

1.1 Senator moves to amend the delete-everything amendment (SCS3157A-1)

1.2 to S.F. No. 3157 as follows:

1.3 Page 152, after line 29, insert:

1.4 "Sec. 35. MIDTOWN GREENWAY BICYCLE AND PEDESTRIAN TRAIL

1.5 EXPANSION PLANNING.

Council

1.6 (a) The Metropolitan ~~Council~~ must plan continuous and dedicated bicycle and pedestrian

1.7 trails from the current eastern terminus of the Midtown Greenway in Hennepin County to

1.8 27th Avenue Southeast in Hennepin County and to Allianz Field in Ramsey County. The

1.9 Metropolitan Council may use available funding to support project management and

1.10 implementation, data collection, legal analysis, community engagement, and use of

1.11 consultants.

1.12 (b) When planning the trail expansions, the Metropolitan Council must coordinate with

1.13 the Hennepin County Regional Railroad Authority, the Ramsey County Regional Railroad

1.14 Authority, other local governments, and affected property owners.

1.15 (c) The bicycle and pedestrian trails to be planned must include the following segments:

1.16 (1) Segment 1 from the eastern terminus of the Midtown Greenway extending eastward

1.17 over the Short Line Bridge on the railroad right-of-way to Cleveland Avenue North in the

1.18 city of St. Paul. Segment 1 must include a connection to the existing bicycle facility on

1.19 Pelham Boulevard via a new trail on St. Anthony Avenue;

1.20 (2) Segment 2 from the eastern end of the Short Line Bridge extending over marked

1.21 Interstate Highway 94 to the existing bicycle facility on 27th Avenue Southeast in the city

1.22 of Minneapolis. Segment 2 must include connections to Franklin Avenue Southeast, Cecil

1.23 Street Southeast, Seymour Avenue Southeast, and the existing pedestrian bridge at Seymour

1.24 Avenue Southeast over marked Interstate Highway 94;

1.25 (3) Segment 3 from Cleveland Avenue North extending eastward on Gilbert Avenue to

1.26 Prior Avenue North and on Prior Avenue North northward to the intersection of Prior Avenue

1.27 North and St. Anthony Avenue;

1.28 (4) Segment 4 from Prior Avenue North extending eastward on St. Anthony Avenue to

1.29 the existing bicycle and pedestrian bridge at Aldine Street over marked Interstate Highway

1.30 94; and

1.31 (5) Segment 5 from the intersection of Aldine Street and St. Anthony Avenue to Allianz

1.32 Field on a route to be determined that does not include railroad right-of-way.

- 2.1 (d) At a minimum, the developed plans must include:
- 2.2 (1) a project layout that provides a safe and consistent two-way, curb-separated trail
protected from motor vehicle traffic wherever possible;
- 2.3 (2) features of the existing Midtown Greenway that provide safety and wayfinding,
including but not limited to lighting, signage, and emergency call boxes;
- 2.4 (3) an analysis of which portions of the planned trails can be completed independently
of other portions. In completing this analysis, the Metropolitan Council may subdivide the
segments listed in paragraph (c) as needed;
- 2.5 (4) an analysis of what portions of the planned trails can be completed either without
using railroad right-of-way or on railroad right-of-way without significantly affecting current
rail operations;
- 2.6 (5) a recommendation for a reasonable easement or shared use agreement for the Short
Line Bridge between the railroad and Hennepin County that maintains active rail tracks on
the upstream side of the bridge while accommodating a bicycle and pedestrian trail on the
downstream side of the bridge; and
- 2.7 (6) estimates for construction costs broken out by segments and features.
- 2.8 (e) The council must allocate revenues collected under Minnesota Statutes, section
297A.9925, for the purpose of the planning activities in paragraphs (a) to (d).
- 2.9 **EFFECTIVE DATE.** This section is effective the day following final enactment."
- 2.10 Renumber the sections in sequence and correct the internal references