First visit to a parkway	11.3% 44	11.3% 29	11.4% 10	7.7% 1	10.3% 3				
On average, once every two weeks	10.8% 42	11.3% 29	9.1% 8	15.4% 2	6.9% 2				
On average, once a month	9.0% 35	11.3% 29	3.4% 3	7.7% 1	6.9% 2				
Rarely use the parkways	7.4% 29	7.8% 20	6.8% 6	7.7% 1	6.9% 2				
Totals	100.0% 390	100.0% 257	100.0% 88	100.0% 13	100.0% 29				

Frequency of Use by Usefulness of Self-Guided Printed Brochures

	Overall 401	Self-guided Printed Brochures							
		Very useful 52.0% 207		Somewhat useful 26.9% 107		Probably would not use 16.8% 67		No opinion 4.3% 17	
Frequency of Use									
Nearly every day	41.8% 163	38.9% 79	46.1% 47	43.9% 29	43.8% 7				
On average, once a week	19.7% 77	19.7% 40	19.6% 20	22.7% 15	12.5% 2				
First visit to a parkway	11.3% 44	13.3% 27	7.8% 8	7.6% 5	18.8% 3				
On average, once every two weeks	10.8% 42	9.4% 19	9.8% 10	15.2% 10	12.5% 2				
On average, once a month	9.0% 35	12.3% 25	7.8% 8	1.5% 1	6.2% 1				
Rarely use the parkways	7.4% 29	6.4% 13	8.8% 9	9.1% 6	6.2% 1				
Totals	100.0% 390	100.0% 203	100.0% 102	100.0% 66	100.0% 16				

Frequency of Use by Usefulness of Self-Guided Audio Cassettes and CD's

	Overall 401	Self-guiding Audio Cassettes or CD's							
		Very useful		Somewhat useful		Probably would not use		No opinion	
		8.6%	34	21.9%	87	61.0%	242	8.6%	34
Frequency of Use									
Nearly every day	41.8% 163	44.1%	15	39.0%	32	42.9%	102	37.5%	12
On average, once a week	19.7% 77	8.8%	3	17.1%	14	23.5%	56	12.5%	4
First visit to a parkway	11.3% 44	8.8%	3	17.1%	14	8.8%	21	15.6%	5
On average, once every two weeks	10.8% 42	11.8%	4	4.9%	4	12.6%	30	9.4%	3
On average, once a month	9.0% 35	17.6%	6	8.5%	7	7.1%	17	15.6%	5
Rarely use the parkways	7.4% 29	8.8%	3	13.4%	11	5.0%	12	9.4%	3
Totals	100.0% 390	100.0%	34	100.0%	82	100.0%	238	100.0%	32

Frequency of Use by Usefulness of On-Site Exhibits and Displays

	Overall 401	On-site Exhibits and Displays							
		Very useful		Somewhat useful		Probably would not use		No opinion	
		43.4%	172	40.2%	159	10.1%	40	6.3%	25
Frequency of Use									
Nearly every day	41.8% 163	36.9%	62	44.8%	69	48.7%	19	41.7%	10
On average, once a week	19.7% 77	19.0%	32	19.5%	30	28.2%	11	16.7%	4
First visit to a parkway	11.3% 44	14.9%	25	5.8%	9	10.3%	4	20.8%	5
On average, once every two weeks	10.8% 42	10.7%	18	9.7%	15	12.8%	5	12.5%	3
On average, once a month	9.0% 35	10.7%	18	10.4%	16	0.0%	0	4.2%	1
Rarely use the parkways	7.4% 29	7.7%	13	9.7%	15	0.0%	0	4.2%	1
Totals	100.0% 390	100.0%	168	100.0%	154	100.0%	39	100.0%	24

Frequency of Use by Usefulness of Guided Interpretive Tours

	Overall 401	Guided Interpretive Tours							
		Very useful 21.0% 83		Somewhat useful 39.4% 156		Probably would not use 30.8% 122		No opinion 8.8% 35	
Frequency of Use									
Nearly every day	41.8% 163	36.6% 30	42.1% 64	43.6% 51	44.1% 15				
On average, once a week	19.7% 77	19.5% 16	21.7% 33	20.5% 24	11.8% 4				
First visit to a parkway	11.3% 44	14.6% 12	9.9% 15	8.5% 10	17.6% 6				
On average, once every two weeks	10.8% 42	6.1% 5	11.8% 18	12.8% 15	8.8% 3				
On average, once a month	9.0% 35	18.3% 15	4.6% 7	7.7% 9	11.8% 4				
Rarely use the parkways	7.4% 29	4.9% 4	9.9% 15	6.8% 8	5.9% 2				
Totals	100.0% 390	100.0% 82	100.0% 152	100.0% 117	100.0% 34				

Frequency of Use by Usefulness of Newsletters and Special Mailings

	Overall 401	Newsletters and Special Mailings							
		Very useful 17.1% 68		Somewhat useful 40.3% 160		Probably would not use 33.0% 131		No opinion 9.6% 38	
Frequency of Use									
Nearly every day	41.8% 163	48.5% 32	45.5% 71	33.6% 43	41.7% 15				
On average, once a week	19.7% 77	18.2% 12	17.9% 28	23.4% 30	19.4% 7				
First visit to a parkway	11.3% 44	4.5% 3	13.5% 21	10.2% 13	16.7% 6				
On average, once every two weeks	10.8% 42	10.6% 7	7.7% 12	13.3% 17	13.9% 5				
On average, once a month	9.0% 35	13.6% 9	7.1% 11	10.2% 13	5.6% 2				
Rarely use the parkways	7.4% 29	4.5% 3	8.3% 13	9.4% 12	2.8% 1				
Totals	100.0% 390	100.0% 66	100.0% 156	100.0% 128	100.0% 36				



## Appendix 1: Cross Tabulations of Key Questions

### Frequency of Use by Current MPRB Information

	Overall 401	Overall performance of present information program.			
		Above expectations and needs 7.1% 28	About just right 35.9% 142	Below expectations and needs 15.4% 61	Not aware of any information provided 27.3% 108
Frequency of Use					
Nearly every day	41.8% 163	35.7% 10	39.1% 54	55.0% 33	50.0% 52
On average, once a week	19.7% 77	21.4% 6	17.4% 24	16.7% 10	23.1% 24
First visit to a parkway	11.3% 44	28.6% 8	10.1% 14	5.0% 3	3.8% 4
On average, once every two weeks	10.8% 42	3.6% 1	13.8% 19	8.3% 5	11.5% 12
On average, once a month	9.0% 35	10.7% 3	9.4% 13	11.7% 7	8.7% 9
Rarely use the parkways	7.4% 29	0.0% 0	10.1% 14	3.3% 2	2.9% 3
Totals	100.0% 390	100.0% 28	100.0% 138	100.0% 60	100.0% 104

	Overall performance of present information program.
	Not familiar enough to comment 14.2% 56
Frequency of Use	
Nearly every day	20.0% 11
On average, once a week	23.6% 13
First visit to a parkway	25.5% 14
On average, once every two weeks	7.3% 4
On average, once a month	5.5% 3
Rarely use the parkways	18.2% 10
Totals	100.0% 55

Frequency of Use by Usefulness of a World Wide Web Site

	Overall 401	World Wide Web Site							
		Very useful 35.8% 142		Somewhat useful 33.5% 133		Probably would not use 20.7% 82		No opinion 10.1% 40	
Frequency of Use									
Nearly every day	41.8% 163	46.5% 66	37.7% 49	37.7% 29	45.9% 17				
On average, once a week	19.7% 77	14.1% 20	21.5% 28	32.5% 25	10.8% 4				
First visit to a parkway	11.3% 44	12.7% 18	12.3% 16	5.2% 4	13.5% 5				
On average, once every two weeks	10.8% 42	12.7% 18	9.2% 12	9.1% 7	10.8% 4				
On average, once a month	9.0% 35	10.6% 15	9.2% 12	3.9% 3	13.5% 5				
Rarely use the parkways	7.4% 29	3.5% 5	10.0% 13	11.7% 9	5.4% 2				
Totals	100.0% 390	100.0% 142	100.0% 130	100.0% 77	100.0% 37				

Other Cross Tabulations

Cross referencing the following questions also offers guidance for decisions in the Interpretive Plan. The following cross tabulations are designed to focus on key parkway user characteristics and interpretive program elements.

Reason for Using the Grand Rounds by Frequency of Use

	Overall 401	Frequency of Use											
		First visit to a parkway 11.3% 44		Rarely use the parkways 7.4% 29		On average, once a month 9.0% 35		On average, once every two weeks 10.8% 42		On average, once a week 19.7% 77		Nearly every day 41.8% 163	
Reason for Using Parkways													
Fitness	40.7% 123	4.8% 2	10.7% 3	26.1% 6	27.8% 10	55.9% 33	61.1% 69						
Relaxation	27.5% 83	47.6% 20	28.6% 8	26.1% 6	44.4% 16	23.7% 14	15.9% 18						
Recreation	26.8% 81	31.0% 13	53.6% 15	47.8% 11	27.8% 10	18.6% 11	18.6% 21						
Other	2.6% 8	14.3% 6	0.0% 0	0.0% 0	0.0% 0	0.0% 0	1.8% 2						
Transportation from one place to another	2.3% 7	2.4% 1	7.1% 2	0.0% 0	0.0% 0	1.7% 1	2.7% 3						
Totals	100.0% 302	100.0% 42	100.0% 28	100.0% 23	100.0% 36	100.0% 59	100.0% 113						

## Appendix 1: Cross Tabulations of Key Questions

### Trip Origination Point by Frequency of Use

	Overall 401	Frequency of Use										
		First visit to a parkway 11.3% 44		Rarely use the parkways 7.4% 29		On average, once a month 9.0% 35		On average, once every two weeks 10.8% 42		On average, once a week 19.7% 77		Nearly every day 41.8% 163
Trip Origination Point												
From home	78.2% 302	35.7% 15	37.9% 11	77.1% 27	85.7% 36	84.2% 64	91.9% 147					
As part of visiting the Twin Cities for business or pleasure	14.0% 54	54.8% 23	58.6% 17	14.3% 5	7.1% 3	5.3% 4	1.2% 2					
From work	5.7% 22	2.4% 1	0.0% 0	5.7% 2	4.8% 2	9.2% 7	6.2% 10					
At an event	2.1% 8	7.1% 3	3.4% 1	2.9% 1	2.4% 1	1.3% 1	0.6% 1					
Totals	100.0% 386	100.0% 42	100.0% 29	100.0% 35	100.0% 42	100.0% 76	100.0% 160					

### Overall Panel Preference by Trip Origination Point

	Overall 401	Trip Origination Point							
		From home 78.2% 302		From work 5.7% 22		At an event 2.1% 8		As part of visiting the Twin Cities for business or pleasure 14.0% 54	
Overall Panel Preference									
Panel A	54.2% 215	53.4% 159	50.0% 11	50.0% 4	66.7% 36				
Panel C	28.2% 112	29.2% 87	22.7% 5	25.0% 2	22.2% 12				
Panel B	13.6% 54	14.1% 42	22.7% 5	0.0% 0	7.4% 4				
No Preference	4.0% 16	3.4% 10	4.5% 1	25.0% 2	3.7% 2				
Totals	100.0% 397	100.0% 298	100.0% 22	100.0% 8	100.0% 54				

**Appendix 1: Cross Tabulations of Key Questions**

Overall Panel Preference by Age

	Overall 401	Age										
		0-9 0.0% 0		10-19 1.8% 7		20-29 20.7% 81		30-39 30.6% 120		40-49 25.3% 99		50-59 15.6% 61
Overall Panel Preference												
Panel A	54.2% 215	0	57.1% 4	66.7% 54	54.6% 65	50.0% 49	44.1% 26					
Panel C	28.2% 112	0	14.3% 1	18.5% 15	32.8% 39	33.7% 33	28.8% 17					
Panel B	13.6% 54	0	28.6% 2	12.3% 10	7.6% 9	11.2% 11	23.7% 14					
No Preference	4.0% 16	0	0.0% 0	2.5% 2	5.0% 6	5.1% 5	3.4% 2					
Totals	100.0% 397	% 0	100.0% 7	100.0% 81	100.0% 119	100.0% 98	100.0% 59					

	Age			
	60-69 4.8% 19		70+ 1.3% 5	
Overall Panel Preference				
Panel A	57.9% 11	40.0% 2		
Panel C	15.8% 3	0.0% 0		
Panel B	21.1% 4	60.0% 3		
No Preference	5.3% 1	0.0% 0		
Totals	100.0% 19	100.0% 5		

Overall Panel Preference by Reason for Using Parkways

	Overall 401	Reason for Using Parkways									
		Relaxation		Recreation		Fitness		Transportation from one place to another		Other	
Overall Panel Preference		27.5%	83	26.8%	81	40.7%	123	2.3%	7	2.6%	8
Panel A	54.2% 215	52.4%	43	53.8%	43	60.7%	74	42.9%	3	37.5%	3
Panel C	28.2% 112	25.6%	21	26.2%	21	26.2%	32	57.1%	4	50.0%	4
Panel B	13.6% 54	20.7%	17	15.0%	12	11.5%	14	0.0%	0	12.5%	1
No Preference	4.0% 16	1.2%	1	5.0%	4	1.6%	2	0.0%	0	0.0%	0
Totals	100.0% 397	100.0%	82	100.0%	80	100.0%	122	100.0%	7	100.0%	8

Overall Panel Preference by Primary Mode of Travel

	Overall 401	Primary Mode of Travel							
		Pedestrian (walkers and runners)		Bicycle		In-line skater		Automobile	
Overall Panel Preference		75.4%	264	16.0%	56	4.3%	15	4.3%	15
Panel A	54.2% 215	51.7%	135	53.6%	30	80.0%	12	60.0%	9
Panel C	28.2% 112	31.0%	81	30.4%	17	6.7%	1	20.0%	3
Panel B	13.6% 54	14.9%	39	5.4%	3	13.3%	2	20.0%	3
No Preference	4.0% 16	2.3%	6	10.7%	6	0.0%	0	0.0%	0
Totals	100.0% 397	100.0%	261	100.0%	56	100.0%	15	100.0%	15

**Appendix 1: Cross Tabulations of Key Questions**

Familiarity with Name by Age

	Overall	Age											
		0-9		10-19		20-29		30-39		40-49		50-59	
Awareness of the Grand Rounds name.													
I have never heard the term before	69.1% 277	0	71.4% 5	81.5% 66	72.5% 87	64.6% 64	62.3% 38						
I occasionally hear people using this term	12.7% 51	0	14.3% 1	6.2% 5	10.0% 12	14.1% 14	13.1% 8						
I recall someone referring to parkways with this term	11.2% 45	0	14.3% 1	6.2% 5	11.7% 14	12.1% 12	16.4% 10						
I frequently hear parkways being referred to as "The Grand Rounds"	6.0% 24	0	0.0% 0	4.9% 4	5.8% 7	7.1% 7	6.6% 4						
I frequently refer to the parkways as "The Grand Rounds"	1.0% 4	0	0.0% 0	1.2% 1	0.0% 0	2.0% 2	1.6% 1						
Totals	100.0% 401	% 0	100.0% 7	100.0% 81	100.0% 120	100.0% 99	100.0% 61						

## Appendix 1: Cross Tabulations of Key Questions

	Age			
	60-69		70+	
Awareness of the Grand Rounds name.				
I have never heard the term before	57.9%	11	60.0%	3
I occasionally hear people using this term	26.3%	5	20.0%	1
I recall someone referring to parkways with this term	10.5%	2	0.0%	0
I frequently hear parkways being referred to as "The Grand Rounds"	5.3%	1	20.0%	1
I frequently refer to the parkways as "The Grand Rounds"	0.0%	0	0.0%	0
Totals	100.0%	19	100.0%	5



# W E L C O M E T O T H E GRAND ROUNDS NATIONAL SCENIC BYWAY

## Nature, History, and our Neighborhoods

Its creators had bold vision - fifty miles of unbroken parks, boulevards, paths and preserves for nature.

### VICTORY MEMORIAL BYWAY DISTRICT

3.8 Byway District Miles

Tour the historic rows of trees and markers that commemorate the Hennepin County servicemen of World War I

- Reflect on world history at the memorials that line the Victory Memorial Parkway, then explore the natural resources along Shingle Creek and North Mississippi Regional Park
- Explore the curvy Weber Parkway
- Find where barge navigation begins on "old man river"
- Participate in the "American Lung Run" in either spring or autumn

### THEODORE WIRTH BYWAY DISTRICT

4.0 Byway District Miles

Relax and get away from it all in the "wild places" of the Theodore Wirth Byway District

- Recreate in the beauty of Theodore Wirth Park, the largest regional park in Minneapolis
- Visit the quaking bog, search for wildlife at Birch Pond, or identify wildflowers at the Eloise
- Buffer Garden and Sanctuary
- Play golf and ride a sled at the same place
- Join the fun during "Juneteenth" event at Theodore Wirth Park

### CHAIN OF LAKES BYWAY DISTRICT

13.3 Byway District Miles

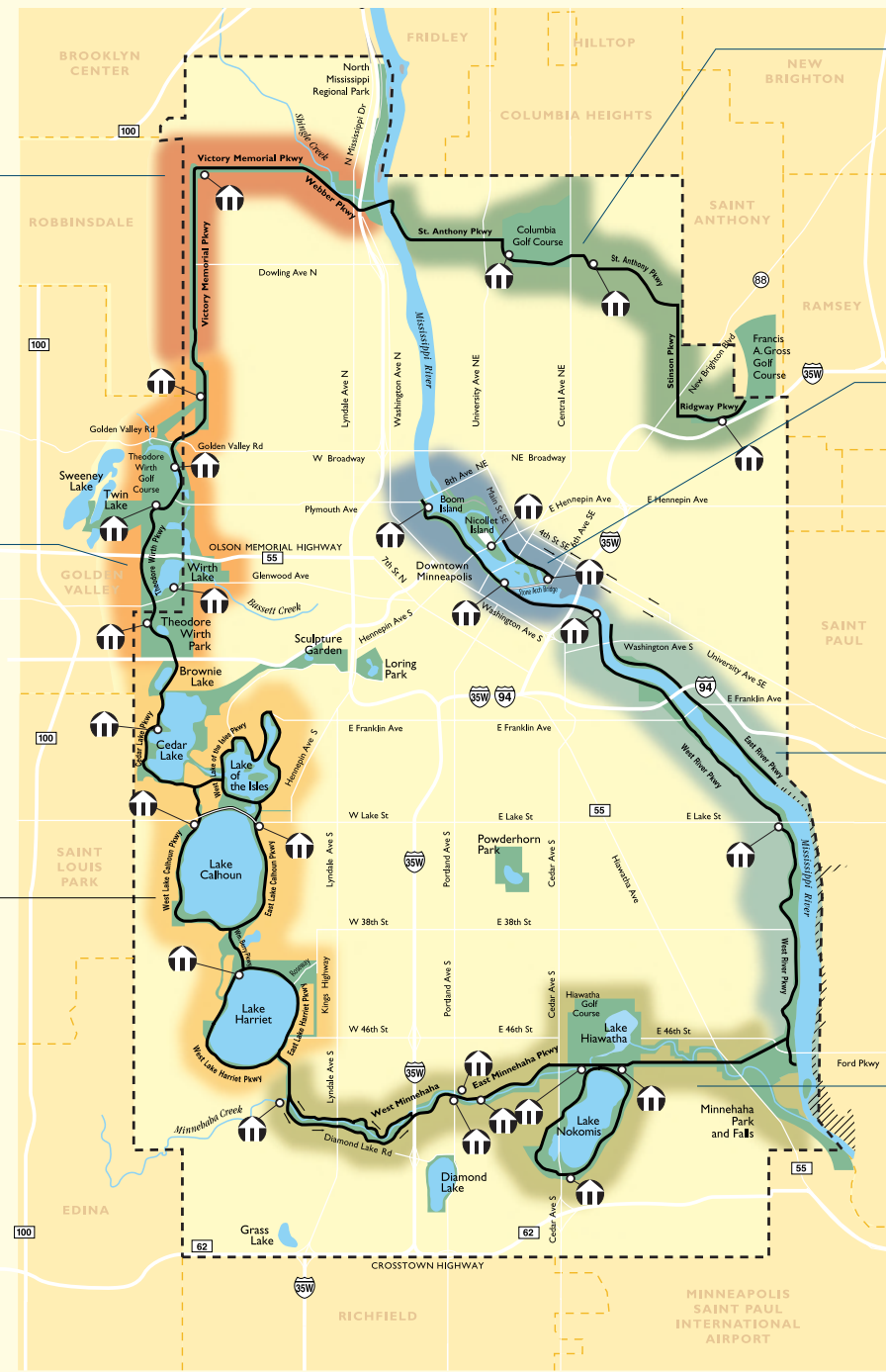
Take part in the excitement and action around the "Chain of Lakes"

- Canoe for nearly two miles from Brownie Lake to Lake Calhoun
- Search for the site of the area's first schoolhouse or Cloudman's village, a Lakota Indian site
- Step back 50 years in time and ride the Como-Harriet Streetcar Line
- During the "Aquatennial," watch the "Sailing Regatta," learn how to fish, win a volleyball tournament, create a sand sculpture or just relax

Today, when you explore The Grand Rounds on foot, by bike or in a car you will also discover something grand. Peacefulness and solitude or excitement and adventure. Ancient landscapes to the latest in recreation fads. Foundations of the Twin Cities history or a child's dream for tomorrow. In the challenge of The Grand Rounds—a 50-mile ribbon of public open space—here lies its rewards for you to discover.

For more than 100 years the Minneapolis Park and Recreation Board has sustained a national resource that is at the same time natural and urban, historic and up-to-date. Designated as a National Scenic Byway in 1998, The Grand Rounds is the first national scenic byway totally located in a major urban area.

As this map shows, The Grand Rounds is also seven districts - each having its own special personality. Along the Byway, users will discover many historical sites, can participate in a variety of recreational activities, and experience some of the city's unique natural and scenic beauty.



### NORTHEAST RIVERFRONT BYWAY DISTRICT

6.0 Byway District Miles

Visit where Minneapolis works and plays, side by side

- Stop for a dramatic downtown skyline view from Deming Heights
- Golf at either the Columbia or Francis A. Gross Golf Courses
- See where barges, trains and trucks deliver the raw materials and finished products that make the Twin Cities a world class work place
- Participate in the "YWCA Luge Run" along Ridgeway Parkway

### DOWNTOWN RIVERFRONT BYWAY DISTRICT

1.2 Byway District Miles

Investigate the history of Minneapolis while enjoying its cosmopolitan atmosphere on the Mississippi riverfront

- Explore the historic West Side Milling District, Nicollet and Boom Islands
- Find out how St. Anthony Falls has moved up the Mississippi River
- Enjoy the "Stone Arch Festival of the Arts"
- Take part in "Pride Festival" in early summer
- Have fun at the annual "Aquatennial and Fireworks" on Nicollet and Boom Islands

### MISSISSIPPI RIVER BYWAY DISTRICT

9.2 Byway District Miles

Examine the geological wonder: the Mississippi River Gorge along the West and East River Parkways

- View dramatic vistas from bluff tops and river flats
- Search for the Winchell Trail, an old Indian trail from the past
- Bike the "Get in Gear Race" on West River Road in spring
- Run in the "Twin Cities Marathon" and "Non-public Education Marathon" in autumn

### MINNEHAHA BYWAY DISTRICT

12.6 Byway District Miles

Experience how recreation, history and nature blend together to create the Minnehaha Byway District

- Picnic, explore the Minnehaha Falls, and take a historic walk, through Longfellow's and Steven's House at Minnehaha Park
- Wind your way along Minnehaha Creek
- Join the "Aids Walk" or the "Minnesota Muscular Dystrophy Society Walk" in spring
- Canoe the "Aquatennial" on Lake Nokomis

## DISCOVER WHAT'S JUST AROUND THE CORNER

KEY



Kiosks



Park Board Lands

Recreation Centers



NORTH

Scale:  
Minneapolis City Limits

For more information, event schedule, or education programs on the Grand Rounds National Scenic Byway, contact:  
Minneapolis Parks and Recreation Board  
400 South Fourth Street, Suite 200  
Minneapolis, MN 55415-1400  
(612) 661-4800

Look us up on our web site at: [www.mprb.org](http://www.mprb.org)  
If you have comments or suggestions about The Grand Rounds National Scenic Byway, e-mail us at the following address: [info@mprb.org](mailto:info@mprb.org)



# THE GRAND ROUNDS

NATIONAL SCENIC BYWAY

B

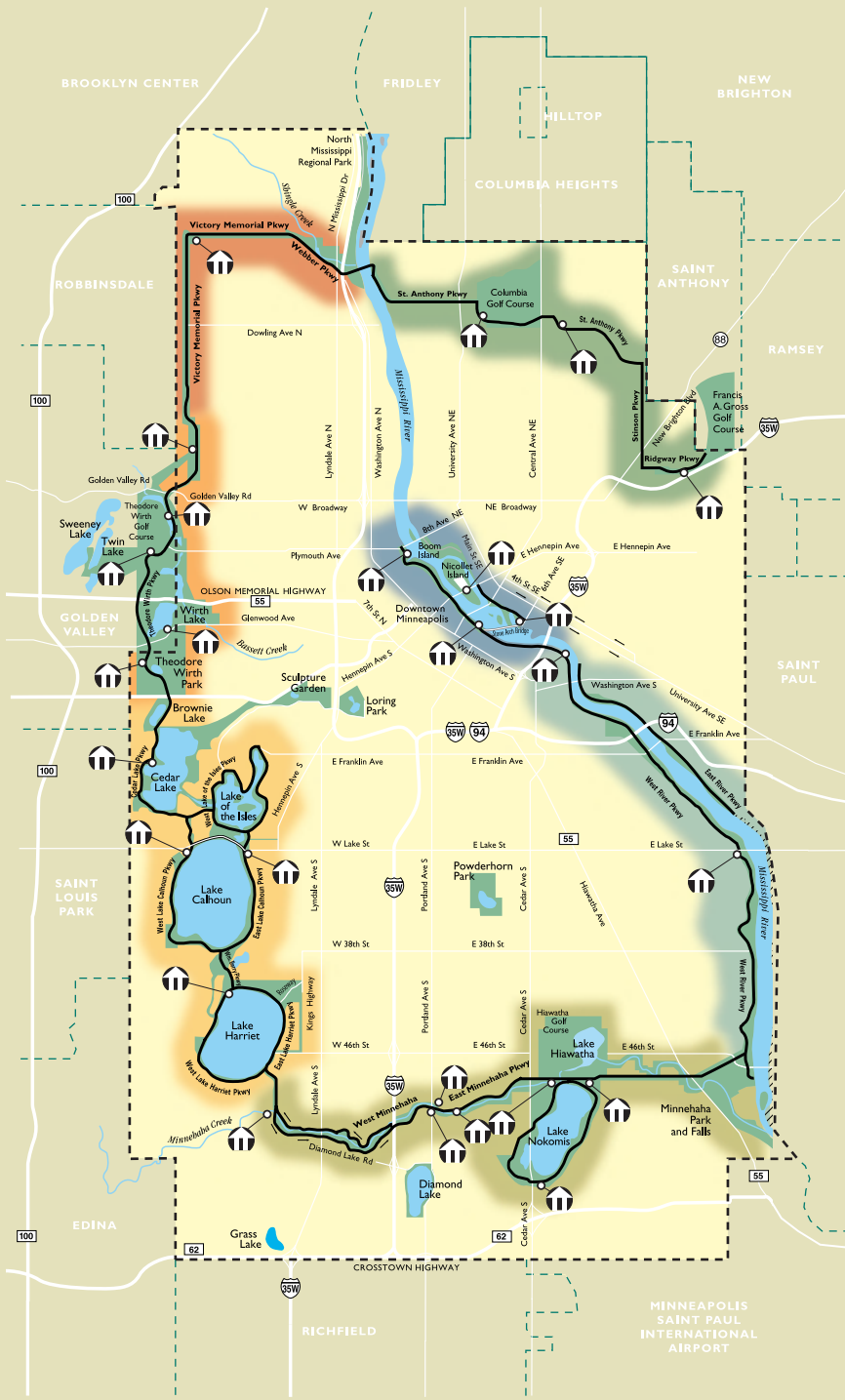
NATURE, HISTORY, AND OUR NEIGHBORHOODS. THE MINNEAPOLIS PARK AND RECREATION BOARD WELCOMES YOU TO THE GRAND ROUNDS.

Its creators had bold vision—fifty miles of unbroken parks, boulevards, paths and preserves for nature.

Today, when you explore The Grand Rounds on foot, by bike or in a car you will also discover something grand. Peacefulness and solitude or excitement and adventure. Ancient landscapes to the latest in recreation fads. Foundations of the Twin Cities history or a child's dream for tomorrow. In the challenge of The Grand Rounds—a 50-mile ribbon of public open space—here lies its rewards for you to discover.

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As this map shows, The Grand Rounds is also seven districts—each having its own special personality. Along the Byway, users will discover many historical sites, can participate in a variety of recreational activities, and experience some of the city's magnificent natural and scenic beauty.



- INVESTIGATE  
the Downtown Riverfront District
- FOLLOW  
the Mississippi River Byway District
- TOUR  
the Minnehaha Byway District
- ENJOY  
the Chain of Lake Byway District
- SEARCH  
the Theodore Wirth Byway District
- REFLECT  
on the Victory Memorial Byway District
- TRACE  
the Northeast Byway District

**KEY**

- Kiosks
- Park Board Lands
- Recreation Centers

Minneapolis City Limits Scale: NORTH

For more information, event schedule, or education programs on the Grand Rounds National Scenic Byway, contact:  
 Minneapolis Parks and Recreation Board  
 400 South Fourth Street, Suite 200  
 Minneapolis, MN 55415-1400  
 (612) 661-4800

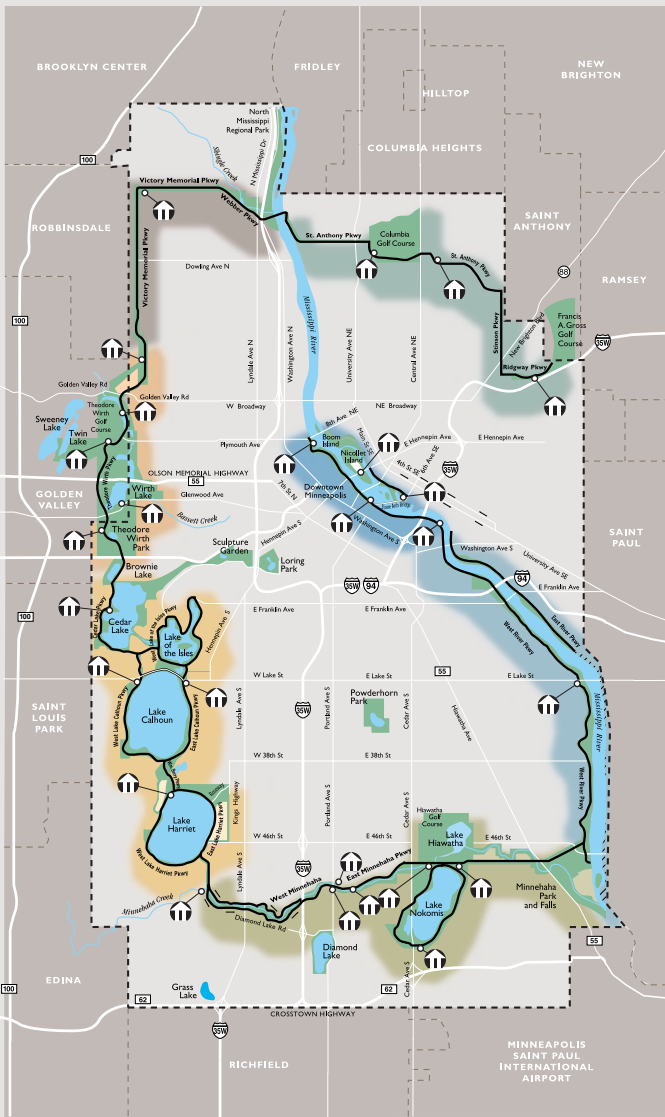


Look us up on our web site at: [www.mprb.org](http://www.mprb.org)  
 If you have comments or suggestions about The Grand Rounds National Scenic Byway, e-mail us at the following address: [info@mprb.org](mailto:info@mprb.org)

**DISCOVER**  
 what's just around the corner...

Welcome to THE GRAND ROUNDS NATIONAL SCENIC BYWAY

# Nature History AND OUR Neighborhoods



Its creators had bold vision - fifty miles of unbroken parks, boulevards, paths and preserves for nature.

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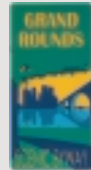
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**KEY**

- Kiosks
- Park Board Lands
- Recreation Centers
- Minneapolis City Limits
- Scale:
- NORTH

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Look us up on our web site at: [www.mprb.org](http://www.mprb.org)  
If you have comments or suggestions about The Grand Rounds National Scenic Byway, e-mail us at the following address: [info@mprb.org](mailto:info@mprb.org)



## Discover what's just around the corner...

### Downtown Riverfront 1.2 Byway District Miles

Investigate the history of Minneapolis while enjoying its cosmopolitan atmosphere on the Mississippi riverfront. Explore the historic West Side Milling District, Nicollet and Boom Islands. Find out how St. Anthony Falls has moved up the Mississippi River. Participate in events such as "Stone Arch Festival of the Arts" and "Pride Festival" in early summer or the annual "Aquatennial and Fireworks" on Nicollet and Boom Islands.

### Mississippi River 9.2 Byway District Miles

Experience a geological wonder: the Mississippi River Gorge along the West and East River Parkways. View dynamic vistas from bluff tops and river flats. Search for the Winchell Trail, an old Indian trail from the past. Come bike the "Get in Gear Race" on West River Road in spring or run in the "Twin Cities Marathon" and "Non-public Education Marathon" in autumn.

### Minnehaha 12.6 Byway District Miles

Experience how recreation, history and nature blend together to create the Minnehaha Byway District. Picnic, explore the Minnehaha Falls, and take a historic walk through Longfellow's and Steven's House at Minnehaha Park. Wind your way along Minnehaha Creek. Don't forget to take part in the "Aids Walk" or the "Minnesota Muscular Dystrophy Society Walk" each spring.

### Chain of Lakes 13.3 Byway District Miles

Take part in the excitement and action around the "Chain of Lakes". Step back 50 years in time and ride the Como-Harriet Streetcar Line. Or, search for the site of the area's first schoolhouse and Cloudman's village, a Lakota Indian site. Then canoe for nearly two miles from Brownie Lake to Lake Calhoun. Come to the "Aquatenial" and learn how to fish, win a volleyball tournament, create a sand sculpture or just relax.

### Theodore Wirth 4.0 Byway District Miles

Relax and get away from it all in the "wild places" of the Theodore Wirth Byway District. Recreate in the beauty of Theodore Wirth Park, the largest regional park in Minneapolis. You can also visit the quaking bog, search for wildlife at Birch Pond, or identify wildflowers at the Eloise Butler Garden and Sanctuary. There is also the Theodore Wirth Golf Course where you can either golf or sled.

### Victory Memorial 3.8 Byway District Miles

Tour the historic rows of trees and markers that commemorate the Hennepin County servicemen of World War I. Reflect on world history at the memorials that line the Victory Memorial Parkway. Then explore the natural resources along Shingle Creek, North Mississippi Regional Park, and the curvy Weber Parkway. Can you find the place where barge navigation begins on "old man river"?

### Northeast 6.0 Byway District Miles

Visit where Minneapolis works and plays, side by side. See where barges, trains and trucks deliver the raw materials and finished products that make the Twin Cities a world class work place. Learn to play golf at Columbia Golf Learning Center and lower your handicap at Francis A. Gross Golf Course. Don't forget to stop for a dramatic downtown skyline view from Deming Heights.

# SURVEY OF USER OPINIONS

## THE GRAND ROUNDS NATIONAL SCENIC BYWAY - October, 1998

Sponsored by: The Minneapolis Park and Recreation Board  
Prepared by: David Dahlquist Associates, Inc., Des Moines, IA, and Recreation Professionals, Inc., St. Paul, MN, Consultants to the Minneapolis Park and Recreation Board

The Minneapolis Park and Recreation Board owns and maintains more than 50 miles of parkways and pedestrian and bicycle paths. This greenway connects the city's major parks, natural attractions, recreation areas and historical sites. Nearly 6,000 acres of land, lakes and streams form a continuous system of public land set aside for Minneapolis residents and visitors of the Twin Cities to use and enjoy.

The Minneapolis Park and Recreation Board would like your opinions about providing better public information for users of the city's parks and parkways. **For this survey, the terms "parkway" and "byway" mean the same thing. Please circle the number(s) for each question that most closely expresses your views.**

### Part A. Familiarity with "The Grand Rounds"

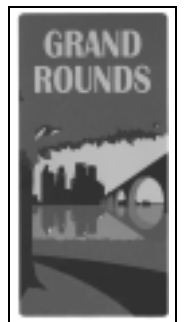
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**A. The parkways and paths of Minneapolis have collectively been called "The Grand Rounds". Please circle the number that indicates how familiar you are with this term.**

- 1.... I have never heard this term before.
- 2.... I recall that someone once referred to the parkways with this term.
- 3.... I occasionally hear people using this term.
- 4.... I frequently hear the parkways being referred to as "The Grand Rounds".
- 5.... I frequently refer to the parkways as "The Grand Rounds".

**B. The Minneapolis parkways were recently designated as a national scenic byway by the Federal Highway Administration. The Minneapolis Park and Recreation Board has adopted this logo for *The Grand Rounds National Scenic Byway*. Please circle the number that indicates how familiar you are with this image.**

- 1.... I have never seen this image before.
- 2.... I recall having seen the logo once in a brochure
- 3.... I recall having seen the logo once while using The Grand Rounds
- 4.... I have seen the logo several times in various locations along The Grand Rounds.
- 5.... I frequently see this logo as I travel The Grand Rounds.



### Part B. Information Kiosk Improvements

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The Minneapolis Park and Recreation Board is considering options for improving the existing information kiosks along The Grand Rounds. Your opinions will help make potential improvements be more effective for all users. The existing maps of The Grand Rounds would be replaced by a new **orientation panel** common to all kiosks. In addition, **detailed information** about the next portion of The Grand Rounds would be provided at each kiosk.

**Orientation Panel**

Currently, there are approximately 20 information kiosks located along The Grand Rounds. Plans call for the installation of additional kiosks so that there would be a kiosk located every 2.5 miles.

Each Grand Rounds information kiosk is planned to have a new orientation panel and three different preliminary mockups are being studied: A, B, and C. Please take a few minutes to examine both the graphics and text for each draft panel. Questions A through E below refer to your opinions about each panel.

**A. Please circle the number that most closely describes your view of how attractive you think each panel is. Please circle one number for each panel.**

	Very attractive	Somewhat attractive	Somewhat unattractive	Very unattractive	No opinion one way or another
Panel A	1....	2....	3....	4....	5....
Panel B	1....	2....	3....	4....	5....
Panel C	1....	2....	3....	4....	5....

**B. For each panel, which statement best describes how useful you think the information would be that is provided on each panel? Please circle one number for each panel.**

	Very useful	Somewhat useful	Not useful	No opinion one way or another
Panel A	1....	2....	3....	4....
Panel B	1....	2....	3....	4....
Panel C	1....	2....	3....	4....

**C. Which statement best describes your view on the amount of text on each orientation panel? Please circle one number for each panel.**

	Too much text.	Just the right amount of text	More text needed	No opinion one way or another
Panel A	1....	2....	3....	4....
Panel B	1....	2....	3....	4....
Panel C	1....	2....	3....	4....

**D. Overall, which panel do you like the most?**

- 1.... Panel A
- 2.... Panel B
- 3.... Panel C
- 4.... Don't have a preference one way or another.

**E. If you did not find the orientation panel attractive or useful, please provide suggestions as to how it might be improved.**

Panel A: \_\_\_\_\_  
 \_\_\_\_\_

Panel B: \_\_\_\_\_  
 \_\_\_\_\_

Panel C: \_\_\_\_\_  
 \_\_\_\_\_

### Detailed Information

In addition to the overall orientation and description of The Grand Rounds system, detailed information would be provided at each kiosk about the immediate segment of the parkway.

**F. Listed below are some of the types of information that could be provided about local segments of the parkway between each kiosk. Please indicate how useful you feel each information item would be. Please circle one number for each topic.**

Topic	Very useful	Somewhat useful	Not useful	No opinion one way or another
Recreation centers	1....	2....	3....	4....
Athletic fields	1....	2....	3....	4....
Playgrounds and tot lots	1....	2....	3....	4....
Other recreation paths	1....	2....	3....	4....
Public restrooms	1....	2....	3....	4....
Public telephones	1....	2....	3....	4....
Drinking fountains	1....	2....	3....	4....
Nature areas	1....	2....	3....	4....
Historic sites	1....	2....	3....	4....
Scenic vistas	1....	2....	3....	4....
Neighborhood boundaries	1....	2....	3....	4....
Emergency services	1....	2....	3....	4....

**G. Listed below are some of the ways in which information could be provided to parkway users about The Grand Rounds. For each type of media, please indicate how useful you might find it as part of your parkway experience.**

Media	Very useful	Somewhat useful	Probably would not use	No opinion one way or another
Self-guided printed brochures	1....	2....	3....	4....
Self-guiding audio cassette tapes or compact discs	1....	2....	3....	4....
On-site exhibits and displays	1....	2....	3....	4....
Guided interpretive tours by (naturalists, historians, etc.)	1....	2....	3....	4....
Newsletters & special mailings	1....	2....	3....	4....
Web site devoted to the places & stories of The Grand Rounds	1....	2....	3....	4....

**H. Which statement best describes how you think the Minneapolis Park and Recreation Board (MPRB) performs in providing information about opportunities for you to use and enjoy The Grand Rounds?**

- 1.... The quality of the information that is available to me is above my expectations and needs.
- 2.... The quality of the information that is available to me is about just right.
- 3.... The quality of the information that is available to me is below my expectations and needs.
- 4.... I am not aware of any information provided by the MPRB about The Grand Rounds.
- 5.... I am not familiar enough with the MPRB to comment one way or another.

**I. Other comments and suggestions:**

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## Part C. USER INFORMATION

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Your answers to these questions help ensure that we understand demographic and user characteristics of parkway users. (Please circle only one number choice)

### A. What is your age?

- 1.... 0-9
- 2.... 10-19
- 3.... 20-29
- 4.... 30-39
- 5.... 40-49
- 6.... 50-59
- 7.... 60-69
- 8.... 70 +

### B. Your gender?

- 1.... Male
- 2.... Female

### C. What is your highest level of education?

- 1.... Less than high school
- 2.... High school graduate
- 3.... Some college
- 4.... College graduate
- 5.... Post graduate

### D. What is your occupation?

- 1.... Management/professional
- 2.... Clerical, sales, other service areas
- 3.... Agriculture
- 4.... Technician
- 5.... Trades
- 6.... Student
- 7.... Homemaker
- 8.... Retired
- 9.... Unemployed
- 10.... Other

### E. How many people, including yourself, currently live in your household?

- 1.... 1
- 2.... 2
- 3.... 3
- 4.... 4
- 5.... 5 or more

### F. What was your combined household income before taxes in 1997?

- 1.... Below \$15,001
- 2.... \$15,001 - \$30,000
- 3.... \$30,001 - \$45,000
- 4.... \$45,001 - \$60,000
- 5.... \$60,001 - \$75,000
- 6.... \$75,001 - \$90,000
- 7.... \$90,001 or above.

### G. Where is your residence located?

- 1.... Within the city limits of Minneapolis
- 2.... Within the Twin Cities metropolitan area but not Minneapolis
- 3.... Minnesota but not in the Twin Cities metropolitan area
- 4.... Outside of Minnesota

### H. How frequently do you use the Grand Rounds Parkways?

- 1.... This is my first visit to the parkway
- 2.... I rarely use the parkways
- 3.... On average, once a month
- 4.... On average, once every two weeks
- 5.... On average, once a week
- 6.... Nearly every day

### I. What would you say is your primary reason for using the parkways?

- 1.... Relaxation
- 2.... Recreation
- 3.... Fitness
- 4.... Transportation from one place to another
- 5.... Other

### J. When you use the parkways, what is your primary mode of travel?

- 1.... Pedestrian (walkers and runners)
- 2.... Bicycle
- 3.... In-line skater
- 4.... Automobile

### K. Where do you begin most of your uses of the parkway?

- 1.... From home
- 2.... From work
- 3.... At an event
- 4.... As part of visiting the Twin Cities for business or pleasure

### L. For most occasions, do you use the parkway as:

- 1.... An individual
- 2.... With one or two other people
- 3.... With a group of three or more people

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**THANK YOU FOR YOUR TIME AND  
OPINIONS IN COMPLETING  
THIS SURVEY**

# The Grand Rounds Scenic Byway

A Minnesota State Scenic Byway  
Minneapolis, Minnesota

An Overview of the Byway's Corridor Management Plans

1997



Minneapolis Park and Recreation Board



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# ABOUT THIS DOCUMENT

This is a summary and overview of information about the management of the Grand Rounds Scenic Byway. The Grand Rounds is the result of more than 100 years of planning, development, and operations by the Minneapolis Park and Recreation Board. For just as long, it has survived, thrived and matured with widespread public support. The Grand Rounds has emerged to become the central organizing influence in one of the nation's best park systems.

With such a long history, its "Corridor Management Plan" is in reality a vast collection of documents, resolutions, ordinances, regulations, plans and designs which have been prepared, enacted, and amended over the decades. No single document could truly claim to compile all the literature that now guides the dynamic and vital management of this national treasure.

The Board wishes to recognize and commend the valuable contributions and leadership of the Federal Highway Administration, the Minnesota Department of Transportation and many other organizations which are now successfully focussing national attention on the importance of scenic byways. The Board appreciates how the Federal Highway Administration has advanced the art and practice of corridor management planning for scenic byways and hopes the organization of this manual effectively follows and supports the Administration's guidance.

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# INTRODUCTION AND BACKGROUND

## The Minneapolis Park and Recreation Board

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The Minneapolis Park and Recreation Board (MPRB) was created by an act of the Minnesota Legislature in 1883. Its purpose is to establish, acquire, develop, and maintain parks, wildlife sanctuaries, forests and playgrounds. In addition, the MPRB provides public access to and maintains historic sites, lakes, rivers, streams, and other natural habitat. Since its inception, the MPRB has grown from a few city parks to a nationally renowned park system of over 6,000 acres of land and water.

The MPRB receives its revenue from a variety of sources. These revenue sources include tax levies on properties within Minneapolis, grants in aid from the Minnesota Legislature (including Local Government Aid, Homestead and Agricultural Credit Aid and grants from the Legislative Commission on Minnesota Resources, user fees and charges, and gifts of land and money. The MPRB also depends on the City of Minneapolis' bonding authority for capital improvements.

The citizens of Minneapolis are the prime constituency served by the MPRB. The MPRB, as an implementing agency for the metropolitan area regional park system, also helps meet the outdoor recreational needs of the city, region and state.

## Mission

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The MPRB's mission is to strive to permanently preserve, protect, maintain, improve and enhance the City's park land and recreational opportunities on behalf of all current and future citizens of the City of Minneapolis.

## Form of Government

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The MPRB is an independently elected body. Since its creation, the MPRB has been a semi-autonomous political subdivision, having the powers granted to it by the Minnesota Legislature established by the City Charter and allowable under common law. The MPRB 's position as a separate, independent political subdivision allows autonomous action in providing recreation services, facilities and educational experiences consistent with fulfilling its purpose and mission.

The MPRB has a unique relationship with other governmental units. Its rights and responsibilities in this regard are governed by various acts of the Minnesota Legislature. In 1921, the City of Minneapolis adopted a home rule charter and incorporated the 1883 law into the City's basic governing document. There are several charter and legislative provisions which afford the MPRB unique legal status and rights. The Metropolitan

Parks Act passed by the Minnesota Legislature in 1974 authorizes the Metropolitan Council to adopt a system plan for regional recreation open space. This legislation also provides for funding, acquisition, development and redevelopment of the MPRB system through bond sales authorized by the Legislature.

In 1985, additional legislation was passed requiring the MPRB, the cities of St. Paul and Bloomington, suburban Hennepin Parks, and the six counties of the Metropolitan area, to prepare a Master Plan for regional recreation open space under their jurisdiction. These political subdivisions are also required to acquire, develop, and operate these park lands. The MPRB recognizes the importance of forging positive relationships with other political subdivisions which complement those mandated by the Minnesota Legislature. From time to time, the MPRB has formed partnerships with other political subdivisions allowing both to work together towards common objectives. The MPRB continues to seek ways to cooperate with other political subdivisions, as well as certain private entities, in pursuit of common goals all the while remaining cognizant of its primary responsibilities.

## The Grand Round Parkway and Byway Setting

In virtually any discussion of the Mississippi River, whether the history, economic impact, or its recreational assets, sooner or later the City of Minneapolis will be motioned as a significant example. On the local, regional, national or global scale, it is difficult to separate Minneapolis from its identity as a river city. Minneapolis started as a lumber and grain milling center on the Falls of St. Anthony (the only Falls of the Mississippi River) because of its economic benefit. Over time the river has evolved into a recreational asset. Nearly all of Minneapolis' famed Grand Rounds Scenic Byway system encircling the city, uses either the river, the lakes or tributaries that drain into the River. Part of the travel route through Theodore Wirth Park offers outstanding examples of natural prairie environments as part of the landscape.

The Minneapolis Grand Rounds Scenic Byway system offers a multitude of diverse amenities and can provide travelers with a unique tour of one of America's finest urban park systems. Water, woodlands and trails are the main stays of this system which encompasses over 6,000 acres of land in addition to 14 lakes, several lagoons, four islands, three creeks, one river, and three waterfalls.

The most striking part of the Byway's roadway is its close proximity to the resource itself. Along the Mississippi River, its tributaries, lakes, lagoons and other landscapes are all highly visible to the user and are maintained with that in mind. In most cases the landscape itself has dictated the roadway design. For example, along Minnehaha Creek the roadway tends to be curving and meandering like the creek itself, whereas along Victory Memorial Parkway the effect is more formal as it travels through a neighborhood laid out in a grid. The roadway is either one or two-way (and never more than two lanes wide) with pull-offs or parking bays allowing the motorists to pull off and directly experience the resources. In many cases access from feeder roads is minimized in order to prevent further intrusion and protect the environment. The

roadway is continuous and follows the natural contours of the land. Roadside amenities include informational kiosks and plenty of picnic areas.

# LOCATION

## Corridor Map

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### **Corridor Boundaries**

The corridor boundaries of the Grand Rounds Scenic Byway include the following areas:

- The traveled roadway and its various intersections with crossing streets—owned primarily by the Minneapolis Park and Recreation Board (MPRB).
- The parkway right-of-way associated with the portions of the parkway designated as a scenic byways—owned primarily by the MPRB.
- Adjoining park lands, pedestrian and bicycle trails open spaces including lakes and wetlands—owned by the MPRB.
- Land areas and development seen from the traveled roadway of the scenic byway—owned by private owners.

### **Corridor Mapping**

A variety of sources of corridor mapping and data exists—historic and contemporary-- and is maintained by the MPRB as part of its ongoing and annual planning and operations activities. Additionally, the City of Minneapolis and other regional public agencies maintain a considerable inventory of citywide mapping and data on land use, zoning and other related topics. All pertinent and accurate sources of mapping are, by reference, made part of the Grand Rounds Scenic Byway Corridor Management Plan.

Locations of significant intrinsic resources have been illustrated on USGS 7½ minute quad maps. Updates will be conducted in 1998 with the completion of the Byway interpretive master plan.

An overall orientation map of the Grand Rounds Scenic Byway follows.

# Grand Rounds Scenic Byway





# PHYSICAL DESCRIPTION

## Highway Design & Maintenance Standards

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### **Design & Maintenance Standards**

The roadways which comprise the Grand Rounds Scenic Byway have been established for many decades by the MPRB. The Board maintains policies and design standards for the maintenance, repair and design renovation of all parkway sections to assure safety as well as integration of the roadway with the adjoining park character.

Additionally, as park and parkway master plans are periodically updated, standards are reviewed to assure that contemporary concerns are addressed while maintaining the visual character of the original parkway design. As roadway modifications may occur in the future—including transportation improvements which may intersect the Byway--the Board's practice is to assure the highest possible integration of original park character with the proposed improvement. Presently there are no planned changes which would adversely effect the intrinsic qualities of the Grand Rounds Scenic Byway Corridor.

### **Corridor Shape and Configuration**

The Corridor of the Grand Rounds Scenic Byway is shaped by several important factors including:

- Sites and zones of intrinsic qualities
- End points and access points –related to ownership, access to major traffic ways and the adjacency of downtown Minneapolis and the Mississippi River
- Alignment of various parkways and boulevards owned by the MPRB– several relative short sections not owned by the MPRB provide continuous links of designated byway corridor
- Its variable width is a product of the configuration of adjoining parkland; adjoining land uses which are primarily residential; and the extent of land area which motorists view from the Byway

## General Review of Road Safety

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### **Safety and Accident Record**

Safety issues have been addressed on a continual basis for decades. While some sections of the Grand Rounds were originally planned at the beginning of the century to provide a “modern” means of moving automobile traffic, the Board realized that alternative means of moving increasing volumes of traffic—freeways—were needed. Hence, the Board and the City of Minneapolis has effectively incorporated a number of traffic management measures to reduce the amount of traffic using the parkway for non-leisure trips. The advent of the modern freeway and expressway system in the

Twin City metropolitan area along with a variety of traffic calming techniques have effectively reduced traffic.

Nonetheless, isolated safety issues occur from time to time and the Board makes every attempt to address these by balancing the objective of preserving the byway's intrinsic qualities with the need to improve safety. One area which the Board continually monitors closely is the interface of pedestrian, bicycle and automobile traffic.

This is an extremely safe route as the majority of the route has a speed limit of 25 mph. The route is compatible with its vehicle classification, and efforts are in place to reduce commuter through traffic. The proposed route has separate bike trails along the roadway and in addition, cyclists may share the road with motor vehicles. The route could safely accommodate a moderate increase in recreational traffic.

Additionally, truck traffic is banned from all portions of the Byway owned by the MPRB and carefully regulated on the few other segments by the City of Minneapolis. Operations of tour buses and other commercial carriers are regulated by the MPRB.

The Park Operations and Park Police staff maintain records of traffic accidents associated with the Byway.

# INTRINSIC QUALITIES

## Intrinsic Quality Assessment

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Intrinsic Quality means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of a corridor associated with a scenic byway.

- Scenic: The heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience.
- Historic: Encompassing legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past.
- Recreational: Outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences.
- Cultural: Evidence and expressions of the customs or traditions of a distinct group of people. Examples include tribal ceremonies, unique seasonal festivals, and Amish farming.
- Archeological: Those characteristics of the scenic byway corridor that are visible, physical evidence of historic or prehistoric human life or activities and are capable of being inventoried and interpreted.
- Natural: Those features in the visual environment that are in a relatively undisturbed state.

The Grand Rounds Scenic Byway includes fine examples of each of the six intrinsic resources many of which have national importance. The table presented below summarizes the primary intrinsic resources of the Grand Rounds Scenic Byway indicates their relative level of importance—local, regional or national.

## Local, Regional and National Significance of Grand Rounds Scenic Byway Intrinsic Resources

Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
Historic Mills District		National Regional Local			National Regional Local	
Father Hennepin Bluffs	Regional Local	Local				Local
St. Anthony Falls	National Regional Local	National Regional Local	Regional Local	National Regional Local	National Regional Local	National Regional Local
Stone Arch Bridge	National Regional Local	National Regional Local		Regional Local	National Regional Local	
Main Street		Regional Local			Regional Local	
Godfrey House		Local				
Nicollet Island Park		Regional Local	Regional Local			
Boom Island Park			Regional Local			
Mississippi Mile	Regional		Regional			

Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
	Local		Local			
The Gateway Fountain	Regional Local		Regional Local			
Bridal Veil Falls			Local			Local
Winchell Mill Trail	Regional Local	National Regional Local			National Regional Local	Regional Local
Minnehaha Park	National Regional Local	National Regional Local	Regional Local		National Regional Local	Regional Local
Stevens' House		National Regional Local				
Princess Depot		Regional Local				
Longfellow House	Regional Local	Regional Local	Regional Local			
Statuary At Minnehaha Park	National Regional Local	National Regional Local				
Minnehaha Parkway	Regional Local	National Regional Local	National Regional			

Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
			Local			
Lake Nokomis	Local	Local	Regional Local			
Hiawatha Golf Course			Local			
Lake Harriet	Regional Local	Regional Local	National Regional Local			
Lyndale Park Gardens	National Regional Local	National Regional Local				
Lake Harriet Bandshell	Regional Local	Local	Regional Local			
Lake Harriet Streetcar Station		Regional Local				
Queen Of The Lakes		Local	Local			
Lake Calhoun	Regional Local	Regional Local	National Regional Local		Regional Local	
Lake Of The Isles	Regional Local	Local	Regional Local			Local

Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
Peavey Fountain	Regional Local	Regional Local				
Kenwood Parkway	Regional Local	National Regional Local	Regional Local			
Parade Ice Garden			Local			
Minneapolis Sculpture Garden	National Regional Local		National Regional Local			
Loring Park	Regional Local	Local	Regional Local			
Berger Fountain	National Regional Local		Local			
Cedar Lake	National Regional Local		Regional Local			
Brownie Lake	Local	National Regional Local	Local			
Theodore Wirth Park	Regional Local	National Regional Local	Regional Local			

Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
Eloise Butler Wildflower Garden And Bird Sanctuary	Regional Local	National Regional Local	Local			National Regional Local
Latitude-Longitude Marker	Regional Local	Regional Local				
Victory Memorial Parkway	Local	National Regional Local	Regional Local			
War Shrine		National Regional Local				
Grand Army Circle		National Regional Local				
North Mississippi Park		Local	Local			Local
Shingle Creek		Local	Local			
Head Of Navigation		Local				Regional Local
Columbia Golf Course			Local			



Name Of Intrinsic Resource	Intrinsic Resource					
	Scenic	Historic	Recreational	Cultural	Archeological	Natural
Deming Heights	Regional Local		Local			
Ridgway Parkway	Regional Local	National Regional Local	Local			

## Primary Intrinsic Qualities of the Grand Rounds

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### HISTORIC MILLS DISTRICT

Both sides of the River from the Stone Arch Bridge to Hennepin Avenue Bridge.

The Historic Mills District is a reminder that flour milling earned Minneapolis the nickname of "Mill City". During the 1880s, Minneapolis was the Milling Capitol of the World. The Pillsbury Company's "A" Mill, built in 1881, (and still in use today on the east bank) and the ruins of the Washburn Crosby Mill on the west bank are reminders of the grandeur of this period.

### FATHER HENNEPIN BLUFFS

Main Street at 5th Street Southeast

Father Hennepin Bluffs offers trails with footpaths and bridges as well as picnic facilities with direct access to the Mississippi River. Located in the heart of the city along the east shore of the river, this park is just one part of the 150 acre Central Riverfront Regional Park. The bluff park is named for Father Louis Hennepin, a Franciscan priest believed to have first viewed St. Anthony Falls in 1680 from the shores of this park. This park offers a unique view of the river gorge, the downtown skyline and a direct connection to the Stone Arch Bridge. The park is connected to Nicollet Island Park by Historic Main Street.

### ST. ANTHONY FALLS

Portland Avenue at West River Parkway

The only waterfall on the 2,348 mile course of the Mississippi River, St. Anthony Falls was a significant part of the Dakota Indian culture. The Dakotas called the cataract *Miniara* or "curling water", and on its banks left sacrifices to the powerful god of evil and waters, *Oanktehi*, who they believed lived beneath the falls. Father Louis Hennepin became the first European to "discover" the Falls in July of 1680. This was the first site to generate electricity by falling water in the western hemisphere. St. Anthony Falls attracted pioneers because of the Falls' potential to provide power for flour and lumber mills. Today, the area surrounding the falls is being rediscovered for both its recreational and historical value.

The Upper St. Anthony Falls Lock, at Portland Avenue and the river, is the uppermost of 29 locks on the Mississippi that span to the Gulf of Mexico. The Army Corps of Engineers, and long-standing participant in shaping the future of the City at the Falls, owns and operates the site, complete with a public observation deck. This facility will be upgraded in 1995 and may be closed for renovations.

### STONE ARCH BRIDGE

Construction of the Stone Arch Bridge was completed in 1863 by James J. Hill's Minneapolis Union Railway Company, and is a National Civil Engineering Landmark. Now restored and open as a pedestrian and bike trail, the bridge offers a panoramic view of St. Anthony Falls and the Minneapolis skyline. Looking back toward the milling district, recent archeological work has exposed the ruins of historic flour mills. All along this bank beneath the gravel are other foundations and mill traces. This area is designated for future development as Mill Ruins Park.

### MAIN STREET

Between 3rd Avenue Southeast and Hennepin Avenue

In 1857, this was the central street for the Village of St. Anthony which merged with the City of Minneapolis in 1872. The street has been rebuilt with some of its original cobblestones and the buildings lining this street have been restored as shops, bars, movie theaters and restaurants.

## **GODFREY HOUSE**

### **University and Central Avenues**

The oldest home in the Village of St. Anthony was built in 1848 near the corner of Main Street and 2nd Avenue Southeast. It was moved several times before arriving in Chute Square Park in 1909. Ard Godfrey was a millwright and the first Postmaster of the Village of St. Anthony. Tours of the house may be arranged through the Women's Club of Minneapolis. This house is also the site of the annual Dandelion Day (held in May) that showcases the usefulness of this much maligned flower.

The Father Louis Hennepin Bridge commemorates the explorer who named St. Anthony Falls after his patron saint in 1680. The modern suspension bridge recalls the design of the first bridge built at this site - the first over the Mississippi River. Between 1849 and 1855 a ferry served the crossing, operated by John Stevens, whose house now stands in Minnehaha Park in South Minneapolis. The west side of the bridge was the early center of activity for Minneapolis and was known first as Bridge Square and then as the Gateway.

## **NICOLLET ISLAND PARK**

### **Easterly end of Hennepin Avenue Bridge**

Nicollet Island was named after the map-maker Joseph Nicollet and contains several areas to explore. The building that is now the Nicollet Island Inn was built in 1893 as the Nicollet Island Sash and Door Company. The lower end of the island contains a promenade with a good view of the 1858 horseshoe-shaped dam (the first dam on the Mississippi), the Minneapolis skyline and St. Anthony Falls. The Nicollet Island Pavilion was built in 1893 as the William Bros. Boiler Works and is now used for picnics, weddings and other large events. The amphitheater offers free concerts five nights a week between Memorial Day and Labor Day. The north end of the island is a 19th century residential district with many fine examples of architectural styles dating back from the 1860's to the 1890s. A railroad bridge on the northern tip of the Island provides a pedestrian and cycling connection to Boom Island.

## **BOOM ISLAND PARK**

### **East side of River between 8th Avenue Northeast and Nicollet Island**

Boom Island Park is the largest riverfront park in Minneapolis and includes a boat launch, docks, promenades, drinking fountains, a playground, picnic and recreation areas, and is an excellent place to fly a kite. Public excursions aboard the Anson Northrup riverboat leave from this park daily in the summer.

## **MISSISSIPPI MILE**

### **Between Plymouth and Portland Avenues**

This segment of the river was recently completed. It includes direct access to the shoreline, fishing areas, performance space, and walking and cycling paths. This promenade provides sweeping views of Nicollet Island, Boom Island, and the Mississippi River.

## **THE GATEWAY FOUNTAIN**

### **Hennepin Avenue and First Street South in downtown Minneapolis**

The Gateway extends a welcome greeting to all who visit the City of Lakes. The Gateway Fountain cycles jets of water which are illuminated nightly with rotating, colored lights. This is just one of several fountains beautifying Minneapolis parks.

## **BRIDAL VEIL FALLS**

### **Franklin Avenue and East River Parkway**

This former cascade trickles in a wide band down the eastern bluff of the Mississippi just north of the Franklin Avenue Bridge. The Falls are best viewed from the bridge, the Riverside Park area (on the west bank), or from the shoreline below. Access down the steep slopes of the East River

Gorge area has recently been improved by the addition of a new staircase. Further to the south, people with limited mobility can gain access to the shoreline trail and falls by using the Cecil Street ramp. Parking spaces at the base of the ramp are available only to those vehicles displaying a handicapped parking permit.

## WINCHELL MILL AND TRAIL

### Franklin Avenue South to 44th Street along West River Parkway

This woodland bluff preserves an original Native American path, and offers a refreshing and fascinating look at the picturesque beauty of the Mississippi River Gorge. The trail was named in honor of Newton Horace Winchell, a prominent geologist who studied the land formations in the river area.

## MINNEHAHA PARK

### Minnehaha Avenue and Godfrey Road

The Falls were an important landmark for the native nations that lived in and frequented this area. Home to the Dakota Nation, the place where the Minnesota and Mississippi Rivers met was called *Mdo-te*. Considered an important sacred juncture, many Native Americans, believed it this was the place where creation occurred.

Today, Minnehaha Park remains much like it was around the turn of the century when honeymooners and picnickers came to see the Falls, long-ago immortalized in Henry Wadsworth Longfellow's poem, *The Song of Hiawatha*. The amenities available here include extensive picnic grounds, a refectory (with refreshments for sale, a gift shop, and indoor picnic facilities), performance space, playgrounds, several historic structures and statuary, and hiking trails along Minnehaha Creek that connect to the Mississippi River. Minnehaha Park is currently undergoing an extensive renovation.

## STEVENS' HOUSE

### Two blocks south of Godfrey Road on Minnehaha Avenue

The Stevens' House, now located near the Princess Depot (a small orange gingerbread building), is of special historical importance. The Stevens' House was the first frame dwelling erected west of the Mississippi. In its parlor, the name Minneapolis, which means "city of water", was first proposed. This house has been relocated twice by school children, first in 1896, and then again in 1982 when it was pulled to its current, permanent location. The house is open most weekends in the summer. Tours are available.

## PRINCESS DEPOT

This depot was a historically busy stop on a major railroad and trolley/streetcar route which traveled between downtown Minneapolis, Fort Snelling and downtown St. Paul. During the early 1900's, the depot handled as many as thirty-nine trips per day. In 1964, the Milwaukee Road transferred title of the Princess Depot to the Minnesota Historical Society. The Minnesota Transportation Museum has assisted in the restoration of the building and currently operates the site. The building's orange and brown paint were the original company colors of the Milwaukee Road Rail Company and so are historically accurate. In the future, restored trolley cars will provide transportation between Minnehaha Falls and Fort Snelling.

## LONGFELLOW HOUSE

### On the northwestern edge of Minnehaha Park

Built in 1906 for Robert "Fish" Jones, the Longfellow House has become a landmark for Minnehaha Park. This large white house/building has been used for such diverse purposes as a zoo building, library, and a haunted house...and is nearing the completion of an extensive, historic renovation to serve as an interpretive visitor center for the Minneapolis Park System. The Longfellow House will provide a wide range of activities, exhibits, tours and programs that focus on historical, cultural, environmental and recreational issues.

## STATUARY AT MINNEHAHA PARK

*Taoyateduta* (Little Crow) was the leader of his people before and during the Dakota Conflict which was a long siege against the white settlers in Minnesota. While picking berries in July of 1863, he was shot and killed by a farmer. Little Crow's bones were kept for souvenirs by several people and his remains were put on display at the Minnesota Historical Society for many years. In 1971 his remains were returned to the Mdewakanton, so a proper burial could be given.

The bronze relief mourning mask of Little Crow is the first piece in Minnehaha Park created by a Native American artist. Dedicated in May of 1995, the mask is also the first visible evidence of the Park Board's commitment to representing Native American art and history in the Park.

### Henry Wadsworth Longfellow.

Although he never traveled to Minnesota, Longfellow immortalized Minnehaha Falls in his epic poem *The Song of Hiawatha*:

"Where the Falls of Minnehaha  
Laugh and leap in the valley...  
In his arms he bore the maiden;  
Light he thought her as a feather..."

The statue of Longfellow was constructed of sandstone and has experienced considerable weathering and erosion. It will be moved to a more protected site as renovation of the park continues.

### Hiawatha and Minnehaha.

Immortalized in Longfellow's poem, *The Song of Hiawatha*, a plaster-cast of Hiawatha and Minnehaha was exhibited at the World's Fair in 1893. In 1902, the Minneapolis Journal suggested that this statue be cast in bronze. The sculpture of the young lovers was placed on the small island above the falls, paid for in part by 1000 dollars in pennies collected from Minnesota school children.

John J. Stevens was the first permanent white settler on the west bank of the Mississippi River, and was influential in the establishment and growth of Minneapolis. His house was where City and County government and the first school district were organized. John Stevens' daughter presented the bronze statue to the City in 1912.

### Gunner Wennerberg

A famous Swedish poet, scholar and statesman, this bronze statue is the work of sculptor Carl Eldh and was dedicated in 1915 with much fanfare.

## MINNEHAHA PARKWAY

This five mile winding scenic road travels along the wooded residential area of Minnehaha Creek, and connects Minnehaha Falls, Lake Nokomis and the Chain of Lakes. This meandering creek is the perfect route for a canoe trip, while cyclists and pedestrians can use the adjacent separated trails. Especially scenic in the spring, the curving land of the creek is covered with large drifts of naturalized daffodils.

## LAKE NOKOMIS

### Cedar Avenue and 52nd Street

Lakes Nokomis, Harriet and Calhoun each provide sailboat buoys and launches for use by city residents. Sailboat races are a weekend event during the warmer months. Lake Nokomis' amenities includes walking and cycling trails, a refectory and swimming beach, playgrounds, a community center, picnic areas, canoeing, and extensive ballfields. During the Minneapolis Aquatennial, (held each year the last week of July), Lake Nokomis plays host to "Milk Carton Boat Races."

## HIAWATHA GOLF COURSE

### 46th Street and Longfellow Avenue

Located just north of Lake Nokomis, dual use best describes this public course laid out on the shores of Lake Hiawatha in the 1930s. During the winter, cross-country skiers follow marked trails while golfers enjoy the 18-hole golf course in the warmer months.

## LAKE HARRIET

Lake Harriet is named after the wife of Colonel Henry Leavenworth of Fort Snelling who first described the lake in 1819, 39 years before Minnesota became a state. It has a 2.68 mile circumference and has an average depth of 35 feet. There are separate pedestrian and cycling/in-line skating paths, and a multitude of other amenities including beaches, fishing docks, playgrounds, a refectory and more. An outlet on the southeast side connects with Minnehaha Creek.

## LYNDALE PARK GARDENS:

### Rose Gardens

### East Lake Harriet Parkway and Roseway Road

This park, the second oldest public rose garden in the United States, includes a test garden for All-American Rose Selections, an adjoining annual/perennial garden, and two historic display fountains.

### Lake Harriet Rock Garden

### East Lake Harriet Parkway and Roseway Road (north side of road)

Besides extensive plantings, this garden contains stones from ground zero of both sites of atomic bomb explosions - Hiroshima and Nagasaki. Each year on August 6, at 7:00 am, the local branch of the Women's International League for Peace and Freedom holds a memorial service at the garden for all who have died in wars.

## Thomas Sadler Roberts Bird Sanctuary

### Enter at the Rock Garden or near the Lake Harriet Bandshell

The main entrance to the sanctuary is adjacent to the Rock Garden where a wooden frame trail head structure provides visitors with informational displays. This is one of the prime viewing sanctuaries in the state to observe migrating birds. The trails pass through both wetland and woodland communities.

## LAKE HARRIET BANDSHELL

### Lake Harriet Parkway and William Berry Parkway

The bandshell, the fifth to be located at this site since 1888, was reconstructed in 1986 with design features that echo the historic past. From early June to Labor Day people from throughout the region flock to this music facility to hear free nightly concerts. Fresh drinking water can be pumped at the nearby well or purchase ice cream, popcorn and other foodstuffs at the adjacent refectory.

## LAKE HARRIET STREETCAR STATION

Operated by the Minnesota Transportation Museum, volunteers serve as conductors for three lovingly restored street cars. Trolleys can be boarded at the corner of Queen Avenue and 42nd Street, just northeast of the bandshell. Enjoy a short trip around the north shore of the lake and Lakewood Cemetery over to Lake Calhoun. The historic Linden Hills Station, formerly a bustling corner of trolley activity, now serves as a small museum focused on the history of street cars in the Twin Cities. The original bandshell was constructed by the Street Car Company in an effort to entice people to ride the trolley out to the lake. Tokens can be purchased at the station or from a conductor.

## QUEEN OF THE LAKES

Tied at the end of the main dock, the "Queen of the Lakes" provides a leisurely boat ride around the lake. During the early part of this century, boat launches served as an integral link in the trolley system. Tickets can be purchased at the refectory.

## LAKE CALHOUN

This lake was the home of Dakota Indians over 100 years ago. The southeast shore of the lake was an early Indian farming village, called Eatonville, led by a tribal leader named Cloudman. Above this village was the Pond Brothers mission school, the first European-built structure in the lakes district. As part of the Chain of Lakes, the amenities at Calhoun now include three beaches, sand volleyball courts, an archery range, fishing docks, and fabulous opportunities for windsurfing, sailing, and canoeing. (Canoes are for rent at the refectory on the northeastern shore). Separated walking and cycling paths encircle the lake's 3.12 miles of shoreline.

## LAKE OF THE ISLES

2.66 miles around, this lake was acquired in 1886, and is connected to both Lake Calhoun and Cedar Lake. With two small wildlife refuge islands in the lake, this is a favorite spot for canoeing. The surrounding neighborhood is filled with some of the grandest homes in Minneapolis - when this neighborhood was built in the 1880s no house could be built for less than \$3000. Isles is considered the best ice-skating lake in the city.

## PEAVEY FOUNTAIN

### Kenwood Parkway and West Lake of the Isles Parkway

Originally installed in 1891 as a watering trough for horses along Lake of the Isles, it was rededicated as a fountain in 1953. It serves as a memorial to the horses that pulled the Army cannons in World War I, and that died in battle.

## KENWOOD PARKWAY

A winding parkway through the historic residential district of Kenwood, it serves as a connection between downtown Minneapolis, Loring Park, Walker Sculpture Garden, Parade Ice Gardens and the Chain of Lakes.

## PARADE ICE GARDEN

### Kenwood Parkway and Emerson Avenue South

The Garden's facilities, open year-round, include two regulation rinks for hockey, figure skating, public skating (skates for rent!), a 1,400 spectator arena, and a studio rink for instructional and special-interest ice activities.

## MINNEAPOLIS SCULPTURE GARDEN

This garden is a collaborative project of the Minneapolis Park and Recreation Board and the Walker Art Center. The 10 acre park includes major sculptures on five plazas located off a wide, tree-lined mall. Outdoor exhibit areas feature changing sculptures by renowned artists. The Spoonbridge and Cherry Fountain by Claes Oldenburg, and a long, elegant arbor framed by perennial beds are featured in the northern section of the garden. The Siah Armajani designed pedestrian bridge links the Sculpture Garden to Loring Park and downtown Minneapolis. The Cowles Conservatory houses the Standing Glass Fish Sculpture by Frank Gehry and features seasonally-changing floral displays. This is one of the largest urban sculpture gardens in the United States.

## LORING PARK

### Hennepin Avenue and West 15th Street

Due to its central location, Loring Park, once named Central Park, is a favorite spot for downtown residents and office workers. The Loring Park shelter was built in 1906. Other amenities include a playground, tennis courts, picnic areas and excellent views of historic St. Mark's Cathedral and

the Basilica of St. Mary. Shuffleboard clubs play at Loring every Friday night, May through September, and serious horse shoe competitions take place on Monday nights. During the summer, Loring Park is also the site of "Music and Movies in the Park" - when local bands perform for free and classic films are shown under the stars.

## **BERGER FOUNTAIN**

### **West Grant Street and Willow Street**

Located in Loring Park, the Berger Fountain is of similar spherical design to an existing fountain in Sydney, Australia. The fountain's design features 250 copper tubes which conduct the flow of water to produce a perfect circular water pattern resembling a dandelion seed head.

## **CEDAR LAKE**

### **Cedar Lake Parkway**

Cedar Lake is one of four lakes in the Chain of Lakes. It is named for the Red Cedar evergreens that grace the western side of the lake. Prairies have been established on the northern edge of the lake. The west side of Cedar Lake has paved bicycle paths that connect with Theodore Wirth Park. Newly opened in July of 1995, the Cedar Lake Trail - located on the northeast edge of the Lake - provides bike commuters (& recreational cyclists) a non-stop route from the southwest suburbs to downtown Minneapolis ( the Central Riverfront, Walker Sculpture Garden and Loring Park).

## **BROWNIE LAKE**

### **Cedar Lake Parkway just south of I-394**

This smaller, 18-acre lake heads the Chain of Lakes. Originally known as Hillside Harbour, Brownie Lake was named for Elizabeth Barrett Browning. It is possible to reach this lake from Lake Calhoun by canoe - scenic channels connect the four lakes (Calhoun, Isles, Cedar and Brownie). Canoes can be rented at the Lake Calhoun Refectory.

## **THEODORE WIRTH PARK**

### **I-394 to Golden Valley Road on Wirth Parkway**

This is the largest regional park in the Minneapolis Park system and includes an internal six mile loop for both pedestrians and cyclists. Wirth Park is home to the Eloise Butler Wildflower Garden, the J.D. Rivers' 4H Children's Garden, the Daylily-Perennial Garden, a remnant Quaking Tamarack Bog, an 18-hole golf and a Par 3 golf course, and extensive picnic grounds all of which are surrounded by natural woodlands, ponds and creeks. In addition, water features include Birch Pond, Wirth Lake and lagoons of Bassetts Creek. During the winter, Wirth Park offers groomed cross-country trails, ice skating and tubing.

## **ELOISE BUTLER WILDFLOWER GARDEN AND BIRD SANCTUARY**

### **Theodore Wirth Parkway south of Glenwood Avenue**

Established in 1907, this 14 acre wildflower garden is the oldest public wildflower garden in the United States. A trail leads through woodland, wetland, and prairie habitats . The garden offers sanctuary to many species of plants and wildlife native to Minnesota. Open daily April 1 to October 31 from 7:30 a.m. to dusk. Naturalists offer tours on evenings and weekends.

## **LATITUDE-LONGITUDE MARKER**

### **Theodore Wirth Parkway and Golden Valley Road**

A boulder at the southeast corner of this intersection marks the 45th parallel of latitude north (midway between the equator and the north pole) and 93 degree 19' 10" west longitude. Get your photo taken here!



## VICTORY MEMORIAL PARKWAY

The three miles of parkway that border the northwest edge of Minneapolis are lined with trees and plaques memorializing the servicemen from Hennepin county who died in World War I. A tree was planted next to a memorial marker for each serviceman.

## WAR SHRINE

### Victory Memorial Parkway and 45th Avenue North

Inscriptions on the base of this flagpole explain the parkway dedication and include messages from Marshall F. Foch and General John Pershing.

## GRAND ARMY CIRCLE

### 44th Avenue North and Xerxes Avenue North

Centered around the statue of Abraham Lincoln are ten memorial plaques and trees dedicated in honor of the ten Hennepin County Posts of the Grand Army of the Republic.

## NORTH MISSISSIPPI PARK

### From Camden Bridge to city limit on west side of the River

This 48-acre undeveloped park marks the confluence of Shingle Creek and the Mississippi River. A parking lot and boat launch are located at the waters edge. Eventually this land will be a part of a 105-acre system of parks that will occur on the banks of these streams stretching northward to Coon Rapids Dam and westward to Palmer Lake boat launch.

## SHINGLE CREEK.

The banks of this creek were historically home to saw mills that were used to manufacture shingles, hence the name of the creek. These mills polluted the creek and were eventually forced to relocate. Shingle Creek Park has recently undergone extensive renovation and new amenities include trails for both pedestrians and cyclists, picnic areas, new bridges, and better access to natural woodlands and the wildlife that lives there.

## HEAD OF NAVIGATION

Head of navigation for the Mississippi River is located on the east bank near the Camden Bridge. This is as far north as large boats and barges can travel on the working river.

## COLUMBIA GOLF COURSE

### St. Anthony Parkway and Central Avenue

Columbia is one of five municipal golf courses which offer instruction. A state-of-the-art golf learning center and driving range is located in the southwest corner. Part of this course was built over the site of the former Sandy Lake.

## DEMING HEIGHTS

### St. Anthony Parkway and Fillmore Street Northeast

Deming Heights, the highest point in Minneapolis, offers an unusual view of the distant downtown skyline.

## RIDGWAY PARKWAY

This parkway meanders past the historic Hillside Cemetery and the Francis Gross Golf Course which leads to a small park (with parking) that offers a sweeping panoramic view of downtown Minneapolis and the surrounding territory.

## Intrinsic Quality Management Strategy

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The majority of the intrinsic qualities listed above are owned, operated and maintained for the public by the MPRB. The tools which the MPRB uses to manage these resources include long range planning; detailed design; budgeting revenue for annual capital improvements and operations; and maintaining policies and rules for public use of these resources.

Property located outside of the immediate Grand Rounds and park boundaries is either privately owned or held by other public agencies. The City of Minneapolis will continue to enforce its zoning, development and building code regulations in the areas outside of the property owned by the MPRB. Some portions of the corridor are governed by the guidelines and regulations established by historic districts. Public agencies as well as private property owners and developers have long recognized the importance of the Grand Rounds and it is expected that a strong level of public support will continue to assure that the byway sustains its high standards of enhancement, protection and development.

## Interpretation Plan

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Presently, many of the sites along the Grand Rounds Scenic Byway provide visitors with information and basic interpretation of the intrinsic resources. These are in the form of brochures, signs, and guided tours.

In 1998, the MPRB will be preparing a comprehensive interpretive plan for the entire Byway. All intrinsic resources will be examined for their interpretive potential. A series of interpretive objectives will be established for the Grand Rounds interpretive program. All forms of media will be examined and particular attention will be given to effective use of the World Wide Web for delivering interpretive materials. Work groups involving interpretive staff from federal, state, county and municipal agencies will be activated to assure that the Grand Rounds can also introduce its users to a wide range of other existing "companion" interpretation programs. In turn, companion education providers and interpretation programs will be encouraged to direct their customers to the Grand Rounds for the unique experiences it offers.

# VISITOR NEEDS & EXPECTATIONS

## Visitor Experience Plan

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The Grand Rounds Scenic Byway and its attendant facilities enjoy relatively high levels of use and the MPRB and “customer service” is a high priority of the agency. To reduce the risk of intrusions on the visitor experience and to assure all visitor experiences provide the highest possible level of satisfaction, a number of efforts are being or will be implemented including:

- Continued use of various traffic calming techniques and practices
- Increased distribution of the Byway brochures and trip planning information
- Development of the Grand Rounds interpretive program which will emphasize proper use of the Byway’s facilities
- User management designed to equalize the intensity of visitor use throughout the corridor
- Meetings with property owners to address any concerns over perceived impacts related to Byway use
- Providing information to private business managers to assist them in providing appropriate products and services to Byway users
- Installation of byway logo signs to more clearly mark the Byway route
- Emphasize the identity of various byway access points to orient new byway users

## Development Plan

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When the MPRB undertakes major redevelopment of its existing facilities or building of new improvements, it engages in a planning process that is built on developing a thorough understanding of existing site conditions and limitation; involvement of interested citizens; exploration of various practical alternative and reviews of operations and maintenance implications. Because the MPRB owns and manages the vast majority of the Grand Rounds Scenic Byway, it also maintains an extensive inventory of information on the Byway’s various intrinsic resources.

Likewise, the City of Minneapolis recognizes and supports the Grand Rounds and as development proposals come forward from the private sector, the City can focus special attention on preserving the intrinsic qualities of the Corridor. The City and the MPRB jointly review development proposals in the area of the Grand Rounds.

The Operations Division recently completed a landscape management study in reference of mowing practices and the reestablishment of "original/native" landscapes including prairies, oak savannahs, and wetlands. A pavement management plan was also completed which addresses the long term needs of maintenance, repair and reconstruction of the Byway System.

## Commerce Plan

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Land uses adjoining the Byway and their associated traffic patterns have been established for many years and the primary type of traffic is related to the predominant residential and neighborhood character adjoining the Byway. An important objective of managing the corridor is to attempt to influence certain recreation uses—running, bicycling, and rollerblading—to reduce the conflicts with vehicle traffic on the Byway. As the Board develops its Byway interpretation plan, one of the primary objectives will be to find effective ways of communicating with all users the importance of sharing this common corridor. Dispersing high or intense use activities throughout the Corridor is an objective of the Board.

The majority of land along the Scenic Byway is either owned by the MPRB or is zoned residential. There are small pockets of neighborhood businesses near the parkway system. Some sections associated with the Mississippi River are zoned for industry. There are several structures along the Byway that are listed either on the local historic register, the Minnesota State Historical Register or the National Register of Historic Places. The MPRB is committed to creative reuse of historic structures such as the Nicollet Island Pavilion.

## Sign Plan

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The MPRB plans, installs and maintains the number and location of traffic control devices along the portions of the Byway it owns; the City of Minneapolis doing so on the few remaining portions. The Board integrates the guidance provided in the Manual of Uniform Traffic Control Devices with the policy intended to assure that the Byway provides the highest level of visual and scenic quality. Additionally, as individual park master plans are updated, attention is given to sign types, supports, appearance and other characteristics.

In 1998, the Board will be evaluating the Grand Rounds Scenic Byway to assure the park signage is effective, uniform and does not over-dominate the inherent scenery of the Byway. See discussion below relative to multi-lingual communications.

## Outdoor Advertising Control Compliance

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Insofar as over 95% of the Corridor's length is owned by the MPRB, its policies prohibit the installation of private outdoor advertising on park and parkway—Scenic Byway--property. Beyond the limits of MPRB ownership, the City of Minneapolis maintains and enforces restrictions on outdoor advertising. Chapter 339.3 of the Minneapolis Zoning Code regulates the placement of advertising signs and billboards and specifically prohibits the location of an advertising sign or billboard within 300 feet of the parkway.

# MARKETING & PROMOTION

## Marketing

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The Grand Rounds and its varied intrinsic qualities are currently being publicized and promoted by the MPRB, other tourism development organizations and private businesses. Families, group tours, out-of-town visitors, convention and meeting attendees, history buffs, bicyclists and runners are among the primary targeted market segments for the Byway. Cross-marketing with other attractions and events is highly successful and will be expanded in the future.

Some of the major accomplishments in developing the market for the Grand Rounds include:

- Designation as a Minnesota State Scenic Byway
- Installation of Byway logo signs along the route
- Development and distribution of two full-color calendars (1997 and 1998) emphasizing the intrinsic qualities of the Byway
- Development of volunteer service opportunities along the Byway
- Distribution of the Grand Rounds informative brochure
- Publication of major articles in national publications (*NATIONAL GEOGRAPHIC TRAVELER* article due in 1998)
- Highlighted in visitor guides for the State of Minnesota and the Twin Cities
- Numerous cross-promotion with other events and attractions—Walker Art Center, Twin Cities Marathon and so on

Future market development actions will likely include:

- Implementation of the Grand Rounds interpretive master plan
- Development of a Web page
- Orientation of business managers to the advantages of associating with the Grand Rounds Scenic Byway
- Joint ventures with private vendors for providing appropriate products and services
- Expand cross-marketing with the Mississippi Parkway Commission and the Great River Road
- Successful nomination and designation as an All-American Road

## Promotion Plan

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In addition to current and planned promotional activities mentioned elsewhere in this manual, upon being designated as an All-American, the MPRB would:

- Coordinate with the FHWA National Scenic Byway Program and the National Clearinghouse to assure an effective approach for promoting the Grand Rounds is taken

- Seek to secure cooperative agreements with the Minnesota Office of Tourism and the Greater Minneapolis Convention and Visitors Association to target effective public relations and promotion of the Grand Rounds
- Assure that information requests will be promptly fulfilled
- Prepare additional trip planning information packets for group tour operators
- Continue to seek national exposure of the Grand Rounds and the importance of scenic byways in general through national publication, periodicals and books

## Multi-Lingual Information Plan

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The Twin Cities already hosts a significant international travel market particularly from the Pacific Rim countries. A number of language translation services are available privately or exclusively through the travel organizations in the country of trip origin. Additionally, language interpretation and translation services are available for users of the Byway through the City of Minneapolis. The development of the Grand Rounds interpretive master plan will address the need for multi-lingual communications.

## Tourism Plan

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It is anticipated that tourism travel associated with designating the Grand Rounds a state and national scenic byway will increase moderately. Since there are a wide variety of intrinsic qualities associated with the Grand Rounds and that much of today's leisure travel to the Twin Cities is "shared-destination"—members of single travel party having different primary destinations—it is difficult to reliably forecast what could be expected in actual or real terms. What can be done is to establish a benchmark by measuring indicators of current tourism activity related to the Grand Rounds Scenic Byway Corridor and then re-measure the same indicators in the future following the implementation of certain promotion strategies which should determine the net change.

The Twin Cities, being the nation's 16<sup>th</sup> largest metropolitan area, provides ample accommodations for all segments of the traveling public. More than 1,100 flights arrive and depart the Minneapolis/St. Paul International Airport daily to 150 U. S. cities and international destinations. No portion of the Grand Rounds Scenic Byway is separated from user services (fuel stations, food services, public restrooms, public telephones, lodging and shopping) by more than one half mile (0.3 km). Byway and park information kiosks exist throughout the Byway's corridor and more are being planned for installation. A wide variety of printed material pertaining to the intrinsic resources of the Byway is available through a number of public and commercial outlets.

# PEOPLE'S INVOLVEMENT & RESPONSIBILITY

## Public Participation Plan

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The foundation for on-going public participation in the Grand Rounds Scenic Byway and its Corridor Management Plans is the fact that the Minneapolis Park and Recreation Board (MPRB) is an independently elected body. The MPRB's position as a separate, independent political subdivision allows autonomous action in providing recreation services, facilities and educational experiences consistent with fulfilling its purpose and mission, including that of establishing and sustaining the Grand Rounds Scenic Byway. Individual citizens, representatives of special interest groups and other public officials have access to the Board through a number of existing avenues including advisory groups, special planning committee and task forces and direct contact with staff. As annual operating budgets and capital improvement plans for the Grand Rounds and its attendant intrinsic qualities are prepared and adopted, public participation is encouraged and it occurs. Periodically, specific portions of the overall Corridor Management Plan will be presented for public input, review and comment.

The MPRB recently completed a study of the Grand Rounds Parkway System with the assistance of a Citizens Advisory Committee who were appointed by either City Council Members, the Mayor or Park Board Commissioners. This 41 member Committee assessed existing amenities and made suggestions on how to improve the system for all park users.

## Responsibility Schedule

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The primary agency having responsibility for implementing and sustaining the Grand Rounds Scenic Byway Corridor Management Plan will be the Minneapolis Park and Recreation Board. The MPRB owns the land and the improvements of the parks, parkways, boulevard and trails that make up the continuous core of the Grand Rounds Scenic Byway Corridor and it maintains, operates and regulates those facilities. Annually, it prepares and administers an operating budget using revenues the MPRB collects from taxes it levies, fees it collects for services and products, grants and gifts it receives and other sources. The MPRB further establishes annually its Capital Improvement Program for making various improvements to the Grand Rounds Scenic Byway Corridor.

Additionally, the MPRB may seek cooperation and participation of other municipal, county and state agencies in maintaining, regulating and developing the Grand Rounds Scenic Byway Corridor.

The MPRB is granted powers to enforce various aspects related to the Grand Rounds Scenic Byway Corridor Management Plan. The MPRB has the power to enforce these and other activities associated with the Byway:

- Equal Opportunity
- Public Safety
- Accessibility
- Special Services Policies
- Events and Celebrations on Park Property
- Land and Facility Use
- Restrictions for High/Over Used Facilities
- Parkway Transportation Permits
- Concerts
- Revenue Producing
- Designated Snowmobile Areas and Conditions
- Motors
- Portable Ice Fish Houses
- Exclusive Use of Parkways
- Fundraising Walks/Bike Rides on MPRB Pathways
- Filming on Park Property
- Beer Consumption
- Encroachments on Park Lands
- Interim Uses
- Divestiture of Land (No Net Loss)
- Disposal of Wastes



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[FHWA Docket No. 95-15]

### National Scenic Byways Program

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of FHWA interim policy.

**SUMMARY:** In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

**DATES:** Comments must be received on or before July 17, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Eugene Johnson, Intermodal Division, Office of Environment and Planning, HEP-50, (202) 366-2071; or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202) 366-1359. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program. Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen

members: the designee of the Administrator of the FHWA; appointees from the U. S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be submitted through a State's identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy.

The National Scenic Byways Policy is as follows:

#### 1. Applicability

The policy and procedures of this document apply to any State or Federal

agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any State seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

#### 2. Definitions

a. *Corridor* means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. *Corridor Management Plan* means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. *Federal Agency* means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. *Federal Agency Scenic Byway* means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. *Intrinsic Quality* means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. *Local Commitment* means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. *Regional Significance* means characteristics that are representative of a geographic area encompassing two or more States.

h. *Scenic Byways Agency* means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the

administration of title 23, United States Code.

i. *Scenic Byway* means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms "road" and "highway" are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. *State Scenic Byway* means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

### 3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway of All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

### 4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic

quality evaluation identified above in paragraph 4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

### 5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

### 6. Designation Criteria

#### a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

#### b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

## 7. Intrinsic Qualities

The six intrinsic qualities are:

a. *Scenic Quality* is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

b. *Natural Quality* applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

c. *Historic Quality* encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

d. *Cultural Quality* is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

e. *Archeological Quality* involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. *Recreational Quality* involves outdoor recreational activities directly association with and dependent upon

the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

## 8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

## 9. Corridor Management Plans

a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for

designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.

(2) An assessment of such intrinsic qualities and of their context.

(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multi-lingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

#### 10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

#### c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) *Planning, design, and development of State scenic byway programs.*

This scenic byways activity would normally apply to those States that are

about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(2) *Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.*

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) *Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.*

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must also be directly related to the scenic byway.

(4) *Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.*

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) *Protecting historical, archeological, and cultural resources in areas adjacent to the highways.*

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of

a resource does not include rehabilitation or renovation of a property.

(6) *Developing and providing tourist information to the public, including interpretive information about the scenic byway.*

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

#### 11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 11, 1995.

**Rodney E. Slater,**

*Administrator, Federal Highway Administration.*

[FR Doc. 95-12211 Filed 5-17-95; 8:45 am]

BILLING CODE 4910-22-P

#### DEPARTMENT OF THE TREASURY

#### Public Information Collection Requirements Submitted to OMB for Review

May 12, 1995

The Department of Treasury has submitted the following public

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SCENIC  
BYWAY

REFERENCE INFORMATION

INTERPRETIVE  
MASTER  
PLAN

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April 7, 1999

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