

What do you think about a greenway in north Minneapolis?



The City of Minneapolis is developing plans to convert low-traffic streets in north Minneapolis to a greenway that would provide a safe, accessible route for bicyclists and pedestrians. The City has identified a proposed route and designs. The final route, designs and timing of the project will depend on funding availability, local support and other factors.

Why is the City considering this proposal? The City is responding to north Minneapolis residents' interest that was generated by an all-volunteer group known as Twin Cities Greenways. This project would provide a new active-living amenity in north Minneapolis and improve residents' access to a place to be physically active. North Minneapolis has less park space than other areas of the city, and as a result its residents are more likely to have diseases like diabetes and high blood pressure, both of which can be affected by a lack of access to places to be physically active.

What streets would become a greenway? The proposed greenway would be a north-south route starting at the Shingle Creek Trail in the north and ending south of Plymouth Avenue. Based on resident input, the City is exploring the greenway route at the southern end, including connections to the Cedar Lake and Bassett Creek Trails. The proposed route would primarily follow Humboldt and Irving Avenues North and connect Crystal Lake Cemetery, three schools, and four parks. A map of the proposed route and designs is available at the project website (see below). The greenway route could change based on community input.

What would a greenway look like? In the current proposal, most of the greenway is a full linear park greenway and a half-and-half greenway. The back of this page has graphics of some of the possible greenway designs. The greenway would increase green space and allow for amenities such as community gardens, playgrounds, barbecues and public art.

What has happened with the project thus far? In 2008, Twin Cities Greenways volunteers began presenting several greenway proposals to neighborhood groups, and in 2011, with funding from Transit for Livable Communities, ten community workshops were conducted to gather input on the concept. In 2012, the City of Minneapolis received funding from the Minnesota Department of Health to develop concept plans for the greenway and collect community input. In 2013, the City and its partner, the Alliance for Metropolitan Stability (AMS), received additional funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota to further develop plans and conduct broader community outreach and engagement. The City and the Alliance are partnering with neighborhood organizations and other community groups to engage, inform and gather input from community residents. Residents can also provide their input online at www.surveymonkey.com/s/NMplsGreenway.

How can I learn more about this project? Visit www.minneapolismn.gov/health/living/northminneapolisgreenway or contact Sarah Stewart, sarah.stewart@minneapolismn.gov, 612-673-3987.

Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota.



Possible Greenway Designs

Full Linear Park Greenway



A full linear-park greenway eliminates car traffic from the street and replaces it with a trail and green space for bikes and pedestrians. Many intersecting streets are blocked off, providing more green space. There is room for amenities like BBQs, community gardens, playgrounds and art.

Half & Half Greenway



A half-and-half greenway has a trail on one half of the street and vehicle traffic on the other side. The street is either one-way with parking or two-way without parking. The trail crosses some intersections diagonally so that bikes do not have to stop and car traffic is minimal on the street next to the trail.

Bike Boulevard



A bike boulevard is a lower-traffic, lower-speed street that has been designated as a bike route and is marked with large bicycle symbols with the text "BLVD". Some intersections feature traffic calming measures to encourage slower traffic speeds, like speed bumps, traffic diverters and traffic circles.



**Open Streets:
Greenway Experience
May 31, 10am-4pm**

Join your neighbors at open streets this spring!
Bike, Walk, Blade – whatever!

Explore the greenway route, learn more about the project, and enjoy the food, music, art, and more.

Approximate route: North Girard/Humboldt Avenues from West Broadway Avenue to North 42nd Avenue

For more information:
www.openstreetsmpls.com

openstreets@mplsbike.org

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