

**Community Development Committee**

For the Metropolitan Council meeting of August 13, 2014

**Subject:** Ridgway Parkway Regional Trail Master Plan, Minneapolis Park and Recreation Board

**Proposed Action**

That the Metropolitan Council:

1. Approve the Ridgway Parkway Regional Trail Development Master Plan (Referral No. 50045-1).
2. Authorize a grant of \$382,000 to partially finance an overlook redevelopment project included in the master plan that is consistent with the 2014 Regional Parks Capital Improvement Program.
3. Require that prior to initiating the overlook redevelopment project and any future construction identified in the master plan, that preliminary plans be sent to Scott Denz, Interceptor Engineering Manager (651-602-4503) at Metropolitan Council Environmental Services for review in order to assess the potential impacts to the regional interceptor system. [Repeat action as submitted on the original Business Item, or as modified by the Committee.]

**Summary of Committee Discussion/Questions**

This item was on the Committee's consent agenda and consequently there was no discussion.

## Community Development Committee

Meeting date: July 21, 2014

For the Metropolitan Council meeting of August 13, 2014

**Subject:** Ridgway Parkway Regional Trail Master Plan, Minneapolis Park and Recreation Board (Arne Stefferud, 651-602-1360)

**District(s), Member(s):** MPOSC District D, Anthony Taylor

**Policy/Legal Reference:** MN Statute 473.313

**Staff Prepared/Presented:** Arne Stefferud, Manager—Regional Parks and Natural Resources (Ph. 651-6502-1360)

**Division/Department:** Community Development/Regional Parks and Natural Resources

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### Background

The Minneapolis Park and Recreation Board has submitted a development master plan for Ridgway Parkway Regional Trail. The plan proposes redeveloping and improving an overlook of downtown Minneapolis as a trail amenity. The overlook is proposed to be funded with a \$500,000 MN Dept. of Transportation State Aid grant and \$382,000 from the 2014 Regional Parks Capital Improvement Program funded with 2014 State bonds and Metro Council bonds. The Metro Council must review and approve the master plan containing this project as a condition of approving the \$382,000 CIP grant.

### Rationale

The plan is consistent with the 2030 Regional Parks Policy Plan requirements and therefore staff recommends the plan be approved and the \$382,000 grant be authorized.

### Funding

Funding for the \$382,000 grant is from 2014 Regional Parks Capital Improvement Program (CIP). This project is consistent with the CIP.

### Known Support / Opposition

The master plan and grant project is consistent with Metropolitan Council requirements for master plans and the 2014 Regional Parks Capital Improvement Program. There is no known opposition to the master plan or the proposed grant project. The Metropolitan Parks and Open Space Commission unanimously approved the recommendations above on July 1, 2014.

## Metropolitan Parks and Open Space Commission

Meeting date: July 1, 2014

For the Community Development Committee meeting of July 21, 2014

For the Metropolitan Council meeting of August 13, 2014

**Subject:** Ridgway Parkway Regional Trail Master Plan, Minneapolis Park and Recreation Board (Arne Stefferud, 651-602-1360)

**District(s), Member(s):** MPOSC District D, Anthony Taylor

**Policy/Legal Reference:** MN Statute 473.313

**Staff Prepared/Presented:** Arne Stefferud, Manager—Regional Parks and Natural Resources (Ph. 651-6502-1360)

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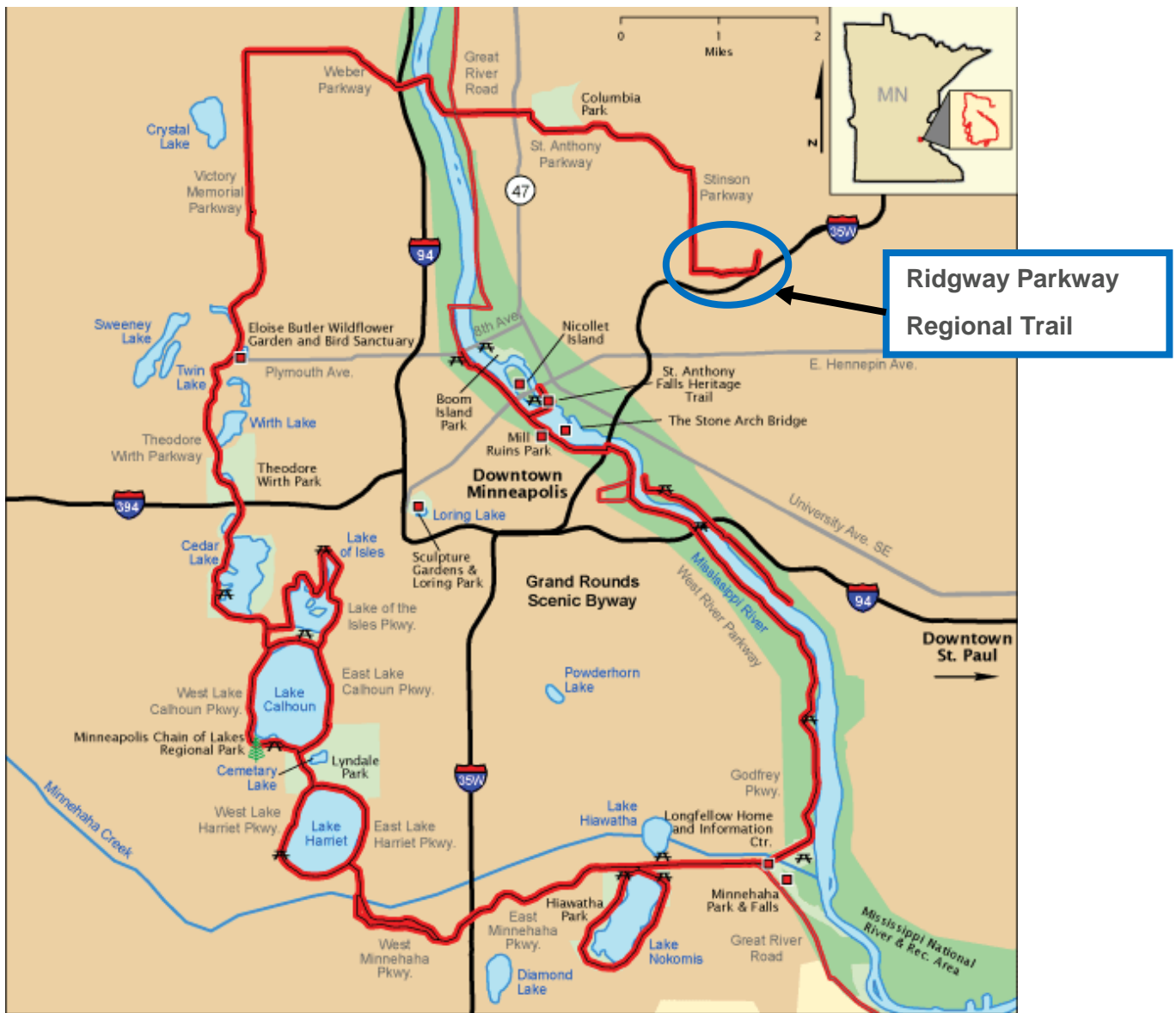
## Master Plan Review Analysis

The 2030 Regional Parks Policy Plan requires that master plans for regional destination trails address the eleven items listed below.

### 1. Boundaries and Acquisition Costs

Ridgway Parkway Regional Trail is a 24 acre linear park which includes a parkway street, adjacent trail, and an overlook of downtown Minneapolis. Figure 1 illustrates its location in context of the Minneapolis Grand Rounds.

Figure 1: Ridgway Parkway Regional Trail in Context of Minneapolis Grand Rounds





An aerial photo of Ridgway Parkway (Figure 2) illustrates the entire 24 acre area. No additional acquisition is proposed. Consequently there is no acquisition cost for this master plan.

**Figure 2: Ridgway Parkway Aerial Photo**

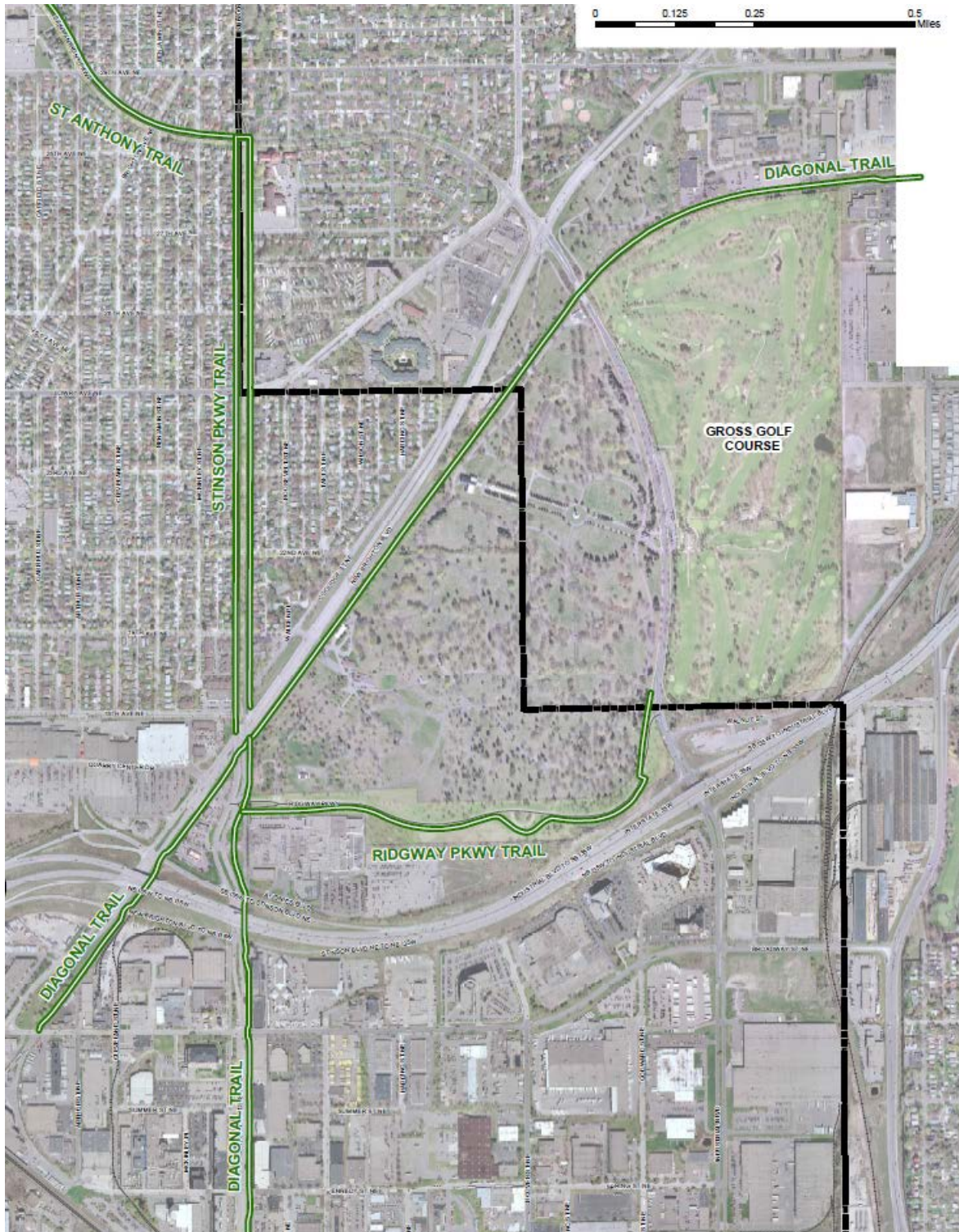




## 2. Demand Forecast

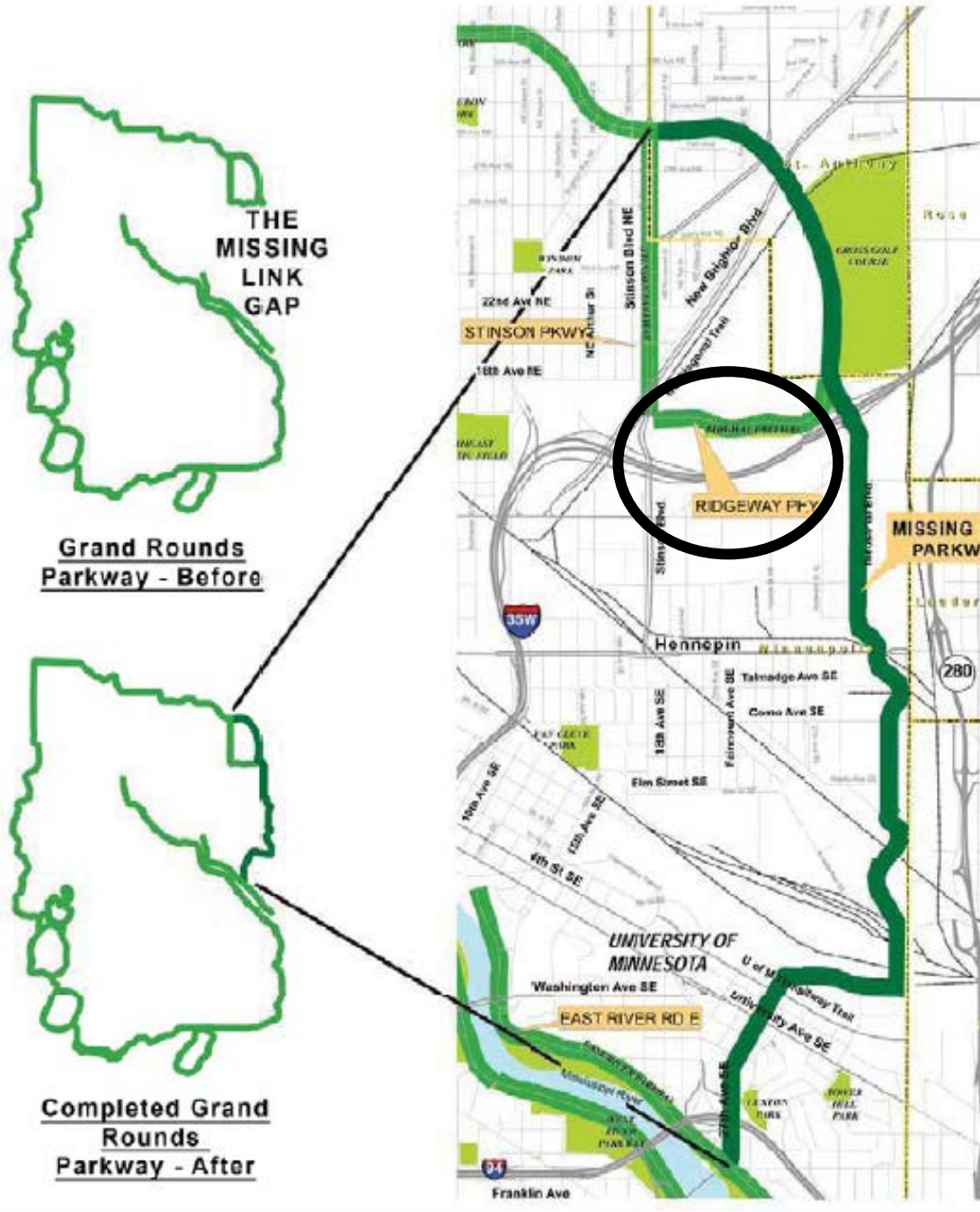
Metropolitan Council visit estimates for this trail was 18,500 in 2012. Although Ridgway Parkway trail is linked to the Diagonal Trail to the west, its eastern terminus is Gross Golf Course as shown in Figure 3. It is essentially a spur off the Diagonal Trail.

Figure 3: Ridgway Parkway linkage to Diagonal Trail



The Grand Rounds Missing Link Study prepared in 2008 (Figure 4) indicates that visitation would increase since the eastern terminus would end at the Missing Link Parkway.

Figure 4: Grand Rounds Missing Link Study and its relationship to Ridgway Parkway





### 3. Development Concept

The master plan proposes four main actions:

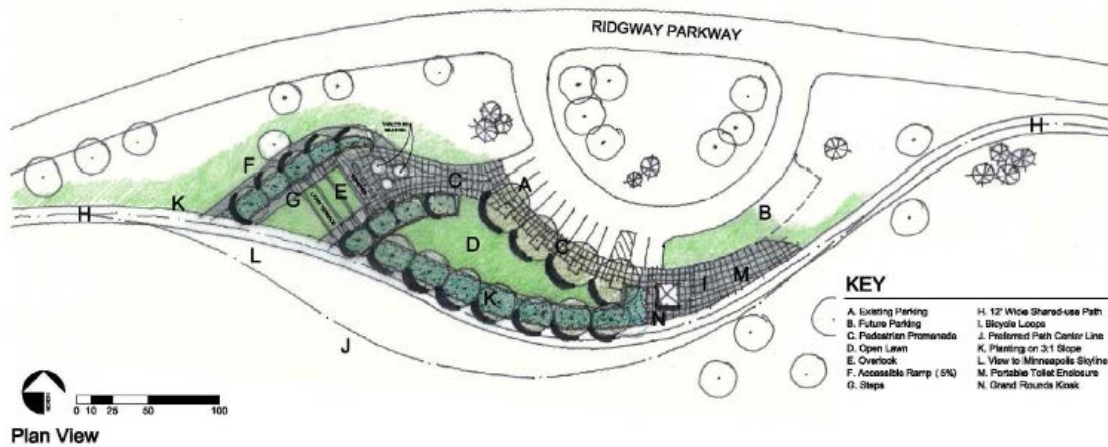
- 1) Replace the concrete sidewalk with a wider multi-use asphalt trail along the parkway street
- 2) Resurface the parkway street in collaboration with the City of Minneapolis when conditions warrant it.
- 3) Expand and improve the existing rest area (overlook) by adding parking spaces, resurfacing the parking area, constructing a viewing terrace nearby, and installing an information kiosk.
- 4) Landscaping in the viewpoint area, and later along the entire parkway

Total costs for what is proposed is \$1,764,900 in two phases:

Phase 1: \$882,000 for replacing the concrete sidewalk with the multi-use asphalt trail, resurfacing the existing parking lot and constructing the viewing terrace. This is proposed to be funded with a \$500,000 MN Dept. of Transportation State-Aid grant and \$382,000 grant from the 2014 Regional Parks CIP. The following table and figure illustrate the sources and uses of funds for Phase 1 and the design of the

Sources		\$	882,000
MnDOT State-Aid Grant SP 91-070-019	\$	500,000	
Metropolitan Council Regional Funds	\$	382,000	
<hr/>			
Uses		\$	289,454
Design Services: HNTB for concept design	\$	149,920	
Design Services: SRF for final design, bidding, construction administration	\$	139,534	
<hr/>			
<b>Balance (to fund construction)</b>		<b>\$</b>	<b>592,546</b>

overlook.



Overlook  
Alternative  
(Reduced)



Phase 2: 882,900 for expanding and improving the parking area with information kiosk, benches, tables, etc; landscaping for the rest of the parkway lands, and signage at both entrances. The following table illustrates the budget for Phase 2:

<b>Master Plan Element</b>	<b>unit/quantity</b>	<b>total est. cost</b>
"Garden Route" plantings	approx. 170 trees; shrubs and perennials at key locations	\$100,000
Separated pedestrian route	4300 linear feet, 8-foot asphalt	\$272,000
Formal entries	signage and plantings at two locations	\$100,000
Native grassland interpretation	trail signage	\$20,000
Native landscape restoration and initial management	22 acres maximum	\$110,000
Future improvements to overlook (parking expansion, kiosk, additional bike racks, tables, benches, etc.)		\$52,000
<i>SUBTOTAL</i>		<i>\$654,000</i>
Contingency	15%	\$98,100
Consulting and Management Fees	20%	\$130,800
<b>TOTAL</b>		<b>\$882,900</b>

#### 4. Conflicts

The master plan does not identify conflicts between the Ridgway Parkway and any existing or proposed projects or land uses. The site is zoned Residential R1 and parks are a permitted use.

#### 5. Public Services

No expansion of existing public services or utilities is needed for the parkway.

#### 6. Operations

Ridgway Parkway is operated by the Minneapolis Park & Recreation Board. MPRB police and maintenance staff will continue to provide public safety and maintenance services. Annual costs to maintain the trail surface is \$1,000.

#### 7. Citizen Participation

The improvements proposed in this master plan were developed initially as part of a 2008 planning process for the Missing Link Parkway project. That process included a Citizens Advisory Committee which recommended the final alignment for the Missing Link Parkway, and the overall design character of the parkway including Ridgway Parkway. Three public open houses were held in 2013 (January, March and October) to refine the design of the parkway with an emphasis on the design of the overlook improvements.

## **8. Public Awareness**

During construction, the public will be notified of any trail closures through news releases, on-site signage and the Minneapolis Park and Recreation Board's govdelivery email system. Following completion of improvements, additional press and public announcements will occur. The Park Board uses a number of tools to promote its regional parks and trails, including a website, direct mail, press releases, brochures, and on-site promotion. The Park Board also collaborates with community, business and government organizations to promote its facilities, programs and services.

## **9. Accessibility**

The facilities associated with this master plan will be developed in accordance with ADA standards and guidelines plus the "Bicycle Transportation Planning and Design Guidelines" from the Minnesota Dept. of Transportation. The Minneapolis Park & Recreation Board does not charge entrance fees to its regional parks, park reserves or regional trails, making its facilities available for users regardless of their financial status.

## **10. Natural Resources**

Ridgway Parkway includes mowed turf near the parkway street, an oak woodlot in the southwestern corner of the park and a prairie/grassland landscape near the overlook. These will be retained, plus additional trees, shrubs and perennials along the parkway street will be planted in phase 2 of the development plan.

## **11. Stewardship**

The Minneapolis Park & Recreation Board, in collaboration with the City of Minneapolis, currently maintains trails and roadways in this location. The multi-use trail will be maintained year-round. At the overlook area, the Park Board will provide general maintenance and upkeep, trash collection, police patrols, and management of a portable restroom facility.

### **REVIEW BY OTHER COUNCIL DIVISIONS:**

**Community Development – Environment and Surface Water Management** (Jim Larsen 651-602-1159) – No concerns.

**Environmental Services – Sewers** (Roger Janzig 651-602-1119) – Metropolitan Council Interceptor (1-MN-302) is located within Stinson Blvd NE right-of-way and intersects Ridgeway Pkwy NE. This project may impact the Interceptor. The interceptor was built in 1921 and is a 48 inch Reinforced Concrete pipe at a depth of approximately 13 feet. To assess the potential impacts to our interceptor system, prior to initiating this project, preliminary plans should be sent to Scott Dentz, Interceptor Engineering Manager (651-602-4503) at the Metropolitan Council Environmental Services for review and comment.

**Transportation—Aviation** (Russ Owen 651-602-1724) – No concerns.

**Transportation Planning** (Russ Owen 651-602-1724) – No concerns.

**Metro Transit** (Steve Mahowald 612-349-7775) – No concerns.

## CONCLUSIONS:

1. The Ridgway Parkway Regional Trail Master Plan, Minneapolis Park & Recreation Board (Referral No. 50045-1) is consistent with the requirements of the *2030 Regional Parks Policy Plan*.
2. The estimated cost to implement the master plan is \$1,764,900, which includes \$882,000 for Phase 1 development and \$882,900 for Phase 2 development. The 2014 Regional Parks CIP includes a \$382,000 grant to partially fund the Phase 1 development project. Metropolitan Council approval of this master plan allows the Council to also approve the \$382,000 grant.
3. The regional trail route is located in the vicinity of one MCES facility. In order to maintain the integrity of the regional interceptor system, preliminary development plans for the regional trail should be submitted to Metropolitan Council Environmental Services for review and comment.

## RECOMMENDATIONS:

That the Metropolitan Council:

1. Approve the Ridgway Parkway Regional Trail Development Master Plan (Referral No. 50045-1).
2. Authorize a grant of \$382,000 to partially finance an overlook redevelopment project included in the master plan that is consistent with the 2014 Regional Parks Capital Improvement Program.
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