

NORTHSIDE GREENWAY

For a safer, healthier and more connected community

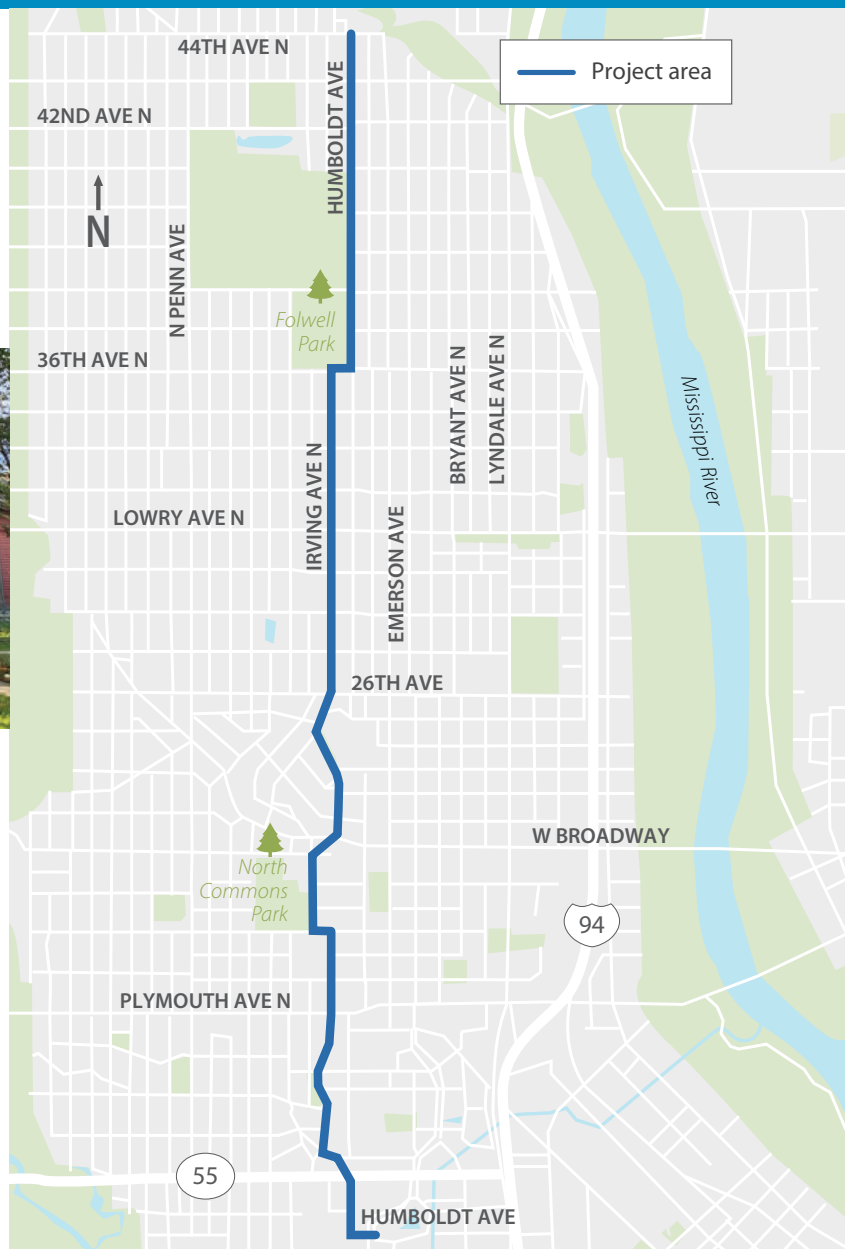


NORTHSIDE GREENWAY

*For a safer, healthier and
more connected community*



The Northside Greenway is an almost 4-mile route on Irving Ave N and Humboldt Ave N from 44th Ave N to Van White Memorial Blvd in north Minneapolis. The project will include traffic calming and safety improvements, new green spaces, and other community amenities.



Project vision

- Advance **health equity** in Minneapolis
- Create a **low-stress place for people to walk and bike**
- Provide **green urban space** as an area for recreation and community connection
- **Engage and work with the community** throughout the planning process

Project schedule



We need your help

Share your feedback online at:
MinneapolisMN.gov/northsidegreenway
Sign up through the QR code for updates
and to help shape the greenway!



Contact us

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For accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

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Community engagement summary

What we did

- Eighteen pop-ups
- Four neighborhood association meetings/listening sessions
- One public open house
- One Northside Greenway Community Fun Day
- Three meetings with local schools
- Door knocking – 580 homes
- Interactive mapping activity – 238 interactions



What we heard



More traffic calming

Traffic diverters, traffic circles, raised crossings, stop signs, pedestrian medians, and curb extensions were popular traffic calming features shared by community members at engagement events.



Better Places to walk and bike

Wider sidewalks, modern curb ramps at corners, safer places to cross the street, and pedestrian lighting were desired improvements for pedestrians. Bicyclists desired separated trails, safer places to cross the street, and wayfinding signage throughout the project corridor.



More arts and culture, community amenities, and greenspace

Public art and other cultural amenities to highlight the identity of the community were a priority among community members along with new community amenities, like seating areas, play spots, more space for plantings and trees, and garbage cans.



Traffic flow improvements

People noted that making Irving Avenue a one-way street would make things safer, though, some shared concerns about reduced on-street parking and the potential for cars driving the wrong way.



Maintaining on-street parking

Retaining as much on-street parking as possible is a priority for people who participated in engagement events.

Design recommendations



Traffic calming

Chicanes, traffic diverters and other features to encourage safe vehicle speeds.



Walking & biking improvements

Raised crosswalks, bumpouts, pedestrian crossing medians, and sidewalk level trails to make it safe and comfortable to walk and bike.



Greenspace & placemaking

New space created by traffic calming, walking, and biking improvements provides an opportunity for features such as new plantings, street trees, and public art.



Traffic flow

One way street conversions will create space for greenway improvements while maintaining traffic flow and property access.

Design features		What it is	Benefits
	Bumpout	Extension of the sidewalk and boulevard into the street to create shorter distances for people crossing the street, slow vehicle speeds, and provide opportunities for green space.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements ● Greenspace & placemaking
	Raised crossing	Crosswalks that are raised to the level of the adjacent sidewalks to slow vehicle speeds and improve pedestrian and bicyclist visibility.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements
	Pedestrian crossing median	A raised, center median that extends through an intersection to create shorter distances for people crossing the street, manage vehicle speeds, and provide opportunities for green space.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements ● Greenspace & placemaking ● Traffic flow
	Traffic diverter	Diverter let vehicles turn in one direction but block through traffic. This makes roads safer by slowing vehicle speeds and creating opportunities for green space.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements ● Greenspace & placemaking
	Chicane	Extension of the boulevard into the street at a mid-block location to slow vehicles speeds and provide opportunities for green space.	<ul style="list-style-type: none"> ● Traffic calming ● Greenspace & placemaking
	Sidewalk level trail/bikeway	Path behind the curb, at sidewalk level, to provide safe and comfortable places for people to walk and bike.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements
	Narrow intersection	Narrow intersection openings and offset intersections allow for two-way travel, but at a slow speed while yielding.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements
	Shared use street	Shared space between people biking and driving to provide opportunities for two-way bike travel while minimizing impacts to the street.	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements
	One-way street conversion	Changing the street from two directions to traffic flowing in one direction to create space for other uses such as trails and planted boulevards	<ul style="list-style-type: none"> ● Traffic calming ● Walking & biking improvements ● Traffic flow

Humboldt & 44th Ave N – 41st Ave N

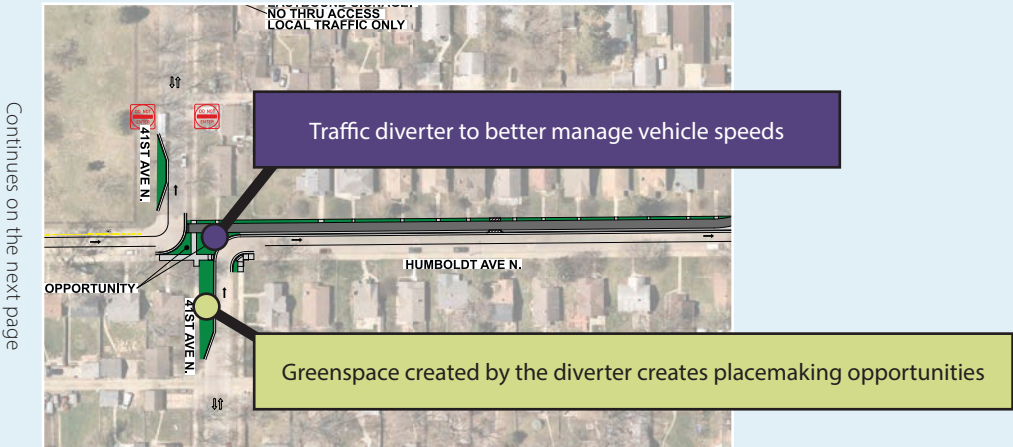
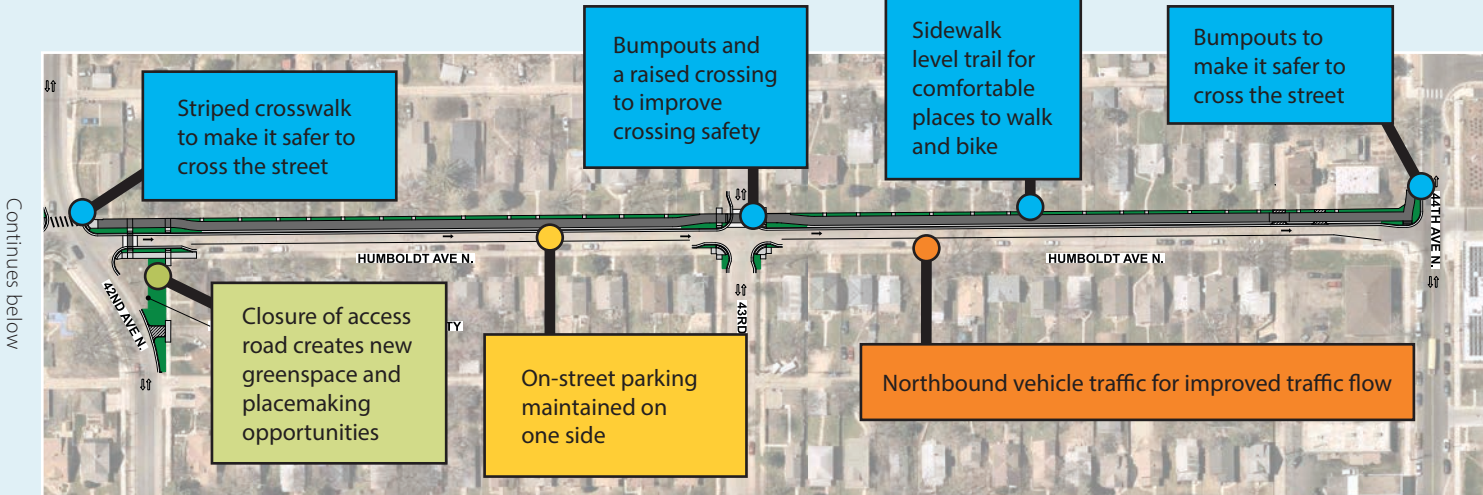
Existing street



Proposed design



Proposed improvements



Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking

Humboldt & 41st Ave N – Dowling Ave N

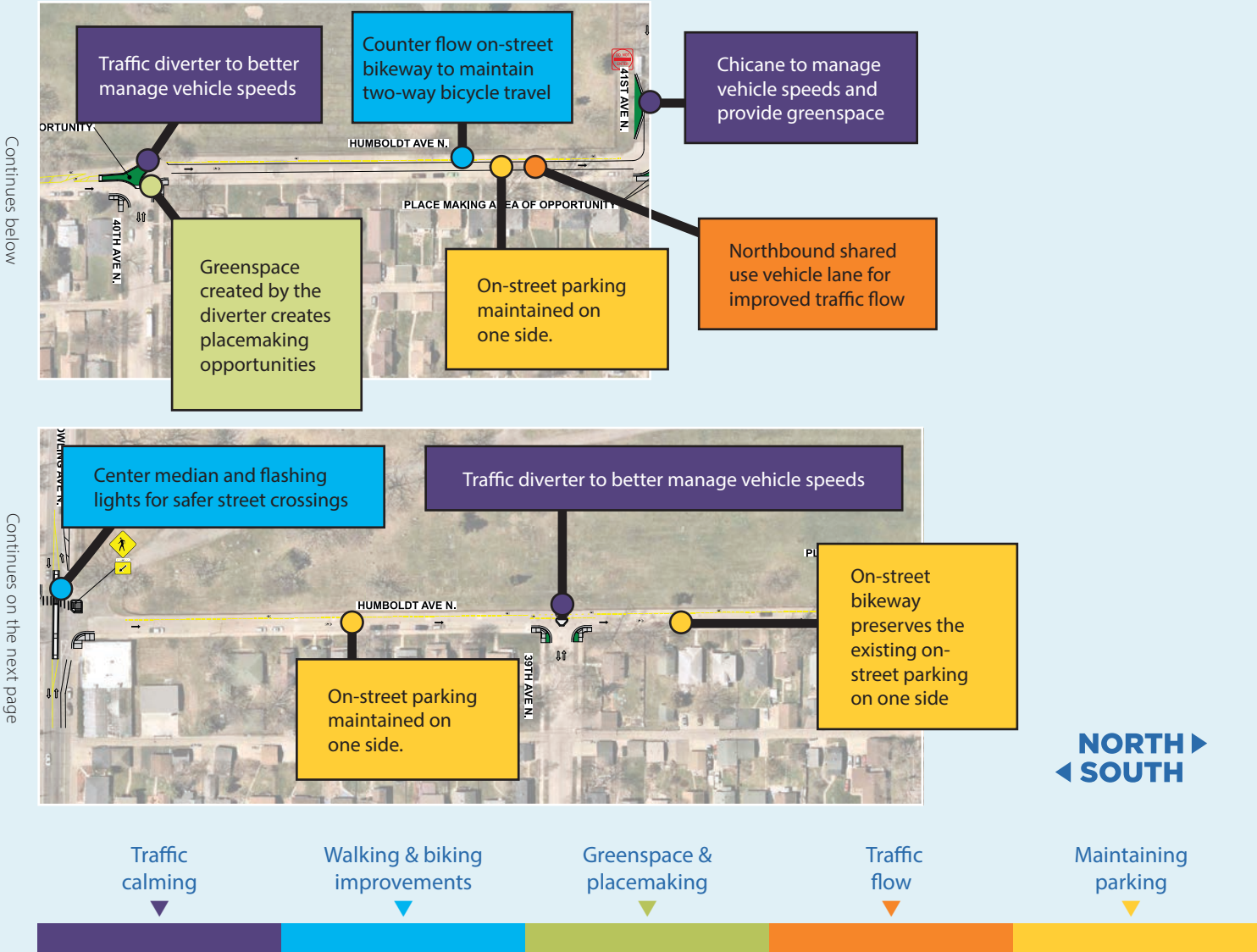
Existing street



Proposed design



Proposed improvements



Folwell Park

Existing street



Proposed improvements



Irving & 36 Ave N – Lowry Ave N

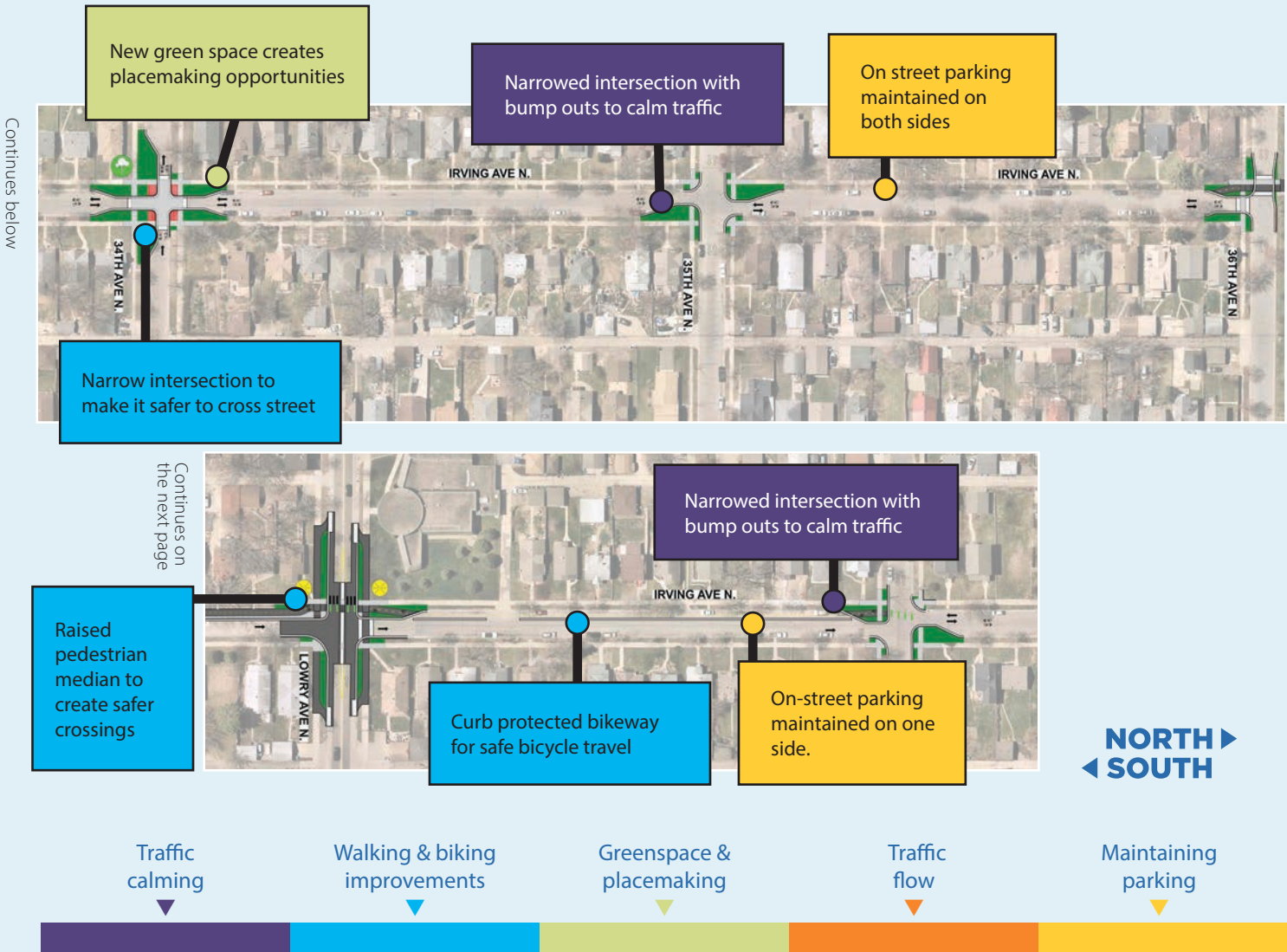
Existing street



Proposed design



Proposed improvements



Irving & Lowry Ave N – 30th Ave North

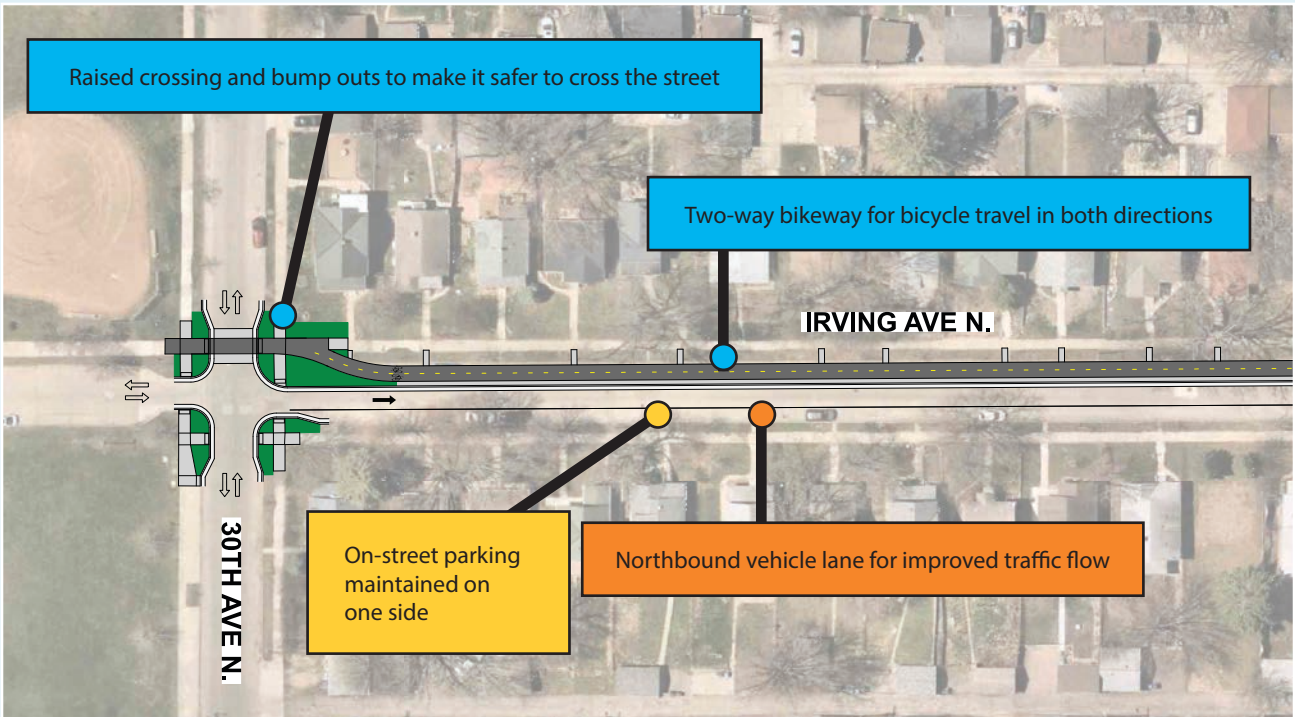
Existing street



Proposed design



Proposed improvements



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Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

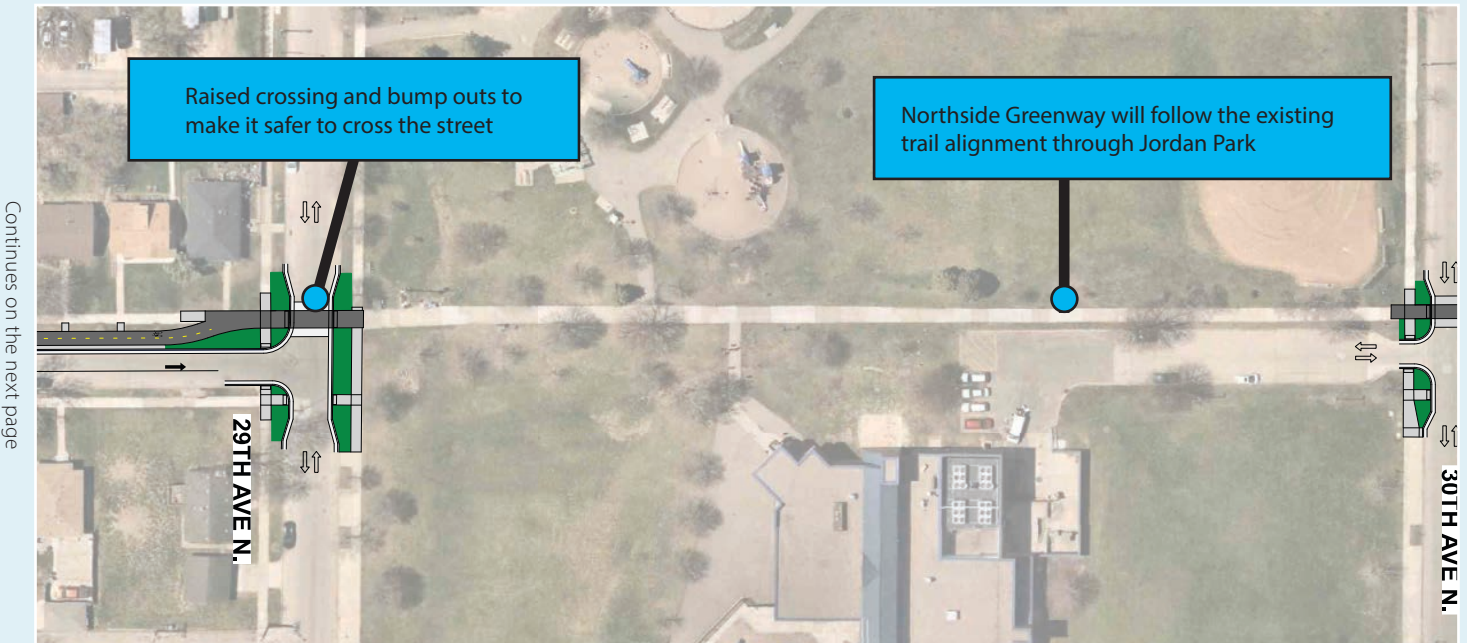
Maintaining parking

Jordan Park

Existing street



Proposed improvements



Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking



Irving & 29th Ave N – 26th Ave N

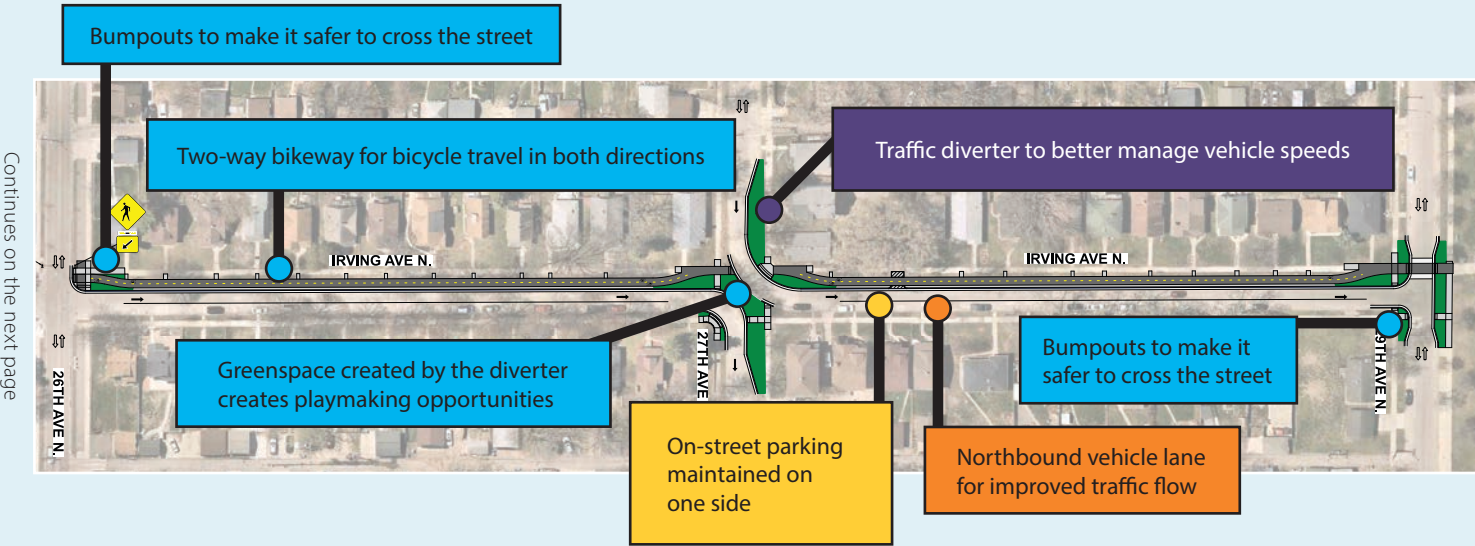
Existing street



Proposed design



Proposed improvements



Traffic
calming

Walking & biking
improvements

Greenspace &
placemaking

Traffic
flow

Maintaining
parking

Irving & 26th Ave N – 23rd Ave N

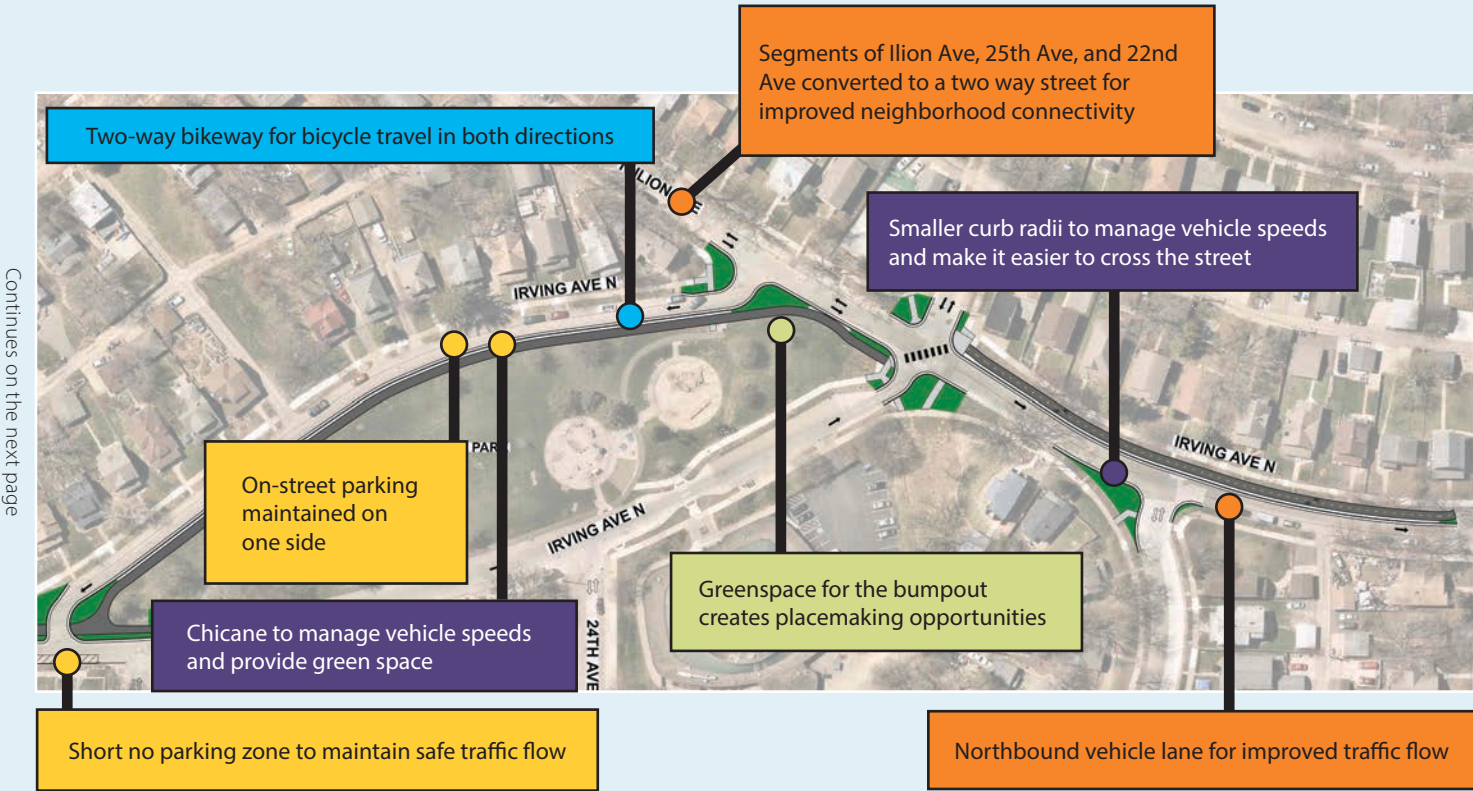
Existing street



Proposed design



Proposed improvements



Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking

Irving & 23rd Ave N – 21st Ave

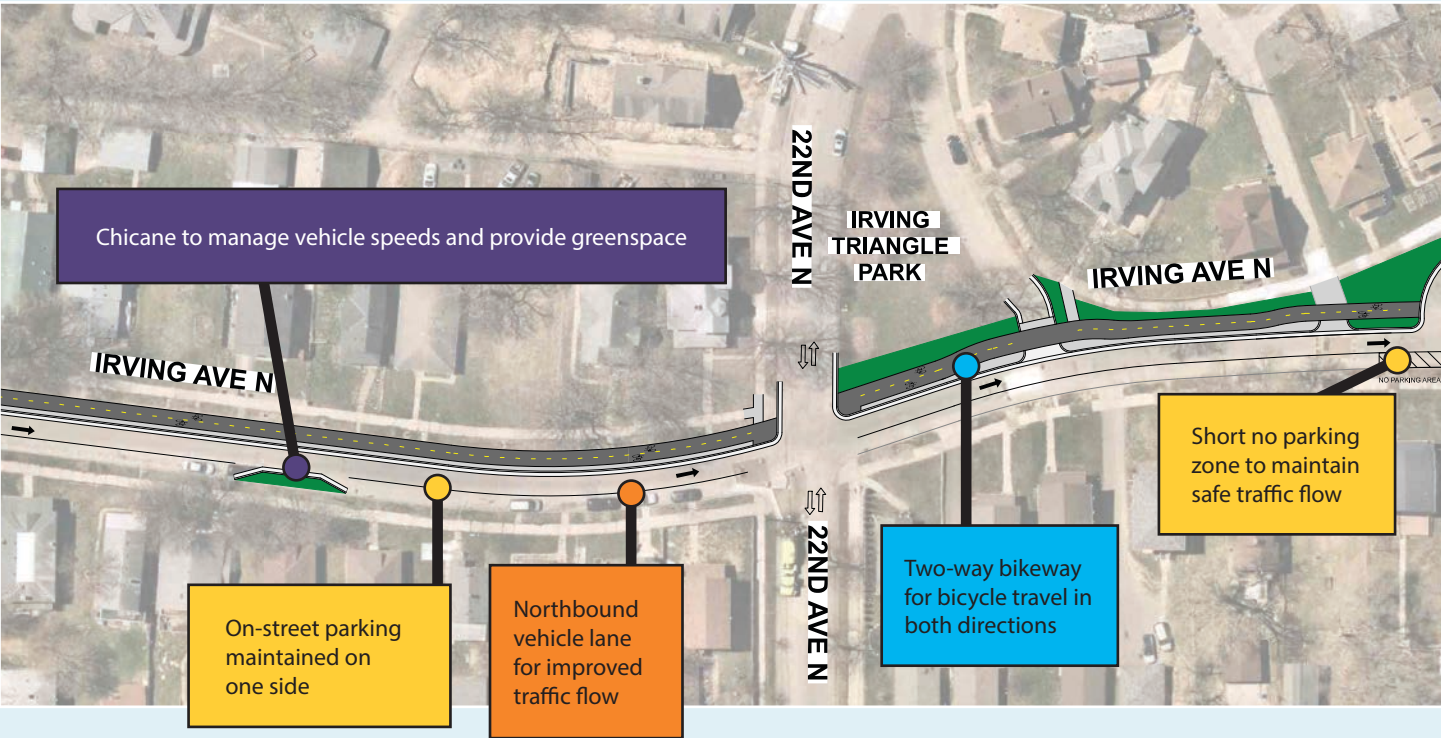
Existing street



Proposed design



Proposed improvements



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Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking

Irving & 21st Ave N – James Ave N and Golden Valley Rd

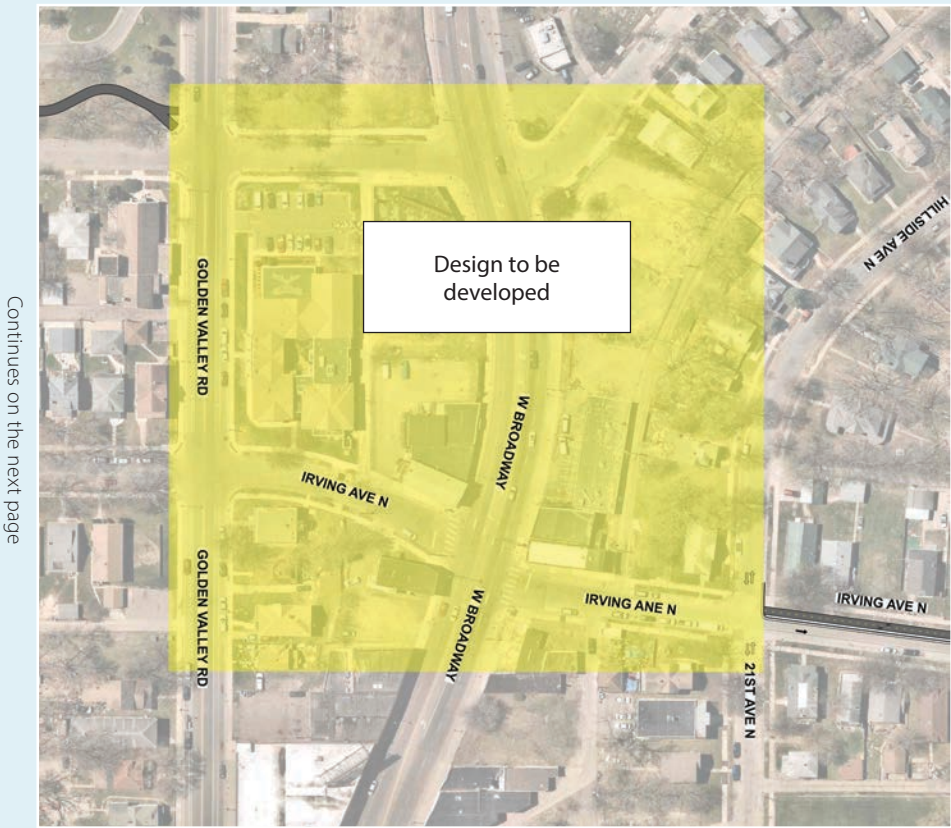
Existing street



Proposed design

The streets in this area will be influenced by the design of the future METRO Blue Line Extension station at West Broadway and James Avenue. The design for this segment will be developed in coordination with the METRO Blue Line Extension project.

Proposed improvements



Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking



North Commons Park

Existing street

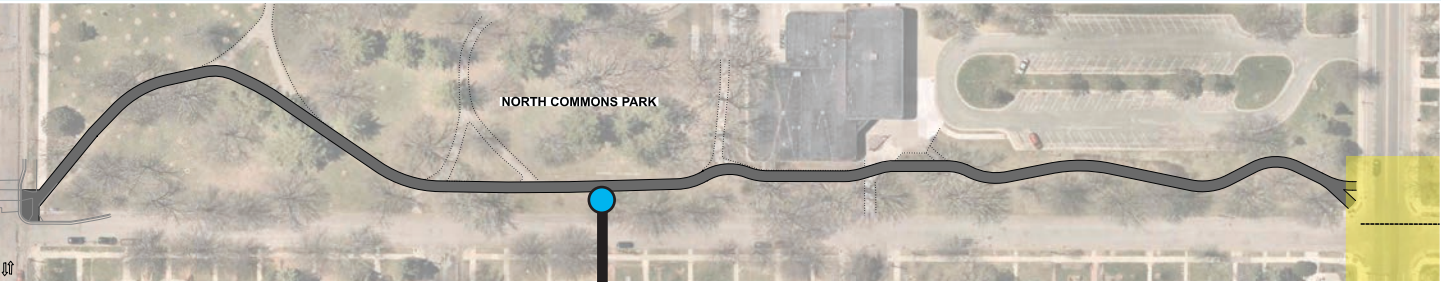


Proposed design

The Northside Greenway will follow the alignment of the existing trail through North Commons Park.

Proposed improvements

Continues on the next page



Northside Greenway will follow the existing trail alignment through North Commons Park



Traffic calming

Walking & biking improvements

Greenspace & placemaking

Traffic flow

Maintaining parking

16th Ave, James Ave N - Irving Ave N

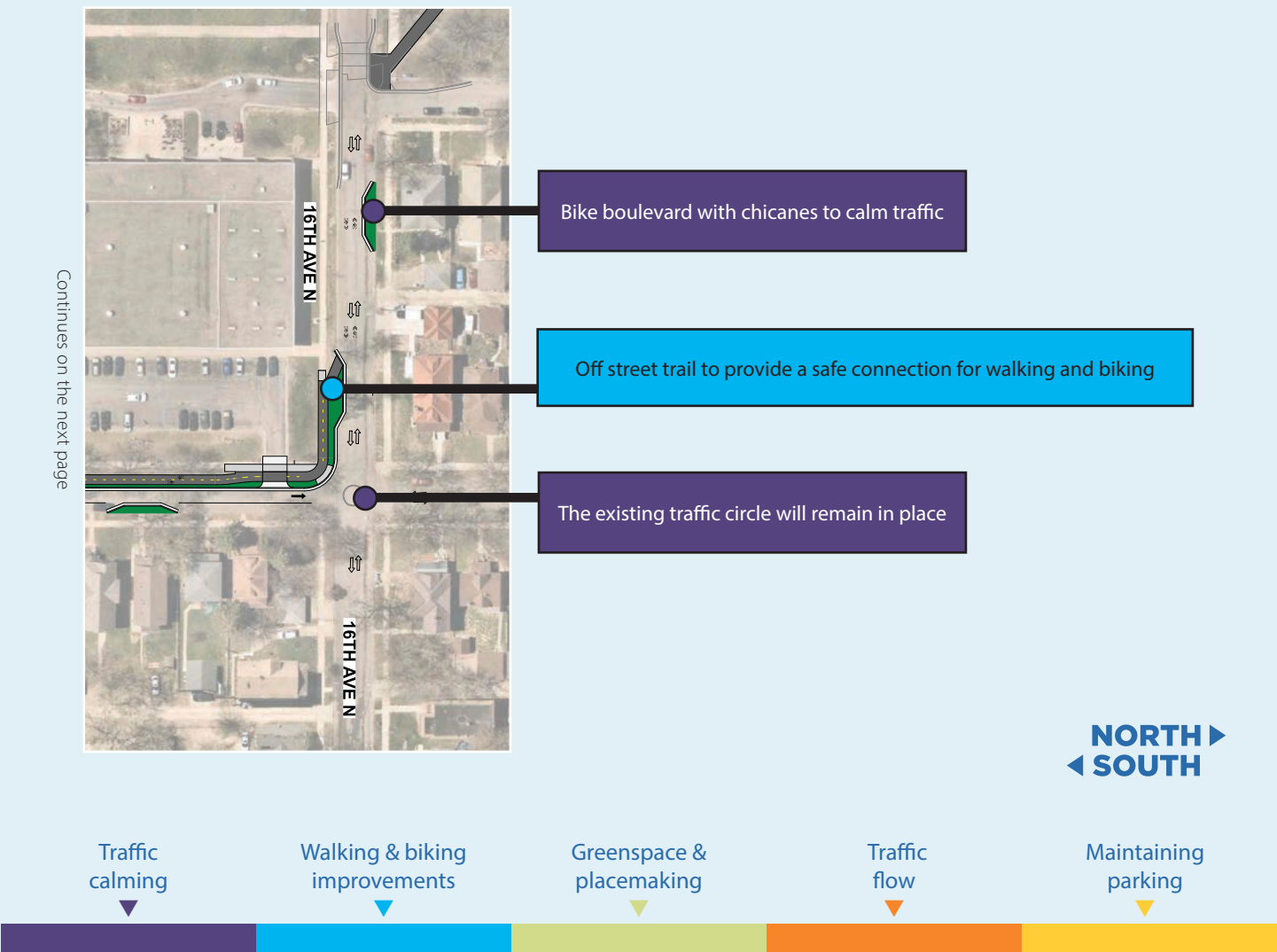
Existing street



Proposed design



Proposed improvements



Irving & 16th Ave N – Plymouth Ave N

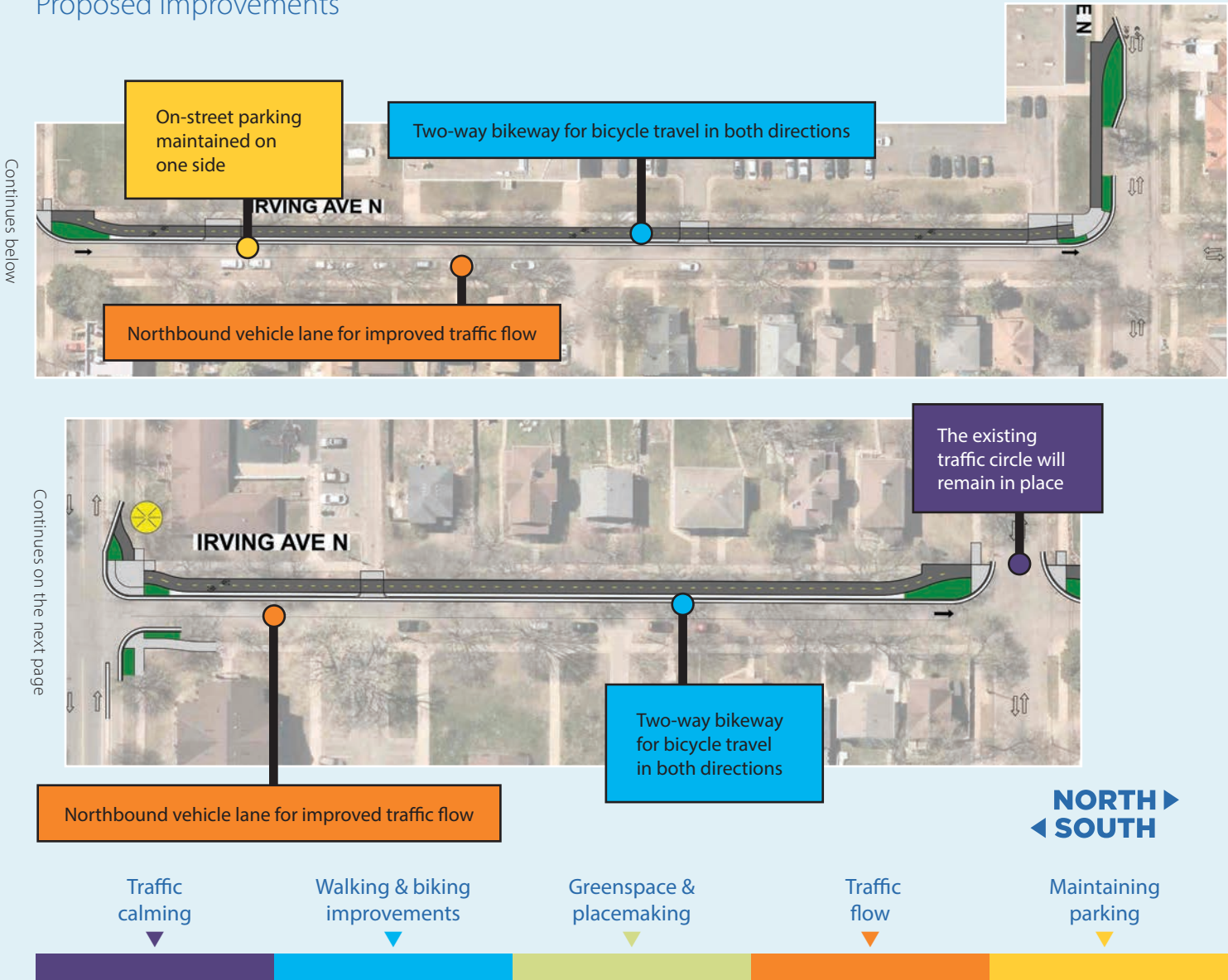
Existing street



Proposed design



Proposed improvements



Irving & Plymouth Ave N – 11th Ave N

Existing street



Proposed design



Proposed improvements



Irving & 11th Ave N – Elwood Ave N

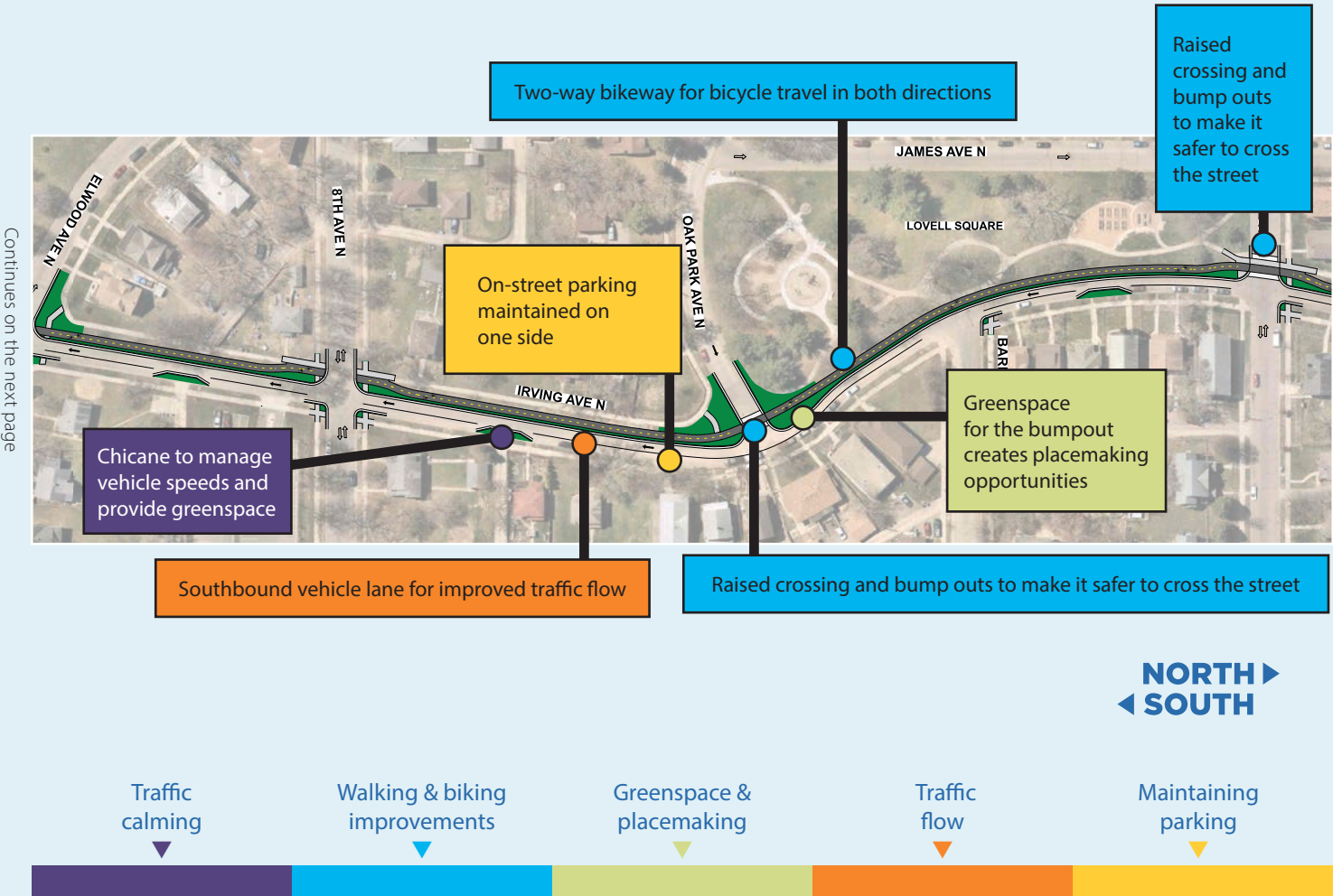
Existing street



Proposed design



Proposed improvements



Irving & Elwood Ave N – Highway 55 South Frontage Road & Humboldt Ave N

Existing street



Proposed design

The streets in this area will be influenced by the design of the future Olson Memorial Highway/ Highway 55 redesign project which is being led by MnDOT. The design for this segment will be developed in the future, in coordination with the MnDOT Highway 55 project.

Proposed improvements



Humboldt & Olson Memorial Highway/ Trunk Highway 55 – Van White Memorial Blvd

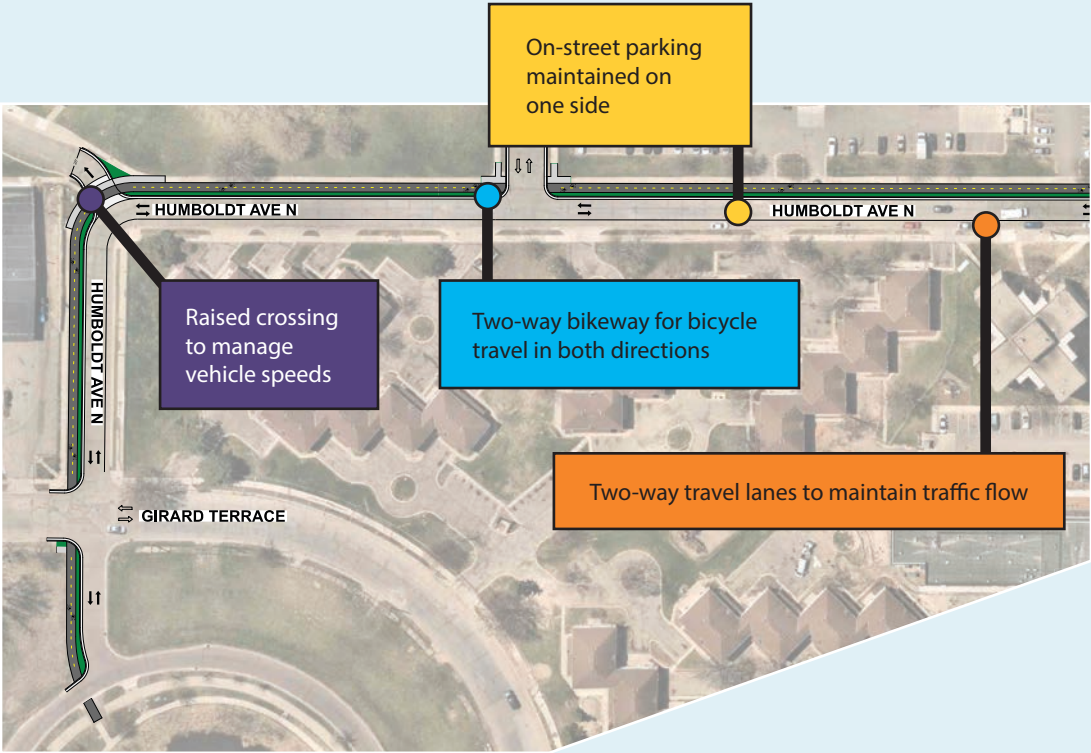
Existing street



Proposed design



Proposed improvements



Traffic
calming

Walking & biking
improvements

Greenspace &
placemaking

Traffic
flow

Maintaining
parking



Placemaking options

There are several types of community placemaking options under consideration, including the following:



Greening



Safety and support for pedestrians, bicyclists, and drivers



Community amenities



Arts and Culture



We need your help

Share your feedback online at:
**MinneapolisMN.gov/
northsidegreenway**

*Sign up through the QR code
for updates and to help
shape the greenway!*

