



Midtown Greenway Regional Trail Long-Range Plan, MPRB

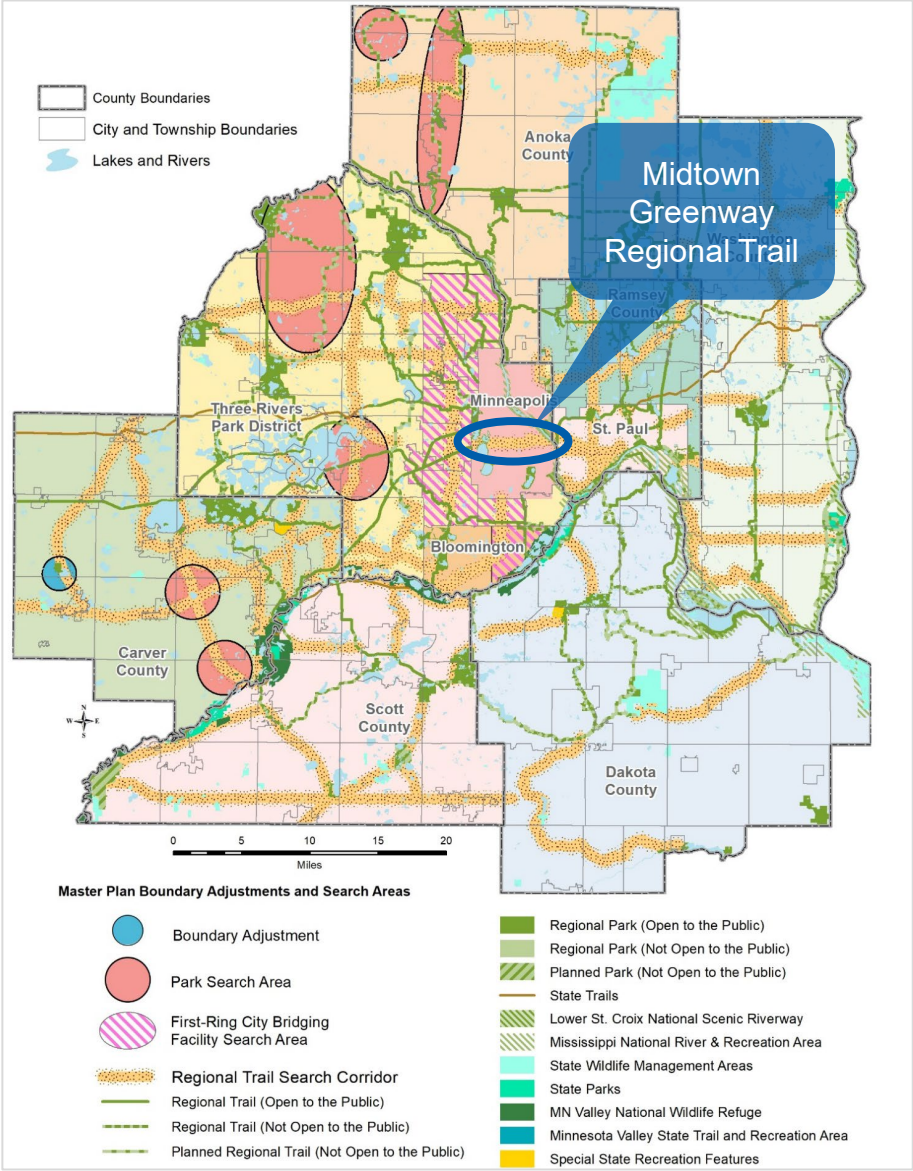
Business Item 2025-069

Metropolitan Parks and Open Space Commission

March 6, 2025



Midtown Greenway Regional Trail



Boundaries

- Regional trail boundaries are already established, though expansion to the east over the Mississippi is part of the Midtown Greenway Expansion Planning Project.
- Most of the Midtown Greenway is on land owned by HCRRA; HCRRA and the City are the primary operators of the HCRRA owned segments. There are also a few properties owned and operated by MPRB included in the regional trail boundary
- Two parcels are proposed for acquisition in this plan – east side of Hiawatha Ave and the north side of the the Greenway adjacent to West River Pkwy and E 26th St
 - No formal appraisals completed



KEY: MIDTOWN GREENWAY FUTURE EXTENSION LOCAL BIKE NETWORK REGIONAL PARKS AND TRAILS

Public and Partner Engagement



Public Engagement

- Public engaged in numerous previous plans related to the Midtown Greenway
- Additional engagement process specifically for this plan (highlighted on the next equity analysis slide)

Partner Engagement

- To clearly identify roles and responsibilities between the City, HCRRA, and MPRB, a Cooperative Agreement was developed focused on ownership, operations, and use of regional funding. This agreement is in addition to the existing operations permit agreement between the City and HCRRA.
- Project Advisory Committee (PAC): MPRB staff from departments across the organization provided insight and expertise about existing conditions, maintenance, and programming
- Technical Advisory Committee (TAC): staff from different agencies and organizations that have a connection to the project area
- Operations Workgroup: staff from the City, HCRRA, and MPRB that have a direct role in operations and ownership

Equity Analysis

Project Data

Adjacent Neighborhood Area's Population:

- 42% are 25-45 years of age
- 47% are people of color
- 29% speak a language other than English
- 18% live below poverty line

These numbers when compared with Minneapolis as a whole indicate that areas along the corridor are more diverse

- Central portion of corridor is most diverse

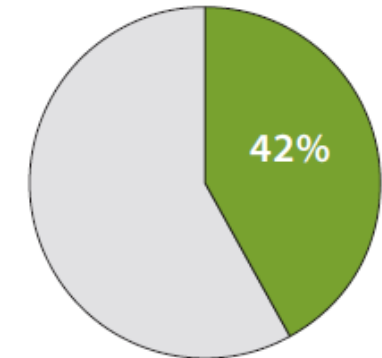
Public Engagement

- Draft plan shared online/in print (Spanish, Somali, English), through language focus groups, during Slow Roll bike rides hosted by the Cultural Wellness Center and Melanin in Motion, via two online open houses, and neighborhood org outreach
- Safety improvements (lighting, staffing, cameras, maintenance), more amenities along the trail were major themes

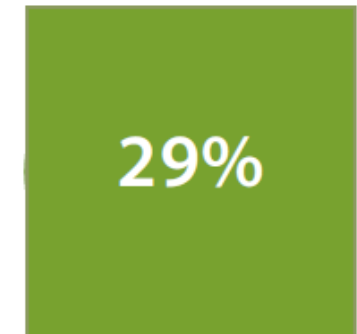
Evaluation Summary

As a result of engagement:

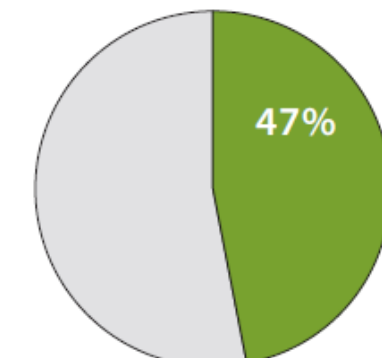
- Additional Amenity zones added, especially on east end
- Funding for more low-cost amenities added to cost estimate for each amenity zone
- Expansion of guiding principles to support design/implementation



25-45 years of age



Language other than English



Identifies as BIPOC/Multi-Racial

Development Concept

West Lake: south side of the trail by an entrance that's close to the Kenilworth Regional Trail

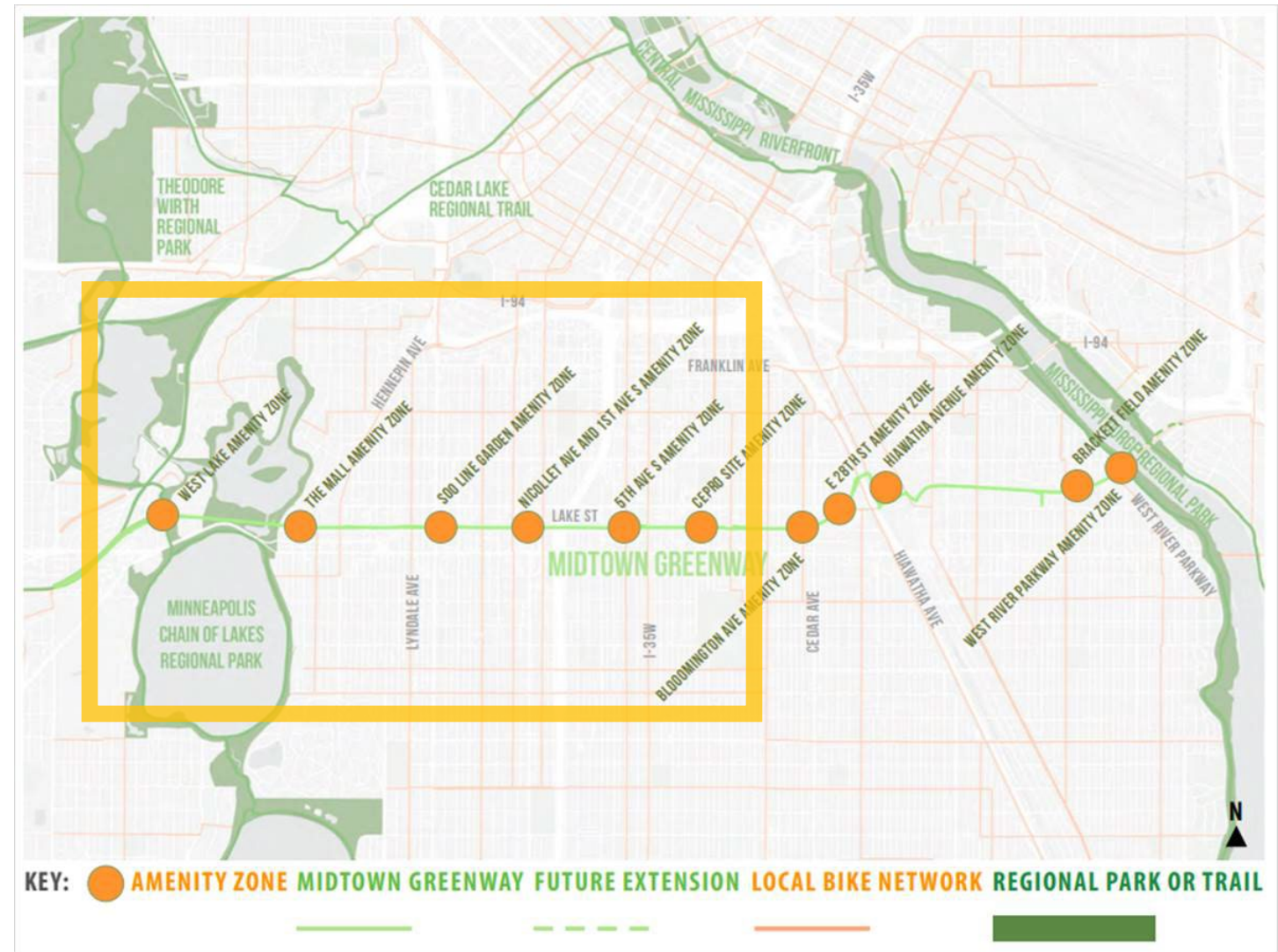
The Mall: where Humboldt Avenue South intersects with the internal park road in The Mall Park

Soo Line Garden: where the garden connects to the trail

Nicollet Avenue and 1st Avenue South: top of a proposed ramp that would connect the trail to 1st Avenue South instead of at Nicollet Avenue. This proposed ramp is part of the New Nicollet Redevelopment project led by the City of Minneapolis. This project is in the planning stages and the exact location for this amenity zone will adjust, as needed, to align with the final project plans

5th Avenue South: just to the east of 5th Avenue South

Cepro Site: where the paths through the Cepro Site connect to the primary paved trail



Development Concept *continued*

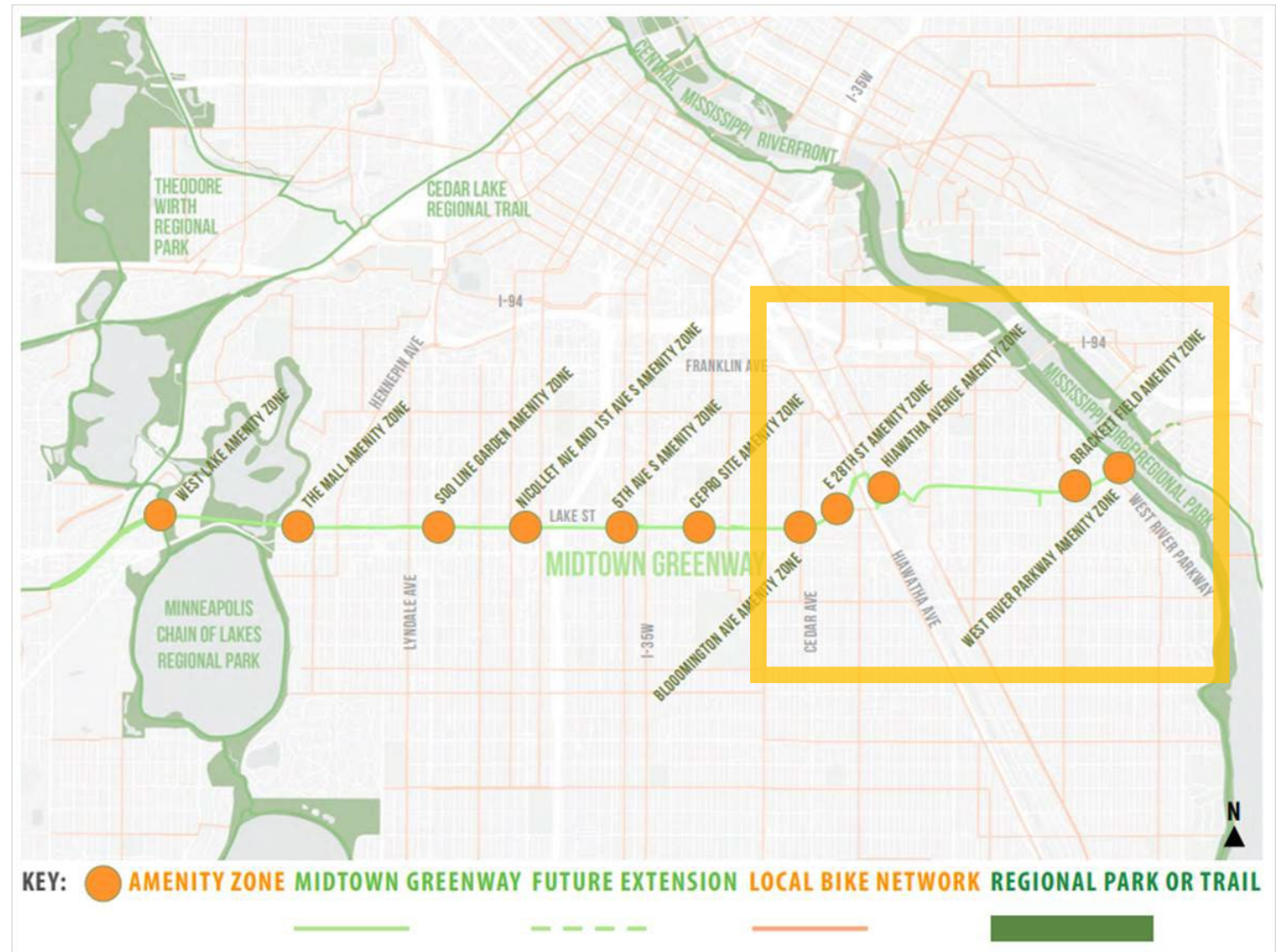
Bloomington Avenue: top and bottom of a planned ramp that would connect to the trail on the north side. The proposed ramp falls outside of the amenity zone and is not eligible for regional funding at this time but could be implemented in other ways.

East 28th Street: west side of the Martin Olav Sabo bridge where the trail branches to cross Hiawatha Avenue via the Martin Olav Sabo bridge as well as along East 28th Street at grade.

Hiawatha Avenue: east side of the Martin Olav Sabo bridge where the trail branches to cross Hiawatha Avenue via the Martin Olav Sabo bridge as well as straight across Hiawatha Avenue connecting to the trail segment along East 28th Street.

Brackett Field: located at the top of the entrance ramp from Brackett Field Park.

West River Parkway: between the two West River Parkway segments that intersect East 27th Street. Midtown Greenway Trail Expansion Planning Project will extend the Greenway across the Mississippi River once moved into an implementation phase.



Estimated Costs



- The total estimated development and improvement cost associated with the Midtown Greenway Regional Trail Long-Range Plan is \$2,469,100.
 - Average cost per amenity zone is approximately \$120,100
- Acquisition of two parcels is proposed; formal appraisals have not been completed at this time
- Operations of amenity zones on land not owned by MPRB is outlined in the Cooperative Agreement

Rationale for Proposed Action

The Midtown Greenway Regional Trail Long-Range Plan is consistent with the requirements of the:

- *2040 Regional Parks Policy Plan*
 - Chapter 5, Strategy 1
- Other Council policies



Proposed Actions

That the Metropolitan Council:

1. Approve Minneapolis Park and Recreation Board's Midtown Greenway Regional Trail Long-Range Plan.
2. Require MPRB, prior to initiating any construction, to send preliminary plans to the Metropolitan Council Environmental Services Interceptor Engineering Assistant Manager.



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