

Grand Rounds Missing Link

Minneapolis Grand Rounds Missing Link Trail Connection Phase I Completion Bond Issue and Appropriation

SF 222 – Sen. Dziedzic/HF 99 – Rep. Jordan



Minneapolis
Park & Recreation Board

Project Summary:

The Minneapolis Park and Recreation Board Grand Rounds Missing Link is a 140-year trail gap in the Grand Rounds of Minneapolis that stretches from East River Road and Franklin Avenue in SE Minneapolis to Stinson Parkway and St Anthony Parkway in NE Minneapolis. There have been several master plans developed over the past 100 years to complete the Grand Rounds. The 2019 Regional Trail Plan for the Grand Rounds Missing Link is the current adopted policy direction for MPRB and the Met Council.

Implementing the Regional Trail:

The GRML moves through an industrial part of Minneapolis that is still an active workforce center. It will require interagency collaboration since most of the trail routes run along City and County ROW or property owned by other entities including the University of Minnesota and private land holders. In development of the 2019 Master Plan, there was a Regional Trail Committee as well as a Community Advisory Committee (CAC) that met to advise in the route selection process. These committees were both open to the public as well. The CAC recommended three routes to the MPRB Board of Commissioners for consideration, and the Board selected a proposed route along with two alternate routes in order to be open to opportunities as they arise.

Project Budget and Priorities:

The cost estimate for the full GRML is close to \$30 million, and our ask today is for \$12.35 million. Funding will be directed towards incremental planning, acquisition, design, and construction. Bonding will be focused on implementing the trail north of the railyard including segments along Hennepin Avenue, Industrial Blvd, and St Anthony Parkway. Acquisition funds and efforts will focus on the routes, including the areas between Hennepin and the railroad considered to be a park gap. Acquisition in this area should be a priority for MPRB in coming years akin to riverfront acquisition efforts in Above the Falls Regional Park over the past decade.

Community Demographics:

According to the 2020 Census, the areas of Northeast and Southeast Minneapolis, where the Missing Link will run, consists of approximately 35% people of color, an average of 20% of the households speak a language other than English at home, and approximately 25% of people are living with income below poverty. The area along the route is also considered a park gap in the Minneapolis Park and Recreation system determined by a lack of parks within a 10-minute walk of a park, while 98% of Minneapolis residents live within a 10-minute walk to a park.

GRAND ROUNDS MISSING LINK ROUTE CONSIDERATIONS

The 2019 community committees developed a set of Route Considerations to guide development of the trail along with the routes:

- Feasible
- A vision founded on interagency coordination
- MPRB Parkway typology wherever possible
- Connect the river to St. Anthony Parkway
- Consider importance of industry to the city
- Mitigate environmental justice challenges in industrial areas and corridors near freeways
- Be an asset to the neighborhoods through which it passes
- Be a safe route for all users
- Regional trail connections to public transportation

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Grand Rounds Missing Link Routes

Legend

MPRB and Met. Council Approved

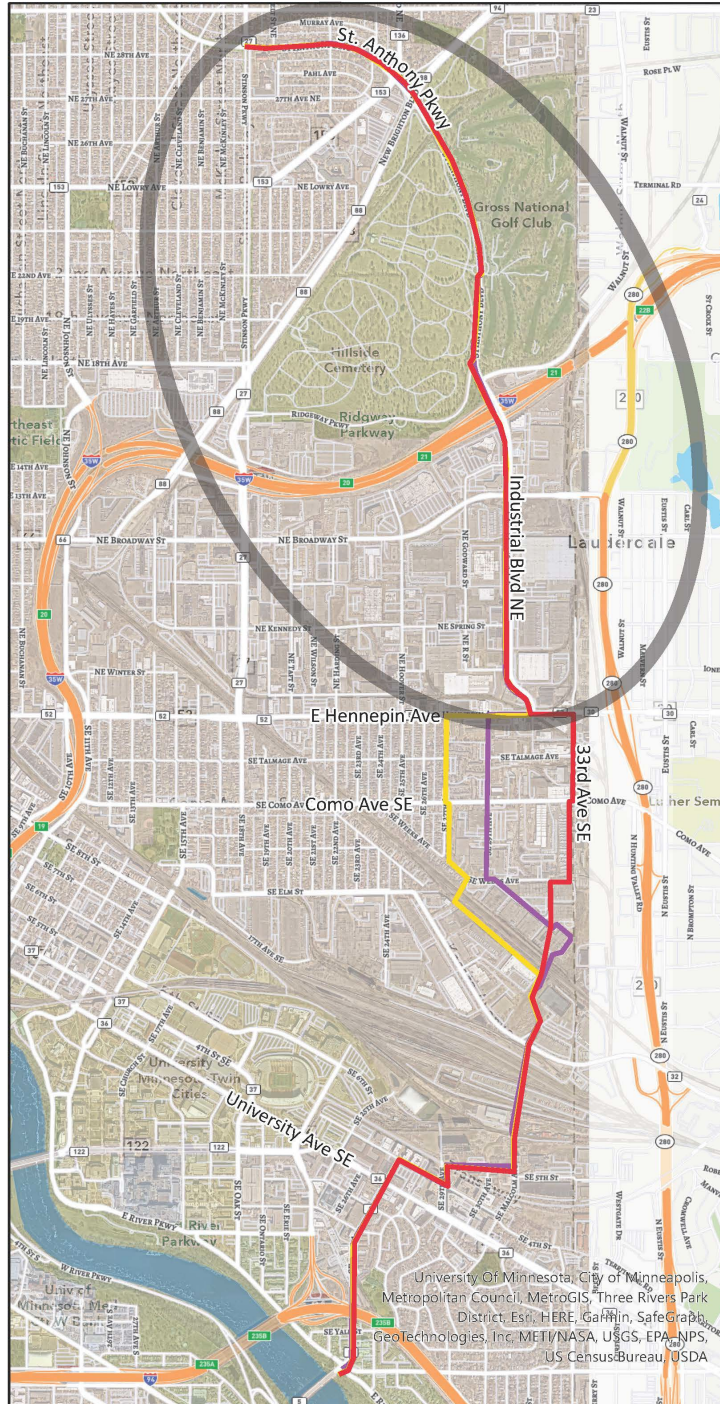
— Preferred Route

MPRB Approved

— Alternate Route 1

— Alternate Route 2

○ Recommended area of focus for bonding



0.5

Miles



University Of Minnesota, City of Minneapolis, Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, Geotechnologies, Inc, MET/NASA, USGS, EPA, NPS, US Census Bureau, USDA