



MIDTOWN GREENWAY

APPENDIX A

Pre-Planning, Phase I Technical Memorandum

Midtown Greenway Bicycle and Pedestrian Trail Expansion Planning Project

Technical Memorandum No. 1: Pre-Planning Phase Report

To: Midtown Greenway Trail Expansion Project Technical Work Group
From: Project Team
Date: April 16, 2025
Subject: Draft Technical Memorandum No. 1

This draft Technical Memorandum No. 1 was presented at TWG meeting #2 on Monday April 21, 2025. Comments were received from the group and addressed. This is the final version of the report as of April 29, 2026.

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Midtown Greenway Trail Expansion Planning Project

Pre-Planning Phase Report

The Pre-Planning Phase Report is organized in two parts. Part I, Review of Relevant Plans and Studies, summarizes the contents of 24 plans, studies and projects as they relate to the Midtown Greenway expansion and identifies coordination opportunities with other planning and design efforts. Part II includes maps that depict constraints and opportunities along the Midtown Greenway expansion corridor, including right-of-way, utilities, stormwater, geotechnical, wetland/floodplain, and bicycle/pedestrian network information.

Part I: Review of Relevant Plans and Studies

This section of the Pre-Planning Phase Report summarizes plans, studies, and projects relevant to the Midtown Greenway Trail Expansion Planning project. Plans and studies from the cities of Saint Paul and Minneapolis, the Metropolitan Council (Met Council), Ramsey and Hennepin Counties, the Midtown Greenway Coalition, Minneapolis Parks and Recreation Board (MPRB), and the National Park Service (NPS) were reviewed as a part of this effort. Over 30 documents were considered, with a detailed review completed for 24 of these documents.

Findings

The following themes were consistent throughout the reviewed documents and represent support for the Midtown Greenway expansion:

- Safety and comfort for all modes of transportation.
- Greenways are economic drivers.
- The Mississippi River is a critical connection point and well-identified gap in the current bicycle/pedestrian network.
- Successful greenways have amenities which serve diverse users and consider the safety and wellbeing of all.
- Engagement across the cities, counties, and communities at-large support the Midtown Greenway and its extension across the Mississippi River.
- The Short Line Bridge is a structural and logistical challenge but may present an opportunity to connect Minneapolis and Saint Paul.

There are several key partners and coordination opportunities that the Midtown Greenway Trail Expansion Planning project should pursue to ensure that engagement, planning, and design are well-integrated with other efforts. These include:

- City of Saint Paul: Pelham Boulevard Reconstruction Plan and 2024 Bicycle Plan
- National Park Service/Mississippi National River and Recreation Area: Land Use Policy 11, MNRRA Water Trail
- Minneapolis Parks and Recreation Board: Grand Rounds Missing Link, Midtown Greenway Regional Trail Plan
- Ramsey County: Countywide Pedestrian and Bicycle Plan
- Hennepin County Active Transportation Committee and Hennepin County Regional Railroad Authority: 2040 Bicycle Transportation Plan: Making bicycling safe and comfortable, and previous Mississippi River crossing and Midtown Greenway studies

What is in this document?

The corridor relevant public plans and studies reviewed in this document are listed below. Some documents were considered but not reviewed because more recent updated versions were available, they focused only on the existing Midtown Greenway or were not directly relevant to the Midtown Greenway Trail Expansion Planning project. The following plans and studies were reviewed and are summarized in this Part I section:

- Minneapolis Grand Rounds Missing Link (2025), *Minneapolis Parks and Recreation Board*
- Midtown Greenway Regional Trail Plan (2024), *Minneapolis Parks and Recreation Board*
- Midtown Greenway Final Impact Study (2021), *Midtown Greenway Coalition*
- Midtown Greenway Extension Across Mississippi River Bridge L5733, Pedestrian/Bicycle Trail Use Study—Feasibility Report (2019), *Midtown Greenway Coalition*
- 29th Street Midtown Greenway/Mississippi River Crossing Concept Development Study (2006), *Hennepin County*
- MNRRA Comprehensive Management Plan Land Use Policy 11 Guidance, *National Park Service*
- MNRRA Water Trail Plan (2017), *National Park Service*
- Pelham Boulevard Reconstruction (2026), *City of Saint Paul*
- Midtown Greenway Community Safety Design (2020), *Hennepin County Regional Railroad Authority*
- Minneapolis Greenways Study (2019), *City of Minneapolis*
- Saint Paul Bicycle Plan (2024), *City of Saint Paul*
- Saint Paul Comprehensive Plan, Transportation Chapter (2022), *City of Saint Paul*
- Saint Paul Pedestrian Plan (2019), *City of Saint Paul*
- Saint Paul Transportation Safety Action Plan (2024), *City of Saint Paul*
- Minneapolis Transportation Action Plan (2020), *City of Minneapolis*
- Countywide Pedestrian and Bicycle Plan (2015), *Ramsey County*
- 2040 Bicycle Transportation Plan: Making bicycling safe and comfortable (2015), *Hennepin County*
- Imagine 2050 Regional Parks and Trails Policy Plan (2025), *Metropolitan Council*
- Imagine 2050, Transportation Policy Plan, Bicycle Investment Plan (2025), *Metropolitan Council*
- Community Plans
 - St. Anthony Community Plan (2022), *Saint Paul District 12*
 - Hamline Midway Community Plan, *Saint Paul District 11*
 - Union Park Community Plan (2016), *Saint Paul District 13*
- METRO Gold Line Extension (2027), *Metro Transit*

How is this document organized?

Part I of this document is organized by one-page summaries of the 24 plans, studies, and projects reviewed. Document summaries are ordered according to their relevance to the Midtown Greenway expansion. Each summary is comprised of:

- A brief description of the plan or study including its purpose and goals, where applicable
- Identification of the document as related to bicyclists and pedestrians, explicitly mentioning the need for a Midtown Greenway extension or this current planning effort, containing a significant engagement effort, and whether the document presents a coordination opportunity
- A description of details directly relevant to this Midtown Greenway Trail Expansion Planning project
- Key findings from engagement efforts, if applicable

As these documents were reviewed, some emerged as more informative on the engineering and design aspects of the Midtown Greenway expansion (particularly for the Short Line Bridge), while others were more about general community policies that support a Greenway extension.



MINNEAPOLIS GRAND ROUNDS MISSING LINK (2025)



The Minneapolis Grand Rounds Missing Link plan summarizes the effort to fill the “missing link” in the Grand Rounds system. The Grand Rounds Scenic Byway is a regional trail and parkway system that loops around the City of Minneapolis but has long been unconnected through the Southeast/Northeast side of Minneapolis.

Bike/Ped: YES Midtown Greenway extension: YES Engagement: NO Coordination opportunity: YES

Relevant Details

This plan identifies four segments of the Missing Link; Segment 4 (Prospect Park) is the southernmost segment and would connect to the Midtown Greenway Trail Expansion Planning project. This segment consists of a new on-street bikeway along 27th Ave SE and 4th St SE. These roadways would be narrowed to accommodate the new facility. Additionally, the intersection of Franklin Ave, 27th Ave SE, and East River Pkwy would be reconfigured as a roundabout.

The Missing Link plan identifies a Greenway extension linking with the Grand Rounds near Luxton Park. A Greenway extension would cross over I-94 using the existing but inactive rail spur bridge.



Figure 1: Conceptual plan for the connection between the Grand Rounds and the Midtown Greenway extension.

Engagement

The Grand Rounds Missing Link project is currently conducting public engagement. The Midtown Greenway Trail Expansion Planning project will monitor the outcomes of this effort and incorporate any relevant information into the final study report.

MIDTOWN GREENWAY REGIONAL TRAIL PLAN (2024)



The Midtown Greenway Regional Trail Plan, completed by the Minneapolis Parks and Recreation Board, is a 20 to 30 year vision for how policy and design are implemented throughout the existing and proposed Midtown Greenway. The plan also guides how capital funding, in alignment with the cooperative agreement between Minneapolis Parks and Recreation Board, Minneapolis, and HCRRA. The plan includes a comprehensive review of existing and future conditions, including support for the Midtown Greenway expansion.

Bike/Ped: YES Midtown Greenway extension: YES

Engagement: YES

Coordination opportunity: YES

Relevant Details

The regional trail plan focuses primarily on the existing conditions of the Midtown Greenway, including extensive community engagement, demographic information, and attributes of the trail itself. The plan states that demand for the trail is expected to increase from 2020 to 2040 and has proven to be a critical piece of the bicycle and pedestrian network. The eastern terminus of the trail is currently within the Mississippi River Corridor Critical Area (MRCCA). This area is subject to MRCCA standards. The proposed extension is also within the MRCCA area and would therefore be subject to the standards as well.

The predicted growth, along with the engagement findings, support enhanced amenities along the trail to continue to serve walkers, bikers, and future or potential users effectively.



Figure 2: Mississippi River Crossing over MRCCA

This plan was adopted by the Metropolitan Council on March 26, 2025, establishing the planned trail as an official regional trail.

Engagement

The plan had three advisory committees – project advisory, technical advisory, and operations. Key stakeholders include neighborhood organizations, community organizations, residents, cyclists and pedestrian advocates, new or potential park users, partner agencies, and local businesses.

Feedback was gathered on the draft document from June 2024 to August 2024, and was primarily focused on amenities, wayfinding, and ecological enhancements. Key themes include:

- Safety – lighting, staffing, cameras, maintenance, and others
- Wayfinding – enhance and relocate
- Extension and expansion – across the river, additional amenities, road crossings
- Overall support

MIDTOWN GREENWAY EXTENSION ACROSS MISSISSIPPI RIVER BRIDGE L5733, PEDESTRIAN/BICYCLE TRAIL USE STUDY FEASIBILITY REPORT (2019)



The feasibility report, prepared for the Midtown Greenway Coalition (MGC), evaluates the potential river crossing along the Short Line bridge (L5733). The multi-use river crossing would serve as a critical regional connection between Minneapolis and Saint Paul, connecting key locations such as Allianz Field, the University of Minnesota East Bank, Downtown Minneapolis and Saint Paul, and residential neighborhoods adjacent to the existing and proposed Midtown Greenway Alignments. The report included an evaluation of the existing rail bridge's condition, four alternatives for adding a trail facility, and cost estimates.

Bike/Ped: YES Midtown Greenway extension: YES Engagement: NO Coordination opportunity: NO

Relevant Details

The Short Line bridge, originally constructed in 1902 by the Chicago, Milwaukee, Saint Paul and Pacific Railroad (Milwaukee Road), is currently owned by the Canadian Pacific Kansas City Railway and is operated by Minnesota Commercial Railway. The study documentation stated that the bridge was classified as 'fracture critical', however, the structural integrity risk could possibly be mitigated through structural redundancy measures (its statement). The study provides four alternatives which address these concerns:

1. Freight railroad ceases to operate, bridge converted to shared use trail
2. Freight railroad continues to operate, existing bridge rehabilitated, and trail added
3. Freight railroad continues to operate, existing bridge partially reconstructed, and trail added
4. Freight railroad continues to operate, supplemental structure with trail added above existing bridge

Each alternative was evaluated for 6 key elements including shared use trail layout, safety, trail connectivity, railroad agreements, bridge redundancy and risk mitigation strategy, as well as aesthetic, historical, and viewshed impacts.

This Midtown Greenway expansion planning effort will review the assumptions and findings of the 2019 bridge study and will provide updated bridge alternatives and cost estimates.

29TH STREET MIDTOWN GREENWAY/MISSISSIPPI RIVER CROSSING CONCEPT DEVELOPMENT STUDY (2006)



The Midtown Greenway Mississippi River Crossing Concept Development Study evaluated four alternatives for establishing a trail bridge connection across the river and recommended three alternatives for further study based on feasibility and existing conditions.

Bike/Ped: YES Midtown Greenway extension: YES

Engagement: NO

Coordination opportunity: NO

Relevant Details

The Midtown Mississippi Bridge Crossing Study considered four potential bridge crossing alignments utilizing or in direct proximity to the Short Line bridge. The study recommended three alignments for further study, excluding the North Gorge alignment. The alignments vary significantly in terms of location, level of railroad coordination required, environmental concerns, likely insurance requirements, and other factors.

The study recommended that the appropriate environmental processes determined early in the development process but were not discussed or examined further.

In addition to the evaluation of prospective alignments, the study presented several concept designs for placement of a trail along the existing rail bridge, as well as 10 new bridge design concepts. These concepts included estimated costs and ratings for overall complexity of engineering and construction. The study recommended two alternative new bridge crossing alignment locations for further study both of which lie south of the existing rail bridge. It also recommended further analysis of multiple retrofit and reconstruction design options for the existing bridge alignment.



Figure 3: Bridge alternative alignments

MNRRRA COMPREHENSIVE MANAGEMENT PLAN SITE DEVELOPMENT POLICY 11 GUIDANCE



Policy 11 Guidance requires the National Park Service to review actions taken within the Mississippi National River and Recreation Area (MNRRRA), including new river crossings.

Bike/Ped: NO Midtown Greenway extension : NO Engagement: NO Coordination opportunity: YES

Relevant Details

The National Park Service is required to evaluate and review any actions taken within the MNRRRA to ensure those actions align with the MNRRRA Comprehensive Plan (CMP), as established through **Public Law 100-696** and outlined in **Subchapter CXI of US Code 16**. Site Development Policy 11, from the CMP, states clear logic for alternative selection regarding new river crossings. The goal of Policy 11 is to avoid unnecessary impacts to the natural area by limiting additional river crossings where possible. As such, the policy states “if an alternative that does not involve a new river crossing is feasible and prudent, it must be selected. If a new structure is developed, either in a new or existing corridor, it must utilize avoidance and minimization to reduce its impact on protected resources, including viewsheds and watercraft use.”

The policy outlines a five-step determination process, detailed in text and decision tree format, which must be completed by applicants pursuing a new or amended river crossing. Parallel structure crossings are allowed when built entirely within the crossing corridor defined to be “the existing structure with a buffer of the width of the existing structure footprint plus 50 feet. New river crossings may be allowed if the applicant can prove there are no feasible and prudent “interpositional transportation strategies” (i.e., multimodal) that can achieve an acceptable level of service.

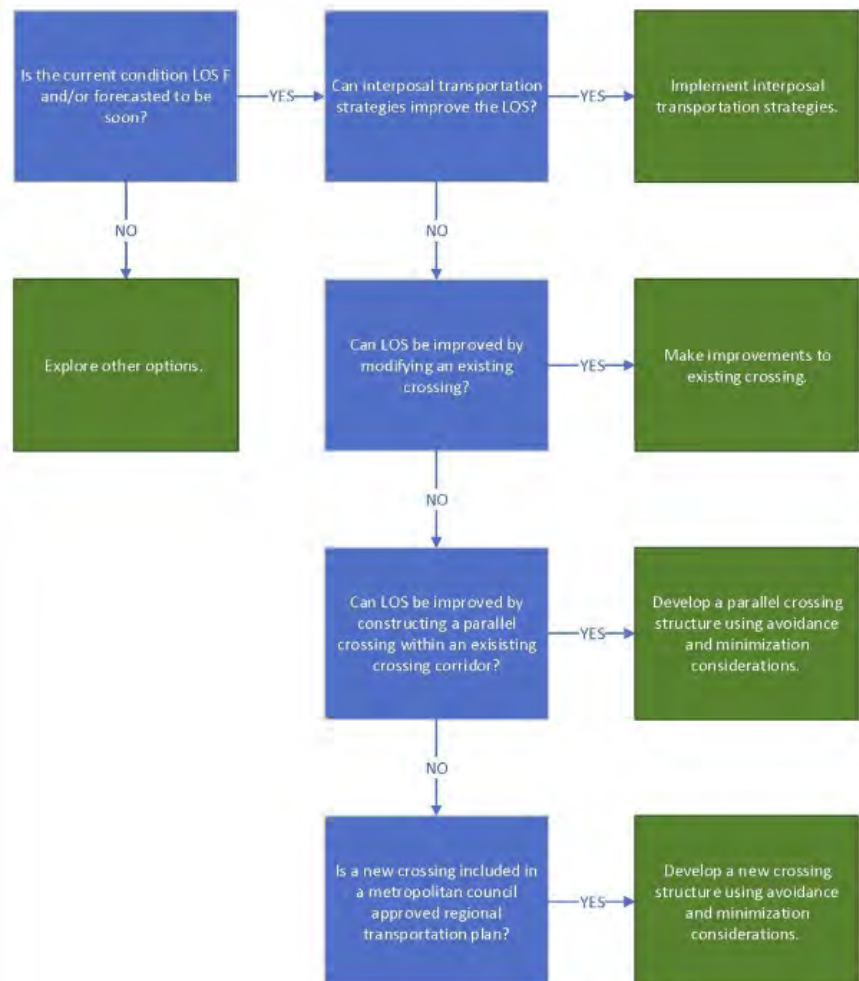


Figure 4: Policy 11 Decision Tree

MIDTOWN GREENWAY EXTENSION IMPACT STUDY (2021)



The Midtown Greenway Extension Impact Study (FINAL) (Midtown Greenway Coalition) estimates the economic and equity benefits of the Midtown Greenway. It identifies four opportunity districts for potential extension of the trail and their associated benefits. The area within one half-mile of the existing Midtown Greenway had an estimated increased value from new built structures of \$1.44 billion between 2000 and 2019. There has also been a noticeable increase in bike ridership since the trail's opening in 2000.

Bike/Ped: YES Midtown Greenway extension.: YES

Engagement: NO

Coordination opportunity: NO

Relevant Details

The Midtown Greenway's economic and equity-based success provide a foundation for exploring possible extensions. The impact study identifies four opportunity districts in Minneapolis and Saint Paul where the potential benefits of a trail extension to regional connectivity, economic development, and social equity could be achieved.

Greenway Segment 1 and a portion of Greenway Segment 2 in the adjacent map align closely with the current Midtown Greenway Trail Expansion Planning project. The study also identified a potential connection to the Ayd Mill Trail. The study examined each district for potential economic, tax base and equity benefits through an extensive look at existing conditions including land use, populations, and biking patterns.

Key benefits of the Greenway extensions proposed in the Impact Study include:

- Increased accessibility to communities experiencing low income, barriers to education and/or resources such as a vehicle, and others
- Strengthening communities through economic means as well as increased opportunities with possible development and land value increase
- Job creation during construction, as well as maintenance and operation
- Higher level of comfort biking availability
- Decreased reliance on cars

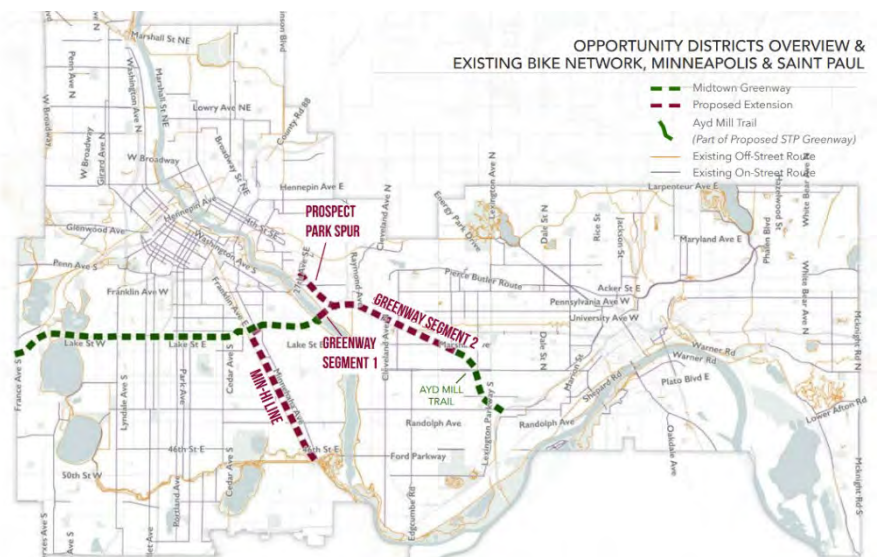


Figure 5: Proposed greenway extension alignments and connections

MNRRRA WATER TRAIL PLAN (2017)



The Mississippi National River and Recreation Area (MNRRRA) Water Trail Plan outlines programmatic and capital recommendations for a 72-mile stretch of the Mississippi River and four miles of the Minnesota River in the Twin Cities metro. The plan includes a focus on integrating the water trail with the current and future alternative transportation (bicycle, pedestrian, transit) systems in the adjacent communities. There are five sub-sections of the water trail; the Gorge is the most relevant to the Midtown Greenway expansion and extends from the urban core of Minneapolis to Fort Snelling.

Bike/Ped: YES Midtown Greenway extension: NO Engagement: NO Coordination opportunity: YES

Relevant Details

This plan emphasizes using alternative transportation modes to connect people to the Mississippi River, particularly at water access points. There are three public water access points and two private access points in the Gorge segment of the water trail. The closest water access point to the Greenway extension corridor is Meeker Island, located just south of the Short Line Bridge on the east bank of the Mississippi River. The Greenway extension project should ensure that there are good bicycle and pedestrian connections to Meeker Island. The plan encourages agency and community partners to assess the walkability and bikeability between water access points and nearby transit stops as part of their planning efforts. No new water access points nearby are proposed in this plan.

There is a “paddle share” program in which people can borrow kayaks from stations along the river. These stations were paired with Nice Ride Minnesota bike share stations, when that program was still in place. The plan also proposed a shuttle further south in the Gorge segment, connecting to Fort Snelling and the Minneapolis-Saint Paul International Airport. The shuttle has not been funded.



Figure 6: Map of river miles 852 to 850, showing active transportation network and water access points

PELHAM BOULEVARD RECONSTRUCTION (2026)



The City of Saint Paul is currently in the process of redesigning Pelham Blvd between Mississippi River Blvd and Franklin Ave. The redesigned roadway will include an off-street bikeway at sidewalk level that will serve as a connection for the Grand Round.

Bike/Ped: YES Midtown Greenway extension: NO Engagement: YES Coordination opportunity: YES

Relevant Details

The Pelham Blvd bikeway intersects with the Midtown Greenway expansion corridor; connections between the two facilities should be coordinated. Additionally, should the Greenway extension need to be located on roadways in this area of Saint Paul, it could take advantage of this new facility. Engagement and design are currently underway, with construction anticipated in 2026.

Engagement

The project has completed one phase of engagement, with plans to continue engagement in the Summer of 2025. Saint Paul City staff produced an online survey, attended several community events, and coordinated with property owners and students in the neighborhood. This phase of engagement was focused on understanding the community's needs and concerns, as well as informing the public of the project.

Respondents to the survey indicated that they often use Pelham Blvd to bike and like that the existing facility is separated from vehicular traffic. Several respondents also noted that they like the connection it provides to the Mississippi River. Primary concerns from respondents include roadway condition/potholes, driver speeds, and the design of the existing bikeway.

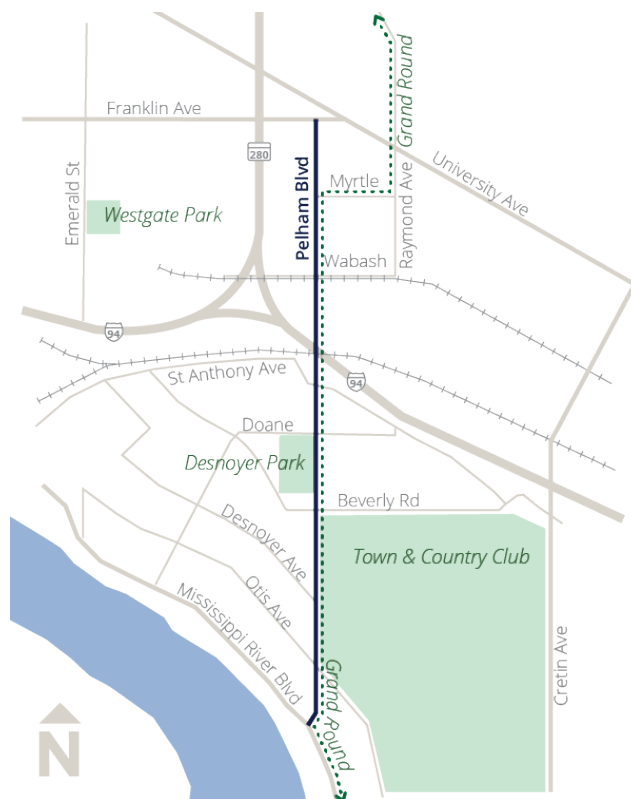


Figure 7: Pelham Boulevard Reconstruction Project Extent

MIDTOWN GREENWAY COMMUNITY SAFETY DESIGN (2020)



The Midtown Greenway Community Safety Design was developed by the Hennepin County Regional Railroad Authority and Community Works. The study focused on the existing greenway's function, safety, and maintenance and includes key takeaways and recommendations.

Bike/Ped: YES Midtown Greenway extension: NO Engagement: YES Coordination opportunity: YES

Relevant Details

The study includes detailed and organized recommendations to improve the safety of the existing Midtown Greenway. The study utilized research and site analysis, community feedback, an advisory group, and precedent studies. The study has four overarching goals which the included recommendations aim to achieve:

1. Improve the sense of safety and welcoming all community members
2. Make the physical environment safer
3. Deter crime and hazardous activities
4. Address barriers to maintenance

Recommendations are in four categories: site specific, greenway-wide, system level, and partners. Examples include increasing visibility of stairs or expanding trash collections, additional street signs or wayfinding, dedicated social services or security, and security cameras or safe needle collection. The study also includes example design solutions and case studies at specific Midtown Greenway locations.

Engagement

HCRRA engaged stakeholders, government agencies, and local businesses to understand safety concerns of the diverse users of the Midtown Greenway. Additionally, staff attended the South Minneapolis Public Safety Coalition meetings. Feedback was gathered on the draft recommendations before finalizing.

Design Solutions

The study team developed landscape design solutions, shown here, to guide implementation of the recommendations.

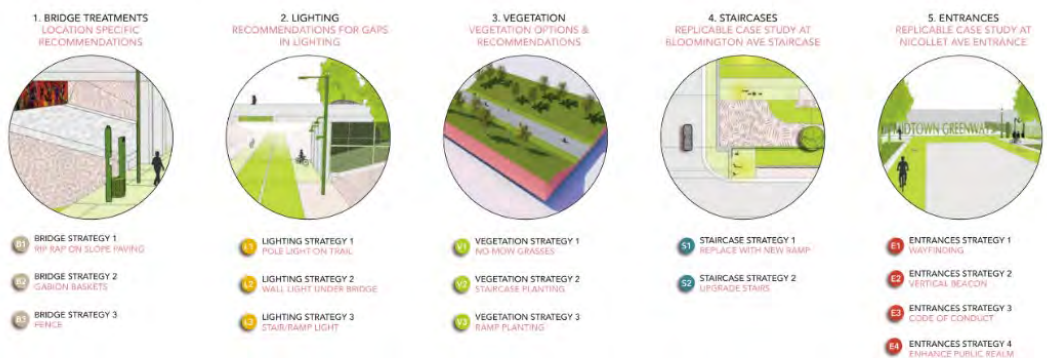


Figure 3: Midtown Greenway safety design solutions

MINNEAPOLIS GREENWAYS STUDY (2019)



The Minneapolis Greenways Study examined existing greenways, policy guidance, community-driven greenway initiatives, case studies, and a future framework. The study develops greenway typologies but does not identify specific capital improvement projects.

*Bike/Ped: YES Midtown Greenway extension: NO
NO*

Engagement: NO

Coordination opportunity:

Relevant Details

Prior to this study, Minneapolis did not have a framework or developed policy for greenway creation. The city also lacked a consistent definition for the term “greenway.” This study filled in the gap by providing a future framework for developing greenways, whether community-driven or not. At the time of this study Minneapolis had 7 greenways: Midtown, Riverlake, 37th Avenue N., Milwaukee, Dinkytown, Hiawatha, and Loring. There are four additional community driven greenway initiatives. The study summarized takeaways from the Community Greenway Initiative Focus Group including:

- Prioritizing walking and biking
- Separation of modes
- Greenway identity
- Commercial growth

Identified Greenway Typologies with existing examples:

- Trails
 - Midtown Greenway, East River Parkway Trail, Hiawatha Trail
- Protected Bikeways
 - 3rd Avenue S., Park Avenue, Oak Street
- Neighborhood Greenways: Bicycle Boulevard
 - Riverlake Greenway, Seward Bicycle Boulevard, Presidents Bike Boulevard
- Neighborhood Greenways: Full Greenways
 - Loring Greenway, 37th Avenue N. Greenway, Milwaukee Avenue

Greenway development next step options include:

1. Complete transportation action plan
2. Complete transportation feasibility studies
3. Incorporate greenway improvements in capital projects
4. Develop a new capital program for greenways



Figure 4: Greenway profile for the existing Midtown Greenway

SAINT PAUL BICYCLE PLAN (2024)



The Saint Paul Bicycle Plan establishes a plan to enact the vision of accessible and comfortable biking for all throughout the city. The 2024 plan updates the 2015 plan to better align with current community desires. The plan includes extensive community engagement, completed in two phases.

Bike/Ped: YES Midtown Greenway extension: YES Engagement: YES Coordination opportunity: YES

Relevant Details

The bicycle plan was adopted as an addendum to the Saint Paul Comprehensive plan and is a corridor level document. The plan outlines guiding policies, processes, capital priorities and a planned network. The city aims to have 163 miles of new bikeway by 2040. The Midtown Greenway expansion is included in the planned network.

Policies:

- Consult the planned bike network when choosing projects
- Plan for, and fund maintenance and operation of the bike network
- Conduct preliminary analyses of bikeway corridors to be more competitive for external funding sources

Capital priorities:

- Complete the Capital City Bikeway and Grand Rounds networks
- Build bikeways with common cent revenue
- Work with railroad companies to build bikeways in or alongside rail corridors
- Pursue external funding to construct bikeways separate from ongoing street reconstructions

Engagement

Outreach and engagement occurred over two phases. Each phase included online and in-person engagement of various forms such as surveys, events, and emails. The materials were translated into a few languages.

Most feedback was relevant to the existing bike network within Saint Paul; however, there was implied and explicit support for the Midtown Greenway expansion, which included support for missing links, separated bikeways, and improved safety.

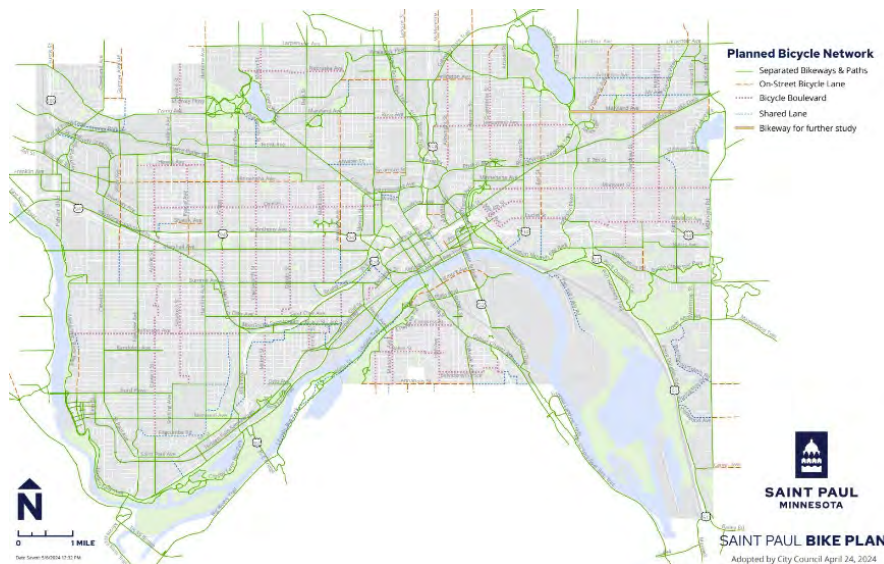


Figure 5: Saint Paul Planned Bicycle Network

SAINT PAUL COMPREHENSIVE PLAN, TRANSPORTATION CHAPTER (2022)



The Transportation Chapter of the Saint Paul Comprehensive Plan outlines goals to help the city achieve the creation of a safe, equitable, and well-maintained multi-modal transportation system that supports the needs of all users, enhances vitality, and sets the stage for infill development.

Bike/Ped: YES Midtown Greenway extension : YES Engagement: NO Coordination opportunity: NO

Relevant Details

The Transportation Chapter prioritizes pedestrians and bicyclists in projects and street design. Several transportation policies in the Comprehensive Plan are relevant to the Midtown Greenway expansion as they emphasize pedestrians and bicyclists or crossing the Mississippi River.

- Policy T-3: Design rights-of-way per the following modal hierarchy: 1. Pedestrians, with a focus on safety, 2. Bicyclists, with a focus on safety, 3. Transit, 4. Other vehicles
- Policy T-10: Design sidewalks, trails and transit stops for personal safety (real and perceived), including by providing lighting and boulevards.
- Policy T-21: Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles.
- Policy T-22: Shift mode share towards walking, biking, public transit, carpooling, ridesharing and carsharing to reduce the need for car ownership.
- Policy T-24: Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.
- Policy T-25: Implement the Pedestrian Plan to make walking safe and comfortable throughout the city, increase pedestrian mode share for short trips, and increase physical activity in people's daily routines. Until the Pedestrian Plan is adopted, focus pedestrian infrastructure improvements in areas with acute pedestrian safety hazards, with existing or anticipated high pedestrian activity, and/or in racially concentrated areas of poverty.
- Policy T-30: Design holistically for all modes, especially pedestrians and bicycles, in any bridge reconstruction or maintenance project such as for bridges (or lids) over interstate highways or the Mississippi River. Ensure that the project scope incorporates adjacent intersections as necessary.
- Policy T-33: Improve pedestrian and recreational connections to the Mississippi River.

The plan does locate the Greenway extension along the rail corridor, listing it as a potential project and future bikeway. The plan also identifies several sidewalk gaps along the corridor and a right-of-way need at the northern end of the Ayd Mill corridor. Other potential projects listed in the plan that should be coordinated with include the Ayd Mill redevelopment and Grand Rounds completion.

SAINT PAUL PEDESTRIAN PLAN (2019)



The Saint Paul Pedestrian Plan aims to focus walking investments in locations with the highest need by equitably distributing resources. The plan identifies four focus areas for pedestrian improvements and makes policy recommendations for these areas: equity in prioritization and decision-making processes, winter maintenance, safety, and the incomplete sidewalk network.

Bike/Ped: YES Midtown Greenway extension: NO Engagement: YES Coordination opportunity: NO

Relevant Details

Part of the Saint Paul Pedestrian Plan framework are High Priority Areas for Walking Investments – these are communities that demonstrate the highest need for pedestrian improvement. South St Anthony Park and Union Park neighborhoods, through which the Midtown Greenway expansion will be developed, are identified as High Priority Areas.

The plan also contains a toolbox of pedestrian crossing treatments. The Greenway expansion should consider these treatments in its design, as they are preferred by the city.

The plan includes a list of policies/actions the City plans to take to improve pedestrian comfort and safety:

- Action 1-1: Plan, design, build and maintain the city’s transportation system in a way that prioritizes walking first, followed by bicycling and transit use and lastly other vehicles.
- Action 1-4: Ensure visibility of pedestrian crossings. Review street lighting, sign placement, street furniture, bus shelters, foliage growth, and parking restrictions at intersections as part of all reconstruction projects and requests for crossing improvements.
- Action 3-3: Maximize impact of capital projects through coordination with partner jurisdictions such as Ramsey County, MnDOT and Metro Transit. Define internal structure for managing external partnerships and identifying opportunities to maximize use of resources during capital projects.

Engagement

The public, City staff, partner agencies, and community organizations were engaged throughout the Pedestrian Plan process. Public outreach included an online survey and targeted outreach meetings to reach teenagers, public housing residents, people learning English as a second language, and elders. Takeaways included:

- A need to focus investment on crossings, sidewalk gaps, and snow and ice removal.
- Improvements are needed for walking conditions on busy streets, in areas that lack sidewalks, and in areas where people rely on walking the most.

SAINT PAUL TRANSPORTATION SAFETY ACTION PLAN (2024)



The Saint Paul Transportation Safety Action Plan (TSAP) consists of a safety analysis, policy, and design recommendations to help the City of Saint Paul achieve its goal of eliminating traffic deaths and serious injuries on all surface streets by 2045. This plan emphasizes equity and Vulnerable Road Users – pedestrians and bicyclists – in its analysis and recommendations.

Bike/Ped: YES Midtown Greenway extension: NO Engagement: YES Coordination opportunity: NO

Relevant Details

A key component of the plan is the High Injury Network (HIN) and High Crash Network (HCN) for Vulnerable Road Users, which identifies streets that are riskier and would benefit the most from safety improvements. The TSAP identifies several roadways connected to the Midtown Greenway expansion corridor on the HIN and HCN.

- HIN: University Ave, Cretin Ave/Vandalia St, Cleveland Ave, Snelling Ave, St Anthony Ave, and Concordia Ave.
- HCN: University Ave, Snelling Ave, Concordia Ave, Raymond Ave.

Based on the safety analysis conducted, the TSAP also identifies safety projects on streets along the Greenway Trail Expansion corridor.

- Cretin Ave between I-94 and Grand Ave
- Concordia Ave between Cleveland Ave and Snelling Ave
- Intersection of Eustis St and Wabash Ave

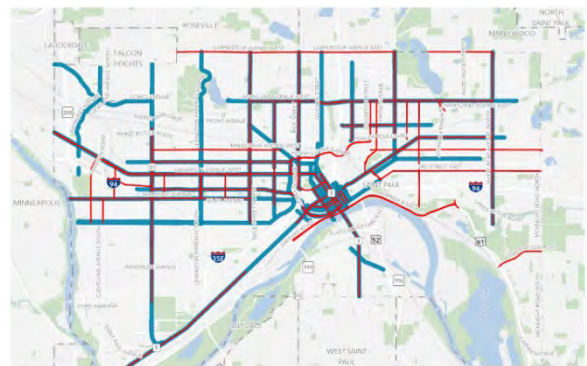


Figure 61: Combined High Injury Network and High Crash Network

The TSAP also contains a toolkit of safety strategies to implement for pedestrian and bicyclist crossing safety, which emerged as a key crash factor from the safety analysis and was a major concern from engagement efforts. The Midtown Greenway Trail Expansion Planning project should reference these strategies in its design of crossings with roadways.

Engagement

The engagement effort associated with the TSAP prioritized historically disadvantaged, low-income, and BIPOC communities in places with more vehicle, pedestrian, and bicycle crashes. The City conducted an online survey and comment map, two pop-up events, and direct outreach to community organizations in priority areas. Takeaways included:

- A desire for safer and improved crossings (especially for pedestrians and bicyclists), improved sidewalks and better sidewalk connections, more (protected) bike lanes, and better maintenance of existing bike infrastructure.
- Respondents expressed interest in traffic calming to address high-speed traffic areas.
- Many specific roadways were mentioned by respondents as safety concerns, including Snelling Ave and University Ave.

MINNEAPOLIS TRANSPORTATION ACTION PLAN (2020)



The Minneapolis Transportation Action plan guides future planning, design, and implementation of transportation projects over a 10-year period. Minneapolis aims to provide transportation options for people walking, biking, and taking transit which addresses climate issues and historical inequities related to transportation infrastructure.

Bike/Ped: YES Midtown Greenway extension : YES Engagement: YES Coordination opportunity: NO

Relevant Details

The plan focuses on six transportation goals: climate, safety, equity, prosperity, mobility, and active partnerships. Strategies and actions to achieve the transportation goals are broken out into seven categories: walking, bicycling, transit, technology, freight, street operations, and design. The strategies and actions are contextual and consider current and historical racial injustices as well as climate action.

A Midtown Greenway expansion is identified in the All Ages and Abilities Network as a future low-stress bikeway.

Relevant strategies and actions include, but are not limited to:

- Bicycling Strategies: 1, 2, 3, 5
- Bicycling Actions: 1.1, 2.1, 2.3, 2.6, 5.1

Action 2.6 is explicitly related to extending the Greenway: “Work with agency partners to evaluate opportunities to build new river crossings for the Midtown Greenway and great northern greenway”.

Engagement

The strategies and actions identified in the plan are derived from public engagement specific to the action plan, as well as from the Minneapolis 2040 planning process.

Figure 50: All Ages and Abilities Network



Figure 72: Minneapolis All Ages and Abilities Network

2040 BICYCLE TRANSPORTATION PLAN: MAKING BICYCLING SAFE AND COMFORTABLE (2015), HENNEPIN COUNTY



The Hennepin County 2040 Bicycle Transportation Plan: Making bicycling safe and comfortable, completed as a collaboration between Hennepin County and Three Rivers Park District, identifies the on- and off-street bicycle network for Hennepin County. The plan identifies five goals for ridership, the bikeway system, safety and comfort, sustainability, and maintenance. An update to the Hennepin County Bike Plan is forthcoming.

Bike/Ped: YES Midtown Greenway extension: YES Engagement: YES Coordination opportunity: YES

Relevant Details

This plan outlines a network that seeks to encourage new bicyclists by making biking convenient and safe through both design and programmatic recommendations. There are several benefits of a good bikeway system noted in the plan: safety, livability, mobility, economic sustainability, health, clean air, recreation, parking and congestion alleviation, and regional economic competitiveness. The economic development generated by the Midtown Greenway is referenced in this plan as an example of the economic benefits of bicycle facilities.

The Hennepin County Bike Plan also emphasizes the need to eliminate bikeway system gaps and barriers, including the Mississippi River. The river crossing at the Short Line Bridge is identified as a Top 25 Bikeway System Gap. Additionally, the plan contains a matrix of bikeway facility types that Hennepin County includes in the 2040 bikeway system.

Policies identified in this plan aim to encourage biking by creating a safe, convenient, well-connected, and well-maintained bicycle network. Relevant policies include:

- Policy 2.2: Address network gaps and barriers.
- Policy 2.3: Plan and designate an enhanced bicycle network composed of high comfort bikeways that provide physical separation from motor vehicles (e.g., protected bike lanes, cycle tracks, off-street trails, and other innovative designs).
- Policy 2.8: Collaborate with partners on planning, design, and funding for bicycle infrastructure that helps to complete, or complement the county bikeway system.
- Policy 2.9: Secure necessary right-of-way to accommodate future expansion of the bicycle system.
- Policy 4.3: Support and encourage coordination among Hennepin County and partner agencies and municipalities. Develop actions and programs that complement aligned efforts at the state, region, or municipal level.

Engagement

The Hennepin County Bike Plan effort included a robust public engagement effort that drew on a survey and public workshops. Hennepin County prioritized under-represented and health-disparity communities. Takeaways include:

- Strong desire from respondents for the network to overcome physical barriers to bicycling, such as rivers, highways, gaps, and railroads.
- Respondents want existing and future bikeways to connect into a continuous network, where bicyclists are separated from motor vehicles.
- Desire from respondents to reduce reliance on personal motor vehicles.
- Bikeways should be clear and safe in the winter, and bikeways should be maintained as a “smooth and predictable” surface.

COUNTYWIDE PEDESTRIAN AND BICYCLE PLAN (2015), RAMSEY COUNTY



The Ramsey County Countywide Pedestrian and Bicycle Plan aims to create a bicycle network that appeals to all ages and abilities by identifying a set of tools, analyses, and actions to promote biking in Ramsey County. The plan contains a review of the state of the walking and biking environment; a gaps and barriers analysis; and primers on infrastructure design, funding, legal, and community engagement. The bicycle network in this plan is referred to as the “Connected Ramsey Communities Network.”

Bike/Ped: YES Midtown Greenway extension: YES

Engagement: YES

Coordination opportunity: YES

Relevant Details

The plan locates a Midtown Greenway expansion along the rail corridor, connecting to Ayd Mill Road as a Planned County-wide Connector Corridor. There are some intersecting streets identified as local connectors.

The gaps and barriers analysis provides several relevant takeaways:

- Identifies streets with high volumes of cars and higher levels of pedestrian and bicycle activity, including University Ave, Snelling Ave, and Summit Ave.
- Includes a Pedestrian and Bicycle Level of Service map that identifies some higher-stress streets along the Midtown Greenway expansion corridor: Cretin Ave/Vandalia St, Ayd Mill Rd, University Ave, Snelling Ave, and several local streets in South St Anthony Park.
- Streets along the Midtown Greenway expansion corridor are high scoring on the bicycle and pedestrian composite scores calculated for the gaps and barriers analysis. These streets are meant to be priorities for investment.

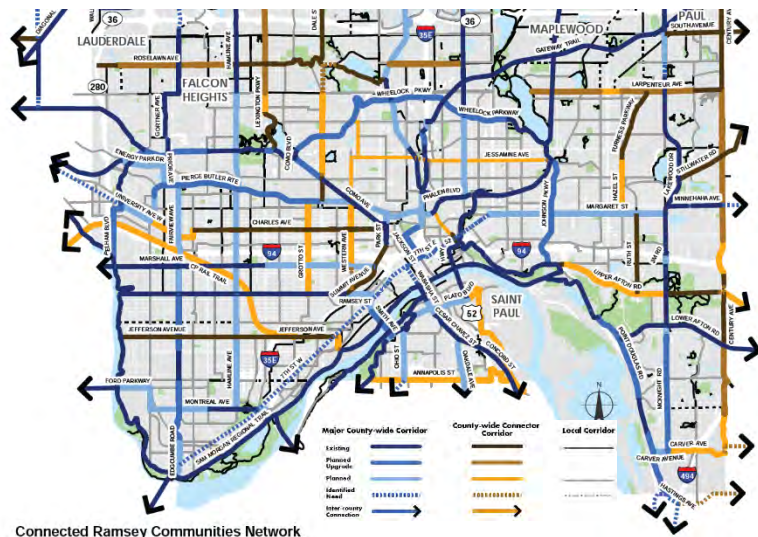


Figure 83: Connected Ramsey Communities Network

Engagement

The Ramsey County Bike Plan engagement efforts focused on reaching under-represented and health-disparity populations through pop-up booths and neighborhood and community events and an online survey/interactive map. Takeaways include:

- People walking and biking want more separation from motor vehicle traffic and a connected network across barriers.
- People who have not been involved in planning processes in the past, such as People of Color and people with disabilities, want more opportunities for meaningful engagement.
- Maintenance, especially during winter months, is important to allow people to walk and bike safely.

IMAGINE 2050 REGIONAL PARKS AND TRAILS POLICY PLAN (2025)



The Regional Parks and Trails Policy Plan, developed as part of the Met Council's Imagine 2050 Comprehensive Plan effort, summarizes the existing network and identifies actions to meet the state objectives and policies. The plan discusses the benefits of regional trails and parks, as well as the equity and accountability as core values of the Met Council and region. The plan aims to protect and provide access to the regional network as the population of the region grows.

Bike/Ped: YES Midtown Greenway extension: YES Engagement: NO Coordination opportunity: NO

Relevant Details

The policy plan is a long-range plan which guides the growth, maintenance, and core values of the regional park and trail network. The plan focuses on five core areas:

1. Fostering Equity
2. Taking care of what we have
3. Protecting and restoring
4. Adapting and mitigating
5. Meeting future needs

The plan development effort was coordinated and collaborative, drawing from research, studies, local plan review, and others. This approach allowed for a regionally comprehensive plan which considers strategies and actions across the metro.

The Midtown greenway expansion is included as a regional trail search corridor, identified in map TSC25. It is one of 48 identified proposed regional trails.

Figure 2-6. Regional trail search corridors

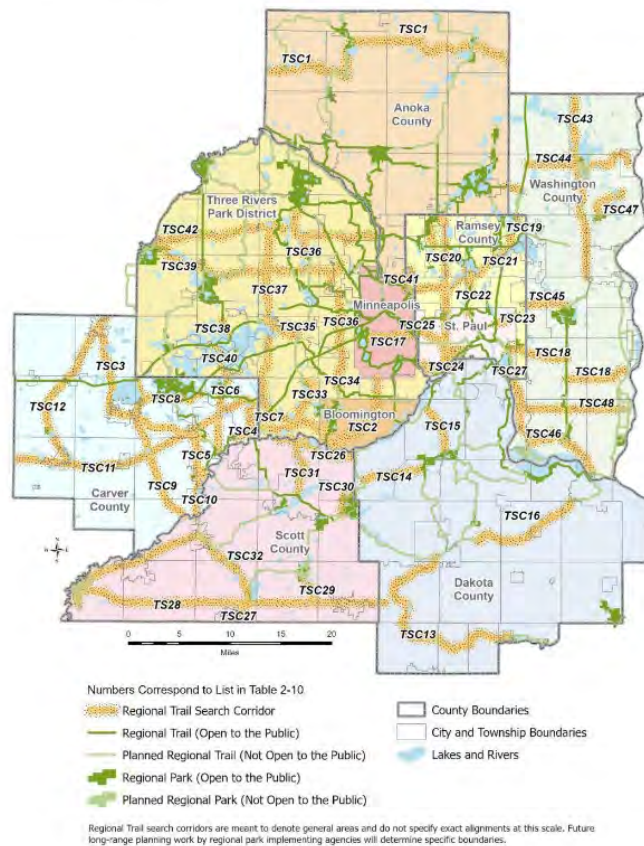


Figure 94: Regional Trail Search Corridors

IMAGINE 2050 TRANSPORTATION POLICY PLAN'S BICYCLE INVESTMENT PLAN (2025)



The Bicycle Investment Plan, developed as part of the Met Council's Imagine 2050 Comprehensive Plan effort, summarizes the existing bicycle network and identifies regional investments for bicycle infrastructure. The plan discusses bicycle trends in the Twin Cities metropolitan region, including the prevalence of shared mobility and electric bikes that are increasing trip distance, creating more demand for facilities, and requiring more speed management on bike facilities.

Bike/Ped: YES Midtown Greenway extension: YES

Engagement: YES

Coordination opportunity: NO

Relevant Details

The TPP Bicycle Investment Plan includes summaries of the Regional Bicycle Transportation Network (RBTN), Regional Bicycle Barriers, and Major River Bicycle Barriers. The RBTN is the “backbone” arterial network to serve daily bicycle trips and connect regional destinations. The Regional Bicycle Barriers are defined as major physical barriers to bicycling and include the region’s freeways and expressways, rail corridors, and secondary rivers and streams. The Mississippi River is one of the three primary rivers identified as Major River Bicycle Barriers in the plan. Interstate 94 and the Canadian Pacific Kansas City rail corridor are designated as regional bike barriers.

Most of the Midtown Greenway expansion corridor currently lies within an RBTN Tier 2 corridor. The segment of the trail corridor crossing the Mississippi River on the Short Line rail bridge and following the rail corridor to the Hennepin/Ramsey County line is designated as a highest-priority Tier 1 RBTN corridor. Allianz Field, the terminus of the Trail Expansion project near the intersection of Snelling Ave and University Ave, is noted as a new RBTN regional destination to be connected with bicycle infrastructure.

Multiple segments of the CPKC rail corridor and I-94 within the trail expansion project planning area also lie within Tier 1 regional barrier crossing improvement areas. These designations, along with the RBTN’s tiered corridors, are used to prioritize projects for federal transportation funds distributed through the Met Council’s biannual Regional Solicitation process.

The Bicycle Investment Plan also references the benefits of bicycle facilities as an incentive tool for economic development.

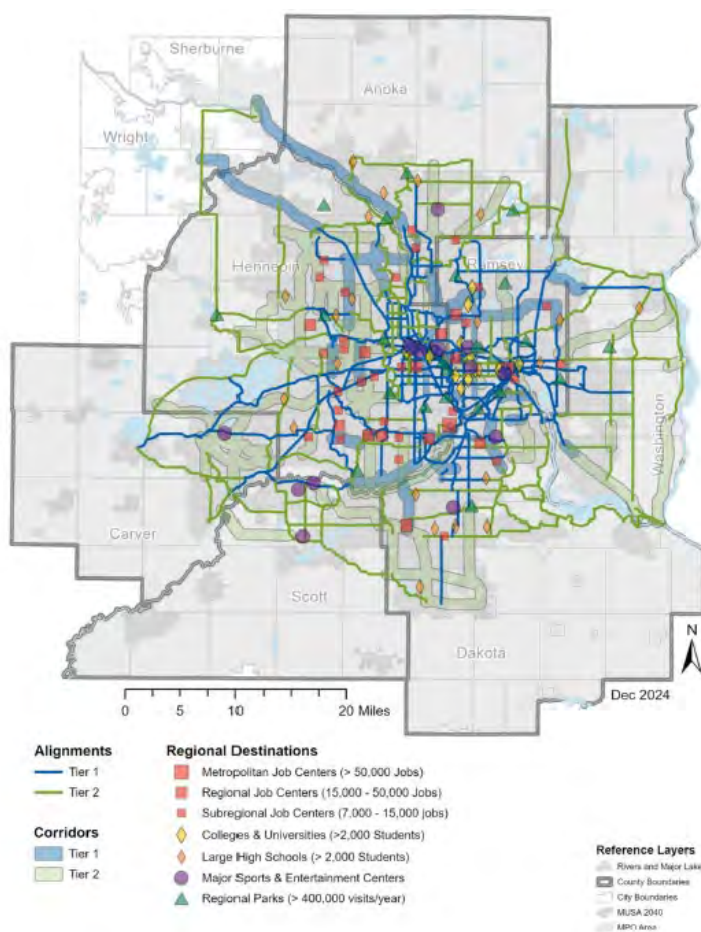


Figure 105: Regional Bicycle Transportation Network

SAINT PAUL DISTRICT COMMUNITY PLANS



As part of the City of Saint Paul's Comprehensive Plan, the Saint Paul district councils complete district plans that outline specific policies and goals these communities would like to achieve and implement. Three of the city's 17 planning districts overlap with the Midtown Greenway expansion corridor: St. Anthony Park, Hamline-Midway, and Union Park. These district plans vary in their level of detail and relevance to the Greenway Trail expansion but should be considered as the project advances.

St Anthony Park Community Plan (2022)

This Plan takes a climate and resiliency approach to transportation with a strong emphasis on prioritizing pedestrians, bicyclists, and transit riders in transportation projects. The district plan identifies a Greenway extension along the Canadian Pacific Kansas City rail corridor and notes specific opportunities for alignment and connections to destinations (see Policy T4.9 below). Engagement conducted as part of this plan paid attention to equity, and the plan outlines specific policies regarding equitable engagement methods that the community should use in future efforts.

Relevant policies/action items in this plan include:

- EQ5: Continually review and improve our communication and engagement methods in regard to both gathering and disseminating information, to and from the community, so that the participants in the conversation reflect the demographics of the neighborhood more consistently.
- EBD4: Make changes to the industrial area infrastructure to increase its attractiveness for redevelopment.
- H5: Create additional public park land, outdoor community spaces, and indoor, all-season gathering places to support residents as housing density increases.
- T1: Make safety the highest priority on our streets, with the most vulnerable users (e.g., pedestrians and bicyclists) considered first.
- T2: Identify and work with city planners and traffic engineers to modify intersections to support crossing by pedestrians and bicyclists.
- T3: Improve pedestrian connectivity and amenities.
- T4: Encourage bicycling through safer infrastructure and better amenities.
 - T4.9: Support the effort to build the Midtown Greenway extension from Minneapolis from E. 27th St. in Minneapolis to Saint Anthony Ave. in Saint Paul. Connect this rail-corridor path from the area near Shriners Hospital west to the U of M and east to Midway and the soccer stadium (running south of the TH 280 interchange and the WestRock plant), with a connection to the Grand Round at Pelham.
- PR2: Seek ways to develop more public green space.

Hamline Midway Community Plan

This Plan does not explicitly mention a Greenway extension, but includes several policies that are supportive of the project's goals:

- LU2: Encourage pedestrian-scale development that includes amenities such as landscaping, seating areas, screened parking, and public art.
- LU3: Encourage the incorporation of multi-modal transportation options into all new development to accommodate pedestrians, cyclists, transit use, and vehicle sharing.
- T1: Complete sidewalk network, improve street lighting, and work with utilities to remove poles obstructing sidewalks.
- T4: Support pedestrian- and transit-friendly public realm improvements such as wayfinding, public art, placemaking, façade improvements, gardens, and systems for snow removal.
- T5: Support the completion and expansion of the bicycle route network through a variety of bikeways, including striped lanes, signed routes, cycle tracks, bike boulevards, and off-street paths.
- T7: Support pedestrian and bike access to LRT stations and bus service to LRT and BRT lines.

- T16: Use best practices to improve pedestrian and bicycle safety on bridges and overpasses as well as at intersections and crosswalks.

Union Park Community Plan (2016)

This Plan also does not explicitly mention a Greenway extension, but includes several policies that are supportive of the project's goals:

- LU1: Support land uses that preserve Union Park as a connected, walkable, mixed-use, sustainable neighborhood with a pedestrian-oriented, human-scale streetscape.
- T2: Support the implementation of the City of Saint Paul's bicycle plan in a way that maximizes effectiveness for all users of the right-of-way.
- T3: Support initiatives and projects that promote walking and walkability and increase pedestrian safety.
- T5: Explore infrastructure and placemaking options to improve safety and effectiveness for all users of particularly dangerous or uncomfortable intersections. (Note that the Snelling Ave/University Ave intersection and the Fairview/I-94 grade separation within the Greenway expansion planning corridor are specifically identified in this plan.)

METRO GOLD LINE EXTENSION (2027)



The METRO Gold Line, which opened in March 2025, is planned to be extended from Downtown Saint Paul to Downtown Minneapolis using I-94. The anticipated opening is slated for 2027.

Bike/Ped: NO Midtown Greenway extension : NO Engagement: YES Coordination opportunity: YES

Relevant Details

The Gold Line Extension would operate on existing I-94 freeway shoulders and include a station at the I-94 ramps and Snelling Ave, where riders will be able to connect to the METRO A and B Lines. The Midtown Greenway Trail Expansion Planning project should coordinate with the Gold Line Extension project to provide convenient and comfortable pedestrian and bicycle connections to the new station.

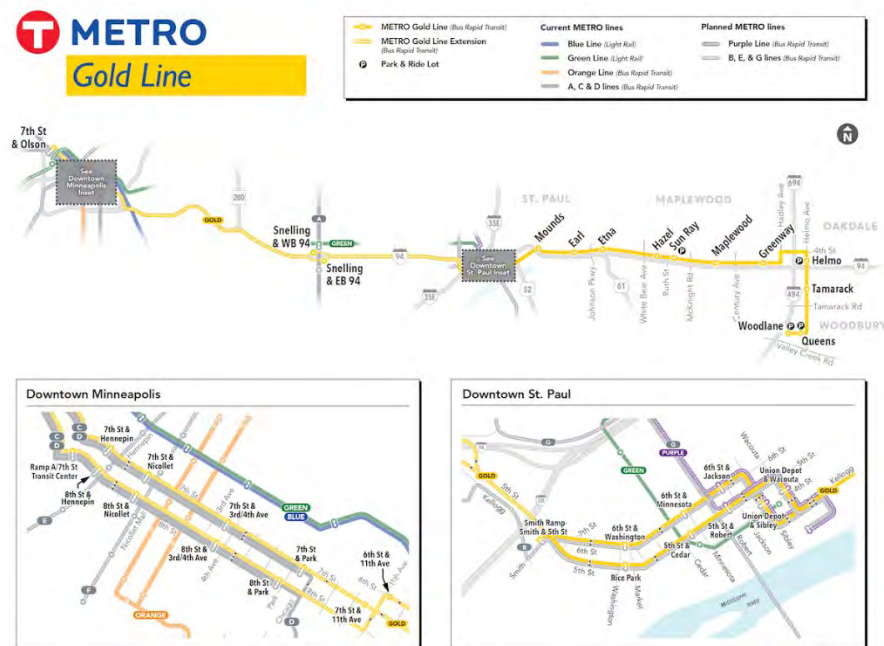


Figure 116: METRO Gold Line Extension

Engagement

The project will be conducting community engagement beginning in 2025. The Midtown Greenway Trail Expansion Planning project should monitor the outcomes of this effort and incorporate any relevant information.

Part II: Corridor Map Development and Existing Conditions Review

This section provides a high-level review and summary of the key constraints and opportunities identified during the review of the Midtown Greenway expansion corridor. The Midtown Greenway expansion corridor is depicted on a series of eight map layouts following this narrative (Existing Conditions Exhibit A-H). These layouts are intended to document the physical characteristics of the corridor, identify property ownership to ensure that proper coordination occurs, and design challenges are annotated early on. The maps included in this review depict several key characteristics that will help inform conceptual design during the next phase of the project including:

- Public and railroad right-of-way (CPKC, MnDOT, Cities of Minneapolis and Saint Paul, etc.) and private parcel boundaries
- Overhead utilities, including overhead electric and communications transmission lines
- Stormwater information, including potential ponding locations and drainage
- Parcels that have been identified as including contaminated soils
- Wetlands/floodplains
- Sensitive environmental areas including the Mississippi River Corridor Critical Area overlay mapping
- Bicycle and pedestrian network and potential crossings of/connections to the Midtown Greenway Trail Expansion Planning project
- Potential destinations and origins for trail users such as parks and schools
- Adjacent capital projects that the Midtown Greenway Trail Expansion Planning project should coordinate with

The following summary is not an exhaustive list but provides narratives highlighting initial observations of existing conditions that will influence the concept planning phase of the project from perspective of constraints or opportunities. The narratives accompany the existing condition exhibits B-H (note that existing condition Exhibit A provides an overview of the entire project area).

Existing Condition Exhibit B – West Prospect Park Spur Segment

- **Rail Corridor Study Area:**
 - Corridor appears to accommodate space for trail with minimum of 22.5' offset from existing track
 - CPKC ROW west of Franklin Avenue currently not used – potential for more spacious trail corridor
 - The existing rail bridge over I-94 is currently not used, 10-foot clear width and high girders blocking sightlines are constraining features
 - Franklin Avenue Crossing safety design considerations would include RRFB, signage, curb extensions
 - Opportunity: Connection between bike lanes on Franklin and Midtown Greenway corridor
- **Off Rail Corridor Study Area:**
 - Not identified in this segment
- **Agency Coordination Notes:**
 - MPRB: West end of corridor to consider proposed Luxton Park masterplan improvements
 - MPRB: Existing Grand Rounds along East River Parkway
 - MPRB & Hennepin County: Proposed Grand Rounds along 27th Avenue SE
 - MRCCA: This segment falls within the MRCCA planning boundary

Existing Condition Exhibit C – East Prospect Park Spur Segment

Rail Corridor Study Area:

- o Corridor appears to accommodate space for trail with minimum of 22.5' offset from existing track between Seymore Place and Franklin Avenue
- o Constraint: CPKC pinch point west of Cecil Street would require private property acquisition to accommodate trail with 22.5' offset from existing track
- o Opportunity: Connection of Seymour Avenue Bridge with Midtown Greenway corridor

Off Rail Corridor Study Area:

- o Seymour Place, East River Parkway and Cecil Street provide potential alternatives for the trail to avoid the CPKC ROW pinch point and constraints associated with trail corridor in the track wye to the east-
- o Opportunity: Connection of East River Parkway Grand Rounds with Midtown Greenway corridor
- o Constraint: Seymour Place and Cecil Street include steep grades 8%-11% in existing condition

Agency Coordination Notes:

- MPRB: Existing Grand Rounds along East River Parkway
- MRCCA: This segment falls within the MRCCA planning boundary
- MPLS PW: Seymour Place and Cecil Street

Existing Condition Exhibit D – Mississippi River Crossing Segment

Rail Corridor Study Area:

- o Constraints: Existing rail bridge 9'+/- available width (with existing rail operations), 140-year age, fracture critical design
- o Opportunity: If Rail operations discontinue, existing crossing location utilizing rehabilitated bridge or new structure on existing piers provides direct alignment for trail

Off Rail Corridor Study Area:

- o Parallel structure study zone defined by the MNRRA Comprehensive Management Plan Site Development Policy 11 guidance which stipulates a 50-foot zone separated from the existing rail bridge by a buffer equal to the existing rail bridge structure width (44 feet)
- o West of the river crossing trail utilizes HCRRA and MPRB property
- o East of the river crossing trail utilizes MPRB property and MPLS PW St. Anthony Avenue ROW
- o Opportunity: Trail width would be unconstrained by existing structure, potential for river overlook spaces, longer service life, lower maintenance costs
- o Opportunity: Connection of East River Parkway Grand Rounds with Midtown Greenway corridor

Agency Coordination Notes:

- MPRB: Existing Grand Rounds along West River Parkway and East River Parkway
- MRCCA: This segment falls within the MRCCA planning boundary
- MPLS PW: St. Anthony Avenue
- Saint Paul PW: St. Anthony Avenue
- HCRRA: existing corridor ownership along the south side of track to West River Road

Existing Condition Exhibit E – Pelham Boulevard Area Segment

Rail Corridor Study Area:

- o Corridor appears to accommodate space for trail with minimum of 22.5' offset from existing track, with approximately 14 feet available west of the bridge
- o Constraint: Southern span of the CPKC through girder bridge would need to accommodate rail maintenance vehicles
- o Opportunity: Connection to Saint Paul Grand Round trail at Pelham Boulevard

Off Rail Corridor Study Area:

- o St. Anthony Avenue provides potential alternative for the trail to avoid the CPKC ROW and constraints associated with rail bridge crossing I-94.
- o Opportunities: Connection to Saint Paul Grand Round trail at Pelham Boulevard, connection to Desnoyer Park via Pelham Boulevard, convenient connections to neighborhoods south of I-94
- o Safety Constraint: Intersection safety for trail crossing of Pelham Ave at St. Anthony Avenue

Agency Coordination Notes:

- o Saint Paul PW: St. Anthony Avenue and Pelham Boulevard
- o MnDOT: St. Anthony Avenue east of Pelham appears to be within MnDOT ROW (although maintained by city)

Existing Condition Exhibit F – Vandalia Street - Cleveland Avenue Area Segment

Rail Corridor Study Area:

- o Corridor appears to accommodate space for a trail with a minimum of 22.5' offset from the existing track, with approximately 36 feet available
- o Constraint: Industrial business west of Cleveland Avenue utilizes CPKC ROW for parking/operations, industrial parcel is noted as a MPCA contaminated parcel
- o Opportunity: Separated grade crossing under Vandalia Street, connection to bike facility on Cleveland Avenue

Off Rail Corridor Study Area:

- o St. Anthony Avenue provides potential alternative for the trail to avoid the CPKC ROW and constraints associated with industrial parcel and contamination
- o Opportunities: Convenient connections to residential neighborhoods south of I-94
- o Safety Constraint: Intersection safety for trail crossing of Pelham Ave at St. Anthony Avenue

Agency Coordination Notes:

- o Saint Paul PW: St. Anthony Avenue, Beverly Road, Cleveland Avenue, Gilbert Avenue
- o MnDOT: St. Anthony Avenue appears to be within MnDOT ROW (although maintained by city)

Existing Condition Exhibit G – Gilbert Avenue – St. Anthony Avenue Area Segment

Rail Corridor Study Area:

- o The Rail Corridor in this area consists of a single mainline CPKC track. Study area generally avoids rail corridor. Consider using MnDOT ROW east of Prior Avenue for trail in conjunction with grade-separated crossing of CPKC track.
- o Constraint: Active mainline track in this area
- o Opportunity: Separated grade crossing under Vandalia Street, connection to bike facility on Cleveland Avenue

Off Rail Corridor Study Area:

- o St. Anthony Avenue provides potential alternative for the trail to avoid the CPKC ROW and constraints associated with industrial parcel and contamination
- o Opportunities: Convenient connections to residential neighborhoods north and south of I-94
- o Constraint: St. Anthony Avenue corridor between Prior Avenue and Dewey Street is constrained at approximately 36' which includes one-way road, sidewalk, parking, electrical transmission poles
- o Intersection safety for trail crossing of Prior Avenue at Gilbert Avenue, St. Anthony Avenue and Merriam Park (south alignment corridor)

Agency Coordination Notes:

- o Saint Paul PW: St. Anthony Avenue, Prior Avenue, Gilbert Avenue
- o MnDOT: St. Anthony Avenue, Gilbert Avenue appears to be within MnDOT ROW (although maintained by city)
- o MnDOT – potential use of MnDOT ROW east of Prior Avenue

Existing Condition Exhibit H – East End Terminus Segment**Off Rail Corridor Study Area:**

- o St. Anthony Avenue west of Pierce Street appears adequate to accommodate trail
- o Snelling Avenue Intersection crossing safety considerations at Shields Avenue and St. Anthony Avenue
- o Opportunity: connection to Aldine Street pedestrian/bike bridge
- o Constraint: Space for trail along St. Anthony Avenue east of Pierce Street is limited amid complex traffic movement considerations associated with the TH 51 interchange ramp.

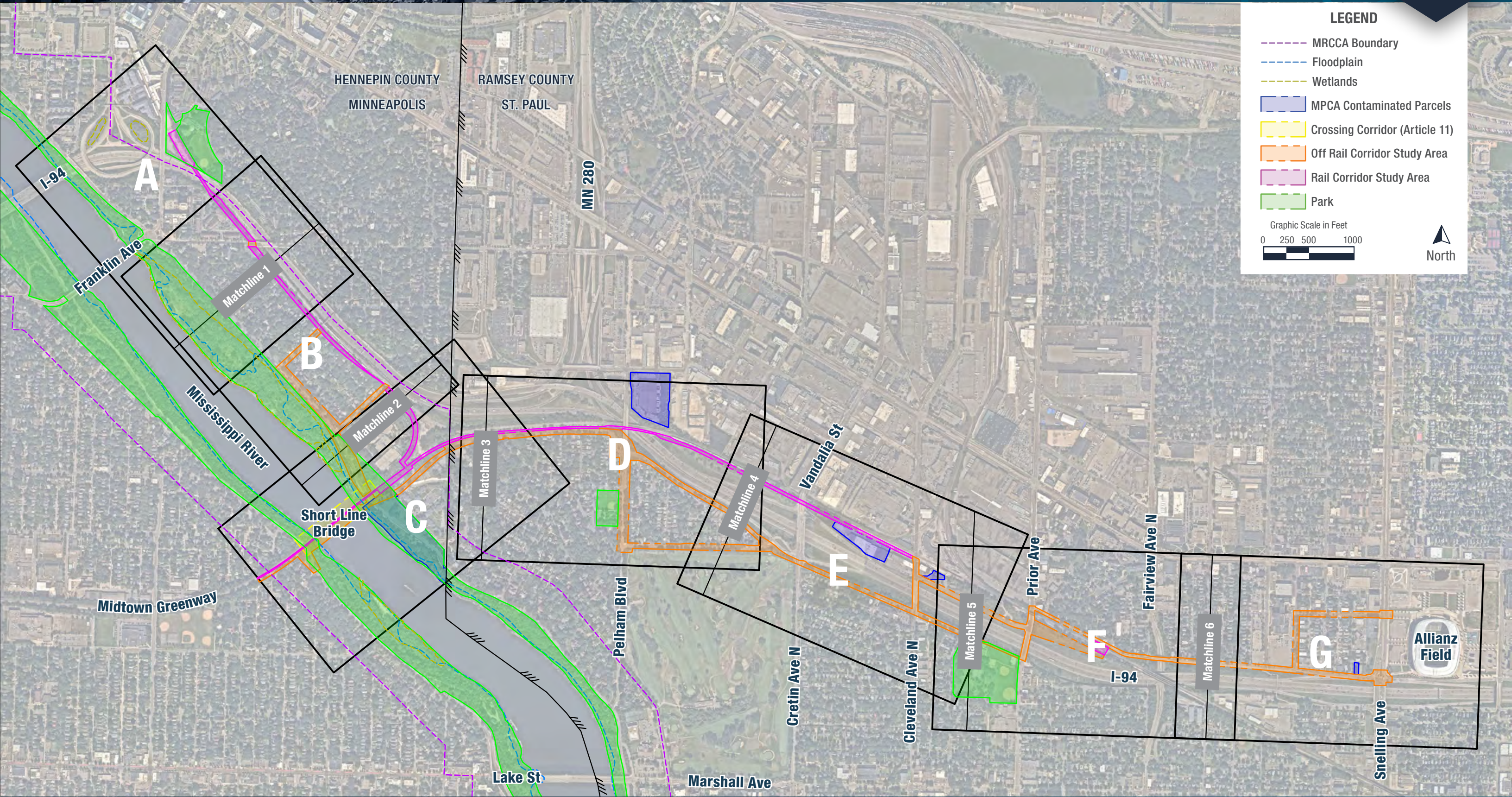
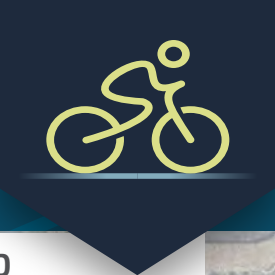
Agency Coordination Notes:

- o Saint Paul PW: St. Anthony Avenue, Pierce Street, Shields Avenue
- o MnDOT: St. Anthony Avenue, Snelling Avenue



MIDTOWN GREENWAY

Trail Expansion Planning Project

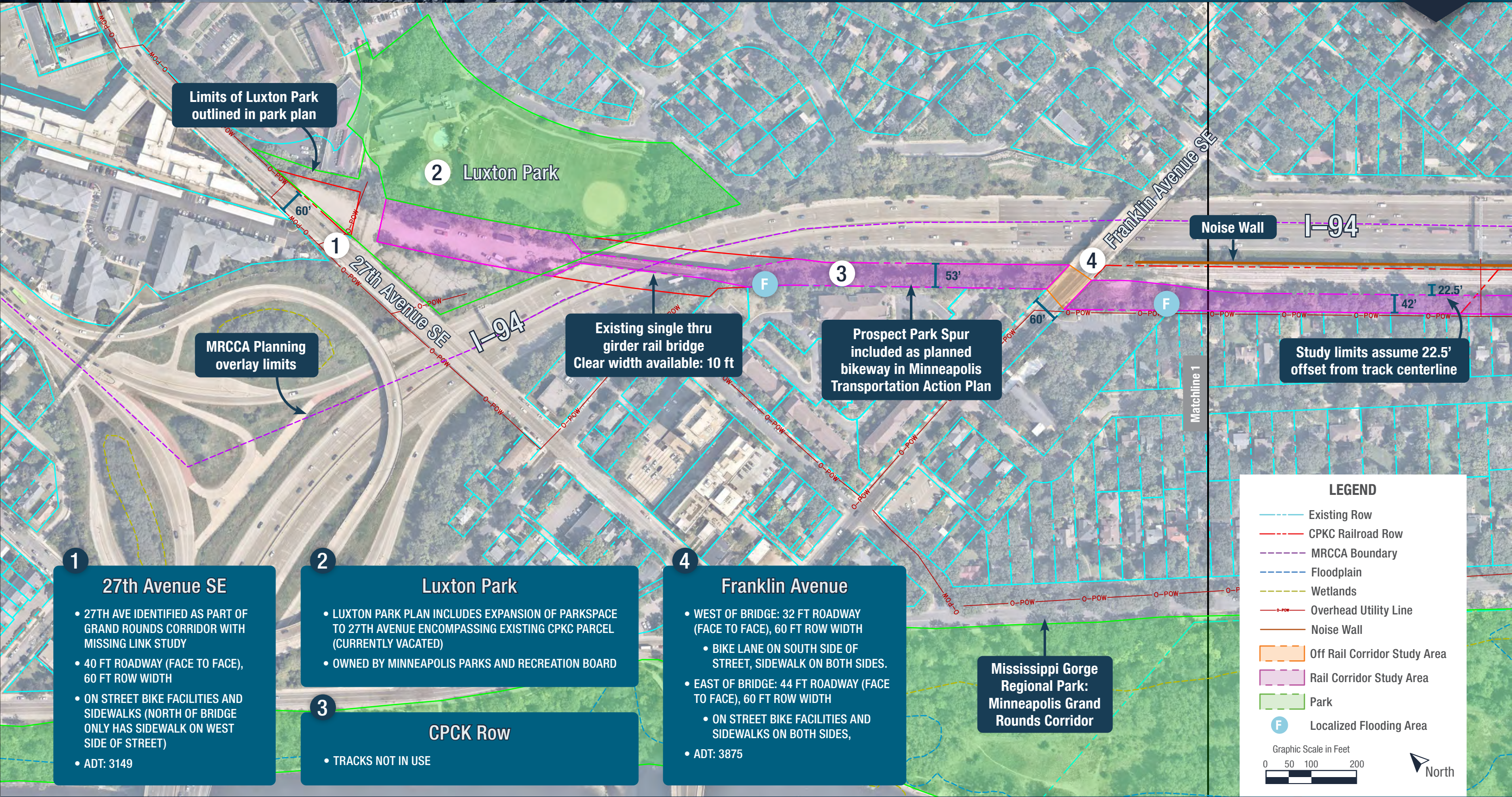


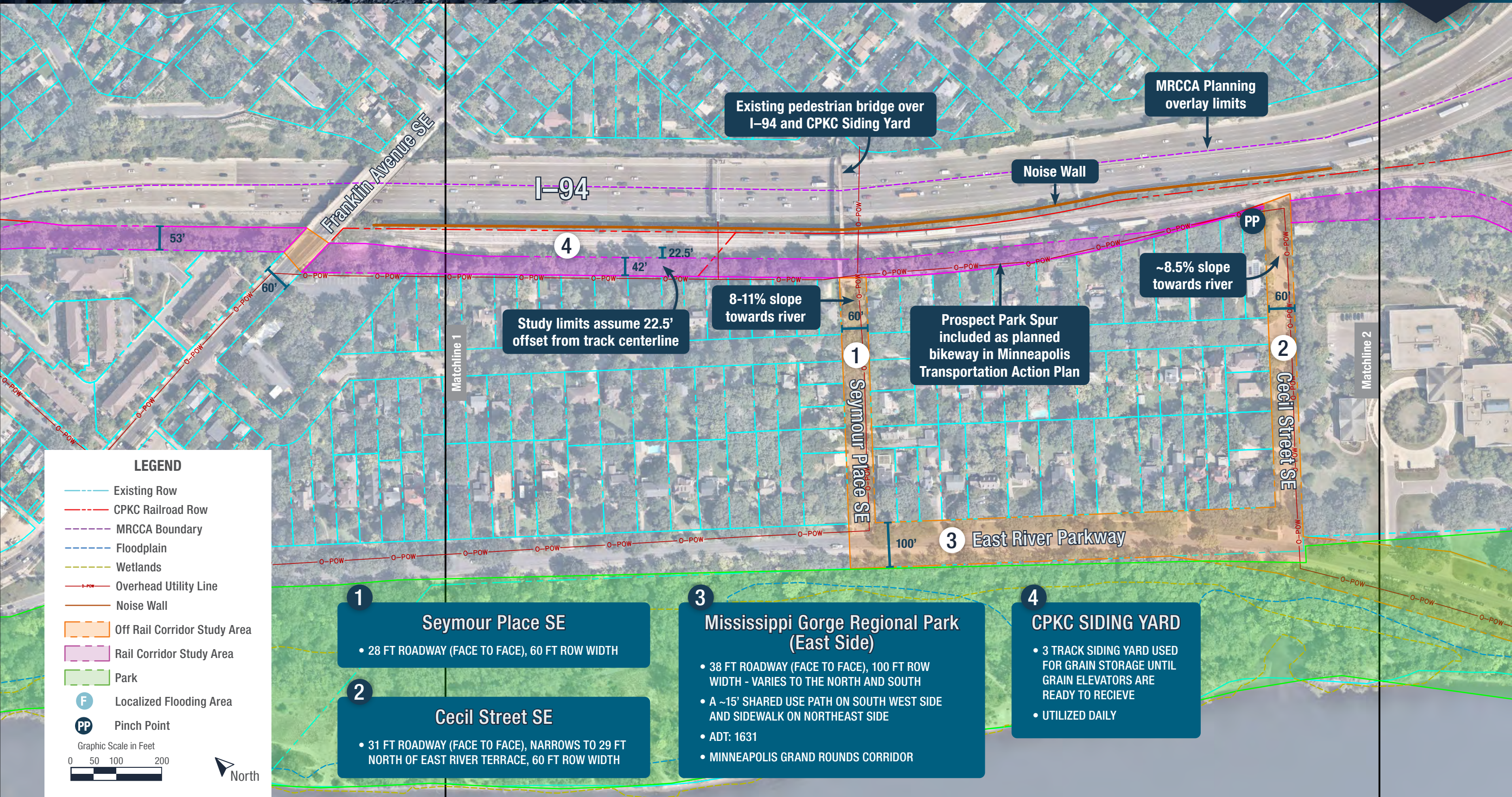
LEGEND

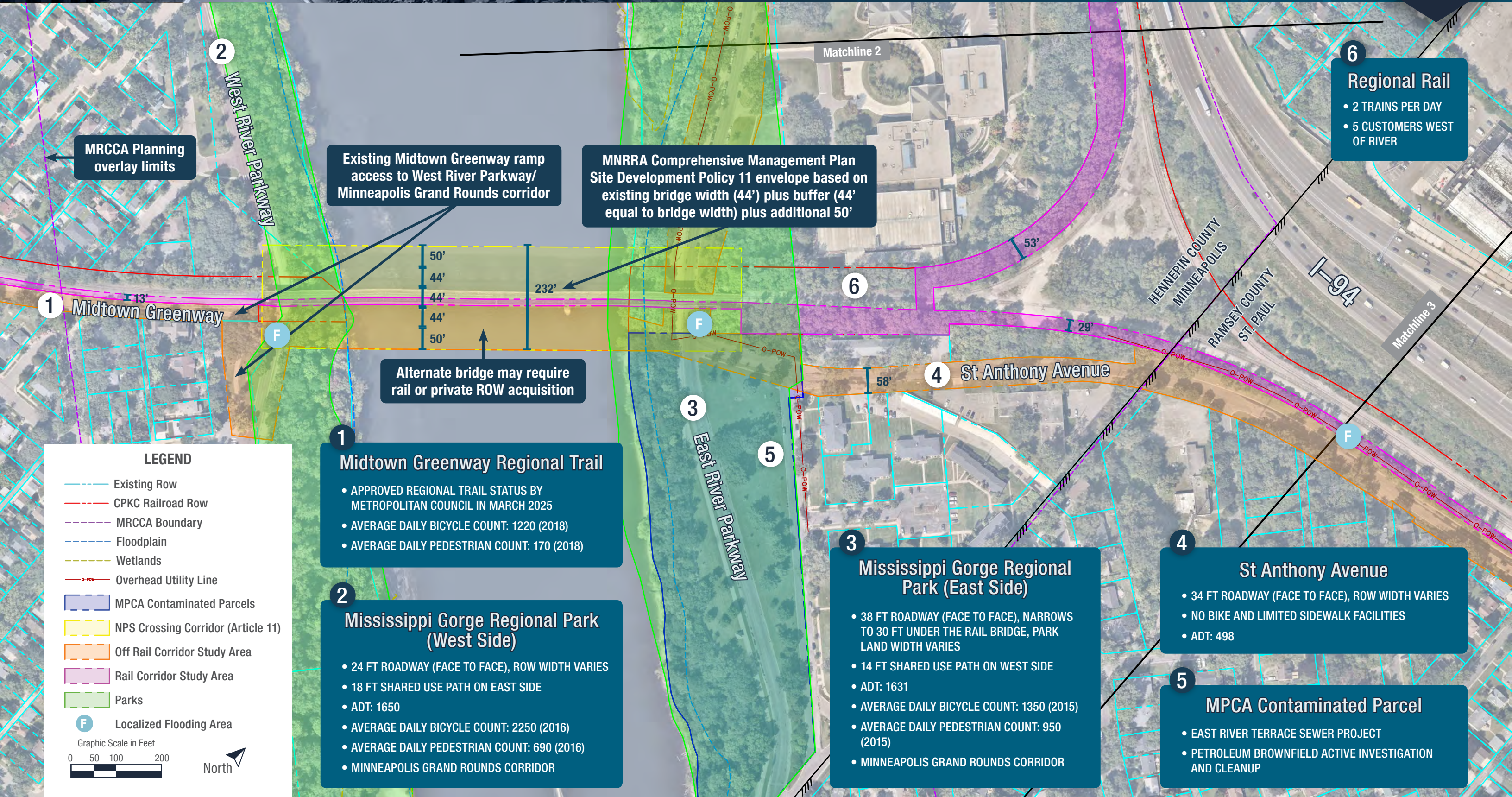
- MRCCA Boundary
- Floodplain
- Wetlands
- MPCA Contaminated Parcels
- Crossing Corridor (Article 11)
- Off Rail Corridor Study Area
- Rail Corridor Study Area
- Park

Graphic Scale in Feet
0 250 500 1000

North







MRCCA Planning overlay limits

Existing Midtown Greenway ramp access to West River Parkway/ Minneapolis Grand Rounds corridor

MNRRRA Comprehensive Management Plan Site Development Policy 11 envelope based on existing bridge width (44') plus buffer (44' equal to bridge width) plus additional 50'

6 Regional Rail
• 2 TRAINS PER DAY
• 5 CUSTOMERS WEST OF RIVER

1 Midtown Greenway Regional Trail
• APPROVED REGIONAL TRAIL STATUS BY METROPOLITAN COUNCIL IN MARCH 2025
• AVERAGE DAILY BICYCLE COUNT: 1220 (2018)
• AVERAGE DAILY PEDESTRIAN COUNT: 170 (2018)

2 Mississippi Gorge Regional Park (West Side)
• 24 FT ROADWAY (FACE TO FACE), ROW WIDTH VARIES
• 18 FT SHARED USE PATH ON EAST SIDE
• ADT: 1650
• AVERAGE DAILY BICYCLE COUNT: 2250 (2016)
• AVERAGE DAILY PEDESTRIAN COUNT: 690 (2016)
• MINNEAPOLIS GRAND ROUNDS CORRIDOR

3 Mississippi Gorge Regional Park (East Side)
• 38 FT ROADWAY (FACE TO FACE), NARROWS TO 30 FT UNDER THE RAIL BRIDGE, PARK LAND WIDTH VARIES
• 14 FT SHARED USE PATH ON WEST SIDE
• ADT: 1631
• AVERAGE DAILY BICYCLE COUNT: 1350 (2015)
• AVERAGE DAILY PEDESTRIAN COUNT: 950 (2015)
• MINNEAPOLIS GRAND ROUNDS CORRIDOR

4 St Anthony Avenue
• 34 FT ROADWAY (FACE TO FACE), ROW WIDTH VARIES
• NO BIKE AND LIMITED SIDEWALK FACILITIES
• ADT: 498

5 MPCA Contaminated Parcel
• EAST RIVER TERRACE SEWER PROJECT
• PETROLEUM BROWNFIELD ACTIVE INVESTIGATION AND CLEANUP

LEGEND

- Existing Row
- CPKC Railroad Row
- MRCCA Boundary
- Floodplain
- Wetlands
- Overhead Utility Line
- MPCA Contaminated Parcels
- NPS Crossing Corridor (Article 11)
- Off Rail Corridor Study Area
- Rail Corridor Study Area
- Parks
- Localized Flooding Area (F)

Graphic Scale in Feet
0 50 100 200

North



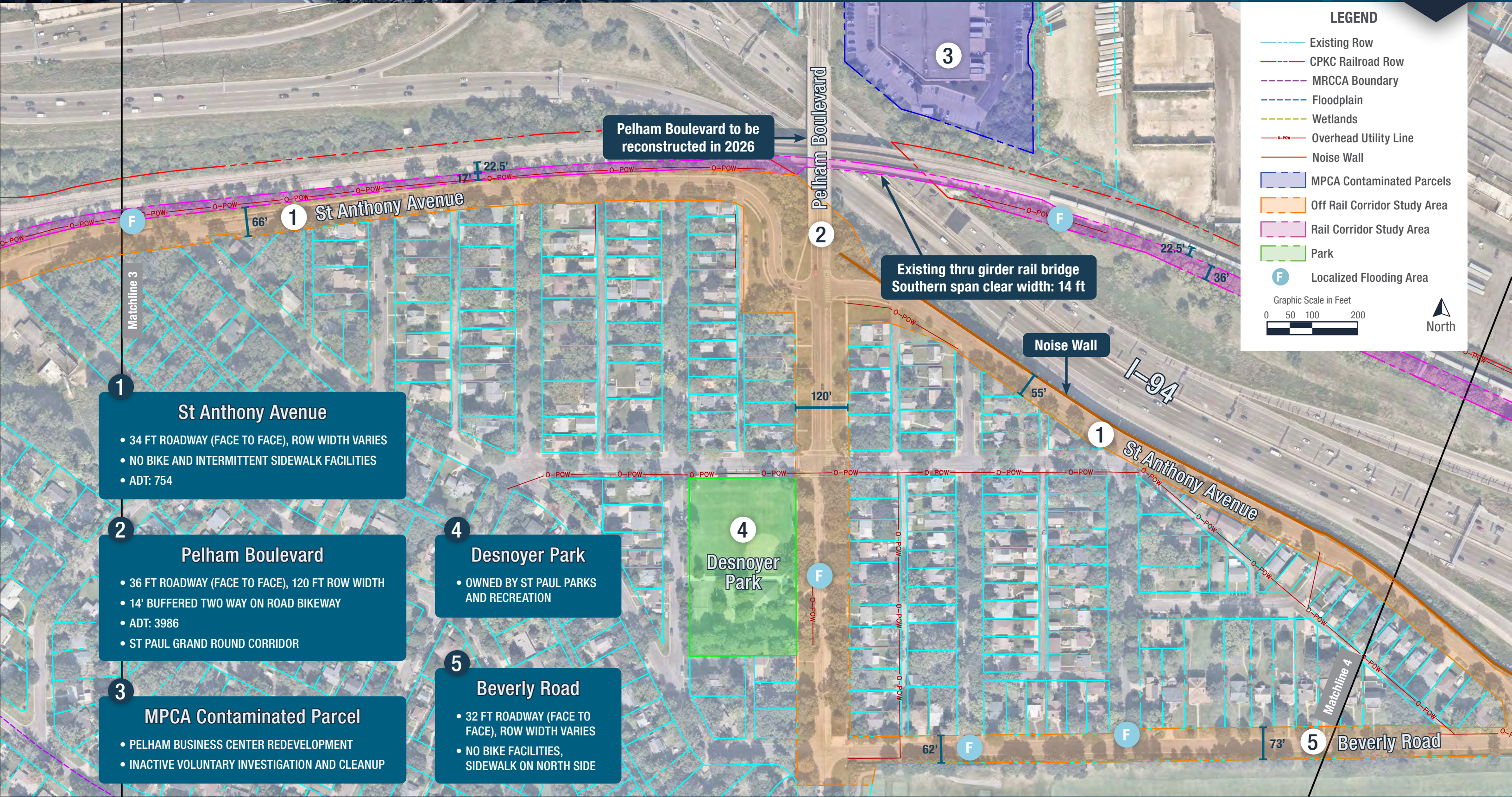


LEGEND

- Existing Row
- CPKC Railroad Row
- MRCCA Boundary
- Floodplain
- Wetlands
- Overhead Utility Line
- Noise Wall
- MPCA Contaminated Parcels
- Off Rail Corridor Study Area
- Rail Corridor Study Area
- Park
- Localized Flooding Area (F)

Graphic Scale in Feet
0 50 100 200

North



Pelham Boulevard to be reconstructed in 2026

Existing thru girder rail bridge
Southern span clear width: 14 ft

Noise Wall

1 St Anthony Avenue

- 34 FT ROADWAY (FACE TO FACE), ROW WIDTH VARIES
- NO BIKE AND INTERMITTENT SIDEWALK FACILITIES
- ADT: 754

2 Pelham Boulevard

- 36 FT ROADWAY (FACE TO FACE), 120 FT ROW WIDTH
- 14' BUFFERED TWO WAY ON ROAD BIKEWAY
- ADT: 3986
- ST PAUL GRAND ROUND CORRIDOR

3 MPCA Contaminated Parcel

- PELHAM BUSINESS CENTER REDEVELOPMENT
- INACTIVE VOLUNTARY INVESTIGATION AND CLEANUP

4 Desnoyer Park

- OWNED BY ST PAUL PARKS AND RECREATION

5 Beverly Road

- 32 FT ROADWAY (FACE TO FACE), ROW WIDTH VARIES
- NO BIKE FACILITIES, SIDEWALK ON NORTH SIDE



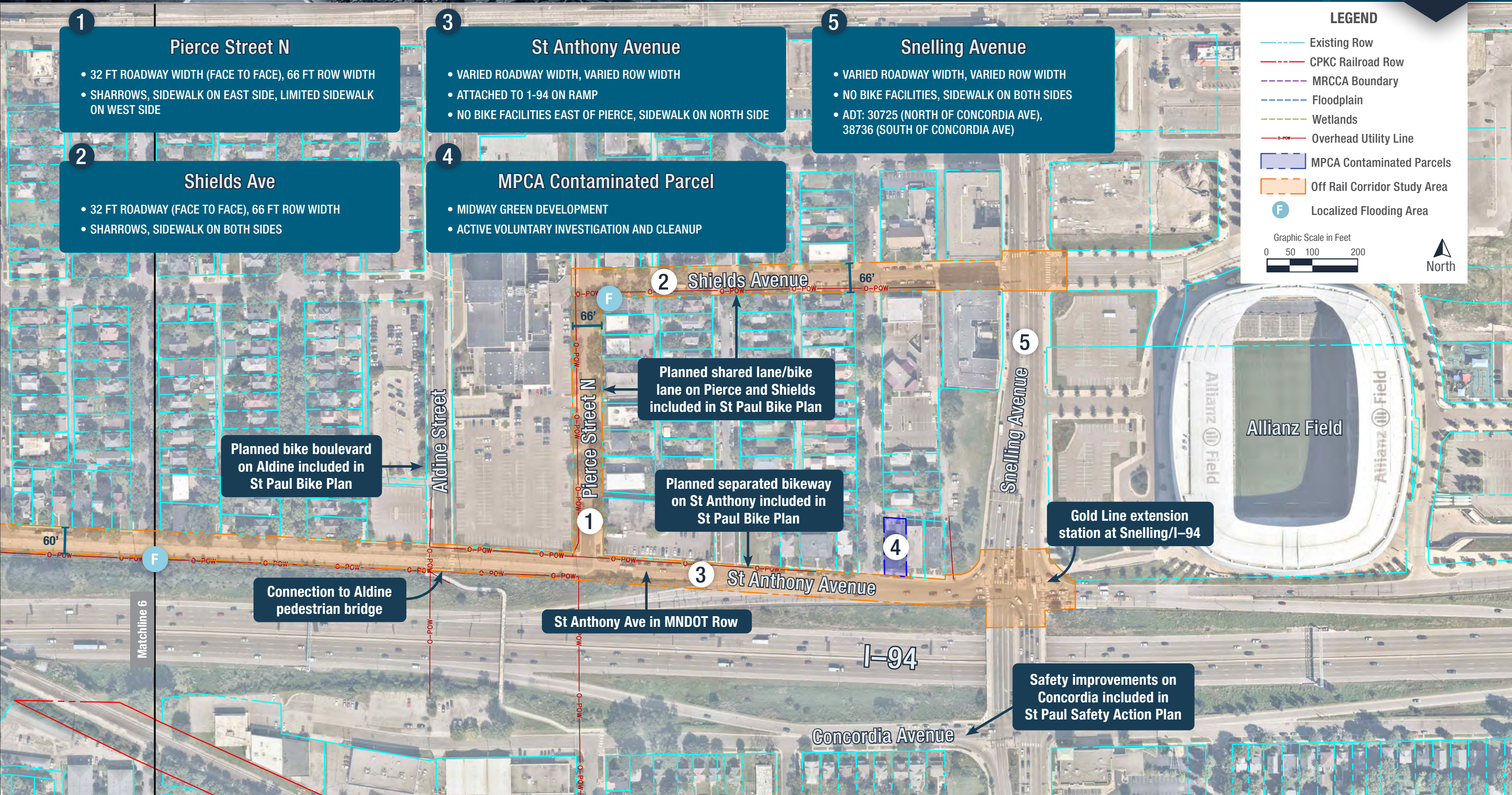
LEGEND

- Existing Row
- CPKC Railroad Row
- MRCCA Boundary
- Floodplain
- Wetlands
- Overhead Utility Line
- Noise Wall
- MPCA Contaminated Parcels
- Off Rail Corridor Study Area
- Rail Corridor Study Area
- Park
- Localized Flooding Area

Graphic Scale in Feet
0 50 100 200







LEGEND

- Existing Row
- CPKC Railroad Row
- MRCCA Boundary
- Floodplain
- Wetlands
- Overhead Utility Line
- MPCA Contaminated Parcels
- Off Rail Corridor Study Area
- F Localized Flooding Area

