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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-THIRD SESSION

H. F. No. 3076

03/22/2023 Authored by Sencer-Mura, Finke and Pinto
The bill was read for the first time and referred to the Committee on Transportation Finance and Policy

1.1 A bill for an act
1.2 relating to transportation; appropriating money for planning of Midtown Greenway
1.3 bicycle and pedestrian trail expansion in the cities of Minneapolis and St. Paul.

1.4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.5 Section 1. APPROPRIATION; MIDTOWN GREENWAY BICYCLE AND
1.6 PEDESTRIAN TRAIL EXPANSION PLANNING.

1.7 (a) \$...... in fiscal year 2023 is appropriated from the general fund to the Metropolitan
1.8 Council to plan continuous and dedicated bicycle and pedestrian trails from the current
1.9 eastern terminus of the Midtown Greenway in Hennepin County to 27th Avenue Southeast
1.10 in Hennepin County and to Allianz Field in Ramsey County. This amount is available to
1.11 support project management and implementation, data collection, legal analysis, community
1.12 engagement, and use of consultants. From this amount, the Metropolitan Council may
1.13 provide grants to local units of government for these purposes. This is a onetime appropriation
1.14 and is available until June 30, 2026.

1.15 (b) When planning the trail expansions, the Metropolitan Council must coordinate with
1.16 the Hennepin County Regional Railroad Authority, the Ramsey County Regional Railroad
1.17 Authority, other local governments, and affected property owners.

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

1.19 (1) Segment 1 from the eastern terminus of the Midtown Greenway extending eastward
1.20 over the Short Line Bridge on the railroad right-of-way to Cleveland Avenue North in the
1.21 city of St. Paul. Segment 1 must include a connection to the existing bicycle facility on
1.22 Pelham Boulevard via a new trail on St. Anthony Avenue;

2.1 (2) Segment 2 from the eastern end of the Short Line Bridge extending over marked
2.2 Interstate Highway 94 to the existing bicycle facility on 27th Avenue Southeast in the city
2.3 of Minneapolis. Segment 2 must include connections to Franklin Avenue Southeast, Cecil
2.4 Street Southeast, Seymour Avenue Southeast, and the existing pedestrian bridge at Seymour
2.5 Avenue Southeast over marked Interstate Highway 94;

2.6 (3) Segment 3 from Cleveland Avenue North extending eastward on Gilbert Avenue to
2.7 Prior Avenue North and on Prior Avenue North northward to the intersection of Prior Avenue
2.8 North and St. Anthony Avenue;

2.9 (4) Segment 4 from Prior Avenue North extending eastward on St. Anthony Avenue to
2.10 the existing bicycle and pedestrian bridge at Aldine Street over marked Interstate Highway
2.11 94; and

2.12 (5) Segment 5 from the intersection of Aldine Street and St. Anthony Avenue to Allianz
2.13 Field on a route to be determined that does not include railroad right-of-way.

2.14 (d) At a minimum, the developed plans must include:

2.15 (1) a project layout that provides a safe and consistent two-way, curb-separated trail
2.16 protected from motor vehicle traffic wherever possible;

2.17 (2) features of the existing Midtown Greenway that provide safety and wayfinding,
2.18 including but not limited to lighting, signage, and emergency call boxes;

2.19 (3) an analysis of which portions of the planned trails can be completed independently
2.20 of other portions. In completing this analysis, the Metropolitan Council may subdivide the
2.21 segments listed in paragraph (c) as needed;

2.22 (4) an analysis of what portions of the planned trails can be completed either without
2.23 using railroad right-of-way or on railroad right-of-way without significantly affecting current
2.24 rail operations;

2.25 (5) a recommendation for a reasonable easement or shared use agreement for the Short
2.26 Line Bridge between the railroad and Hennepin County that maintains active rail tracks on
2.27 the upstream side of the bridge while accommodating a bicycle and pedestrian trail on the
2.28 downstream side of the bridge; and

2.29 (6) estimates for construction costs broken out by segments and features.

2.30 **EFFECTIVE DATE.** This section is effective the day following final enactment.