

Northside Greenway Council Meeting Notes
Tuesday, February 3, 2015, 6:30 – 8:00 PM
North Regional Library

Attendees: Laura Kling (Minneapolis Bicycle Coalition), Matthew Hendricks (Twin Cities Greenways), Jim Skoog (resident), Russ Adams (Alliance for Metropolitan Stability), Alexis Pennie (Folwell Neighborhood Association), Harry Maddox (Neighbors Organizing for Change; North Minneapolis Bicycle Advocacy Council), Ebony Adedayo (Alliance for Metropolitan Stability), Anthony Johnson (Minneapolis Health Department), Sarah Stewart (Minneapolis Health Department), Alicia Holder (resident), Darrow Jones (Venture North, resident), Tina Whittaker (Webber-Camden neighborhood resident), Bill Fellows (Public Works), Princess Titus (Appetite for Change), Lisa Dunlap (Pillsbury United Communities – Camden Neighborhood Center), Willy Yang (Hmong American Mutual Assistance Association (HAMMA), Somthaly Xiong (HAMMA), Tom Clark (south Minneapolis resident), Louis Moore (Major Taylor Bicycling Club of Minnesota), Will Lumpkins (Northside Residents Redevelopment Council, North Minneapolis Bicycle Advisory Council, Bicycle Advisory Committee)

1. Introductions

Alexis Penne ask everyone to say the following:

- Name
- Who/What you're representing on this committee
- Whether they've been involved in the greenway project
- Why you are interested in the Northside Greenway Council

Committee members are looking for:

- More opportunities for equity and access
- More opportunities for youth involvement in healthy ways such as through food
- More meaningful community involvement
- Help to decrease health disparities in the community
- Outreach and education needs to be done in a way the community wants it
- Interest in healthy living initiatives
- Interest in being a part of the change that will affect their area
- Interest in seeing more people enjoy outdoor healthy amenities
- More interest in how the greenway benefits the community overall
- Interest in helping achieve positive change
- Interest in health disparities and providing better access to active amenities
- Interest in making north Minneapolis safer for children to bike
- Interest in equal opportunity for the Northside residents to craft an amenity they desire
- Interest in more safe, beautifying amenities
- Interest in a commitment to transparent engagement
- Interest in a more walkable Northside
- Interest in educating residents where they fit in with the process

- Interest in the entrepreneurship possibilities from the community resulting from the need of residents to more easily navigate the greenway
- Interest in seeing resident involvement

2. Greenway Project History and Background

Alexis Pennie reviewed background information about the North Minneapolis Greenway using the following documents (also attached to these notes): 1) History of Northside Greenway Public Engagement and Input; 2) North Minneapolis Greenway 2014 Survey Results; 3) Executive Summary: Results of 2014 North Minneapolis Greenway Outreach; 4) Key Items: North Minneapolis Greenway Technical Report; 5) Greenway Outreach Plan draft; 6) Northside Greenway Council – Quick Reference Guide.

A video about the greenway project was shown. The video is available on the greenway project website and at <https://www.youtube.com/watch?v=jRaP7BaHv04>.

Russ commented that the levels of support for different designs are unclear right now, although we know that people are most interested in the full greenway and half-and-half greenway types. There is a desire for a safe space for cycling; people are also interested in what could be incorporated into the extra green space that would be created by a greenway. It's also important to consider the impact and integration of a greenway into commercial corridors.

Bill noted that the technical feasibility study also found that more than 300 parcels would lose parking directly in front of them. The committee discussed the parking issue – it will be important to identify parking alternatives for people. Parking was also more of a concern in some areas as opposed to others (e.g., Jordan neighborhood has challenges with diverters that already make it difficult to get around). The full greenway would be a major shift for people, with no on-street parking; this would affect seniors and people with disabilities who have handicap parking people with two or more cars who are unable to fit all of them in alleyway parking; people who have parties; etc. It was noted that some suburbs (e.g., Columbia Heights) ban parking on city streets overnight during some parts of the year. It may be worth looking into these policies and how they work. Bottom line: we need to continue engagement so that people fully understand the benefits and sacrifices that would come with a greenway.

Laura noted that the role of this group will be to help develop a deeper understanding of what people want and to guide an engagement process that ensures that the greenway, if built, will meet community needs and wants.

Tina asked about how we should weigh the opinions of renters vs homeowners, especially since renters may move away more quickly. We may have asked their opinion, but many will have moved on before a greenway is built. Laura notes that the survey isn't foolproof, but that it was still important to understand what renters think. Ultimately, this is really up to homeowners.

One role of this group will be to consider what level of community support this group feels is necessary in order to be able to recommend that a greenway move forward.

We are exploring doing a greenway demonstration project this summer that would help people really understand what this would be like.

Russ notes that it's possible that this could be an incremental change, and that this could not all be built at once. Bill noted that an incremental change is a different animal than a 3 mile long greenway.

A committee member said that seeing the video spurred thoughts of potential for entrepreneurs, e.g., people who could set up rickshaws on the greenway.

3. Committee member involvement

Alexis asked everyone to write answers to the following questions on post-it notes:

- a. With your existing priorities, what can you bring to the table and how can you contribute to reaching our goals?
- b. How do you see yourself/your organization/your neighbors being involved in this?
- c. What are your lingering questions and concerns?

There was not enough time to discuss everyone's answers; Committee members decided to postpone this discussion to the March meeting so there would be time to think about the questions and hear everyone's answers. The following responses were recorded:

Jim Skoog:

- Reach everyone
- Show residents what a "greenway" feels like so the NGC can identify concerns to investigate and ways to mitigate those concerns
- Resident-led – get the word out
- Engage residents on a deeper level. Capture input from residents on route w/o data
- Build a long-term temporary pilot

Matthew Hendricks

- Priorities: Having a temporary pilot installed in Summer 2015 to help get feedback from everyone. A pilot would build awareness in a big way.

Darrow Jones:

- I can contribute in any way possible; I'm pretty new to all of this, so I'm not sure how to be of help, but I can do anything needed within my schedule. I'd like to be involved in any way possible as long as it's within my schedule.

Laura Kling:

- I want to advocate for the option that N. Mpls residents prefer. I want to advocate for the best infrastructure for biking and walking.

- I can commit to helping with the outreach goals.

Princess Titus:

- With organizing efforts, harvesting the voice of the community
- Dispelling believes about how people view us vs. them
- Engaging youth early on for buy-in – and creating a space where our future can breath
- We can use food as a tool to bring people together to talk about it and problem solve

Harry Maddox:

- Connectivity to transit
- Community environmental impacts to the affected route
- Outreaching to other bike-friendly metros
- Planning and community engagement
- Contribute to logistics; informative data for the affected community and input on the planning process

No name written:

- Ensure that those most affected are informed

4. Closing

Meeting participants filled out forms to indicate their interest in participating in subcommittees.

Upcoming meetings:

- Outreach and Communications Subcommittee (second Mondays)*: 2/9/15, 1:30-3:00, Sumner Library
- Technical Subcommittee (second Wednesdays)*: 2/11/15, 3:30-4:30, City of Lakes, 309 2nd Ave S (location tentative)
- Northside Greenway Council (first Tuesdays): 3/3/15, 6:30-8:00 PM, North Regional Library
- Ad Hoc Committee Structure Committee (one meeting in February): Tentative: 2/17/15, location TBD

**Meeting dates, locations and times may change based on the availability of members who are interested in participating. All members will be notified of changes with a minimum of a 24-hour notice.*

History of Northside Greenway Public Engagement and Input

2011

- Who: Twin Cities Greenways/Transit for Livable Communities
- How: 10 workshops with diverse community groups
- What: Gathered input on idea of greenway
- Results: 200+ participants, 171 surveys, 76% people of color, 91% thought greenway would be an asset to the community; 73% would be happy to have a greenway in front of their houses

2012

- Who: Minneapolis Health Department (MHD)/Minneapolis Public Works (MPW)/SRF Consulting, Inc.
- How: Postcards mailed; open house held; articles in community newspapers; online surveys conducted
- What: Greenway type and route preferences
- Results: 452 surveys completed; at least 53% Northside residents; no data on race/ethnicity; respondents generally supportive of idea; prefer full or 1/2 and 1/2 greenway; prefer a direct route near greenspace

2013

- Who: MHD/MPW/SRF Consulting, Inc.
- How: Postcards mailed; letters and maps mailed to all on route; open house; 5 neighborhood-level meetings; articles in community newspapers; online surveys
- What: gathered input on a specific greenway proposal with route and greenway types assigned
- Results: 368 surveys completed; 70% Northside residents, no data on race/ethnicity; majority homeowners; 73-74% support route and types; 63% living on the route support it on their blocks

2014

- Who: MHD/MPW/Alliance for Metro Stability/+13 community org partners
- How: Door-knocking, 27+ events/meetings (including open streets); articles /stories in several news sources; online surveys
- What: gather input on slightly refined greenway proposal; added questions about race/ethnicity and language.
- Results: 2,040 surveys completed; 70% Northside residents; 55% of northsiders are people of color; 25% of respondents on the route are renters; 70% of northsiders support the idea; 60% of people on the route support it on their blocks

North Minneapolis Greenway 2014 Survey Results

2,040

surveys
completed

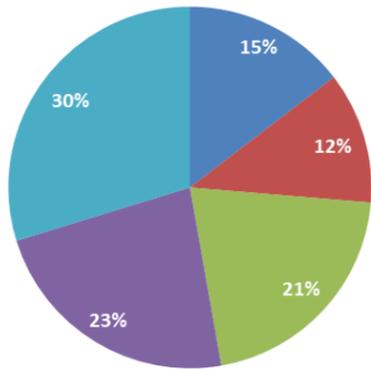
70%

of respondents live
on the Northside

70%

support the

Where Respondents Live

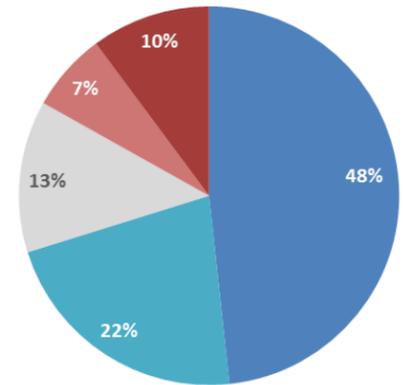


■ On the route ■ Within 1 block ■ Within 2-4 blocks
■ Elsewhere in N Mpls ■ Outside of N Mpls

n=1,895

70% of respondents are north Minneapolis residents.
55% of the north Minneapolis respondents are
people of color.

**Support and Opposition:
North Minneapolis Residents**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

n=1,312

70% of north Minneapolis residents support
the greenway idea, and 17% oppose it.

276

respondents live directly
on the greenway route

26% are renters

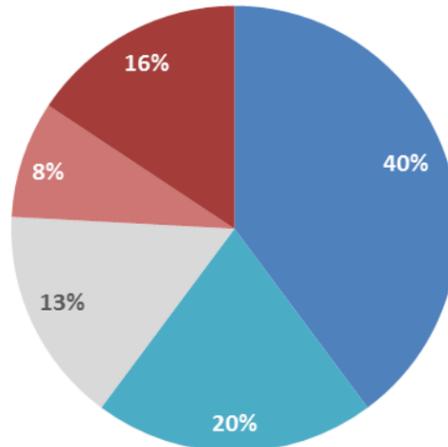
There are approximately

477

non-vacant properties

along the route

**Support and Opposition:
People Living on the Greenway Route**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

n=236

60%
support a greenway on
their blocks

Greenway IDEAS

“make it a true attraction”

“Lots of plants, flowers”

“good pedestrian/biking lighting”

“frequent playground areas”

“public art, please”

“regular patrols and monitoring”

“food trucks @ some locations”

“arrange for parking in alleys or on adjacent streets or
lots”

Greenway CONCERNS

“safety and cleanliness”

“safety from traffic”

“Emergency vehicles must have access”

“parking care for elderly that live in area”

“ongoing maintenance plan”

“ensure that it will not be too costly”

“residents/visitors are not able to park in front of their house”

“homeowners... may not be able to afford a large increase in
taxes/assessments”

Executive Summary: Results of 2014 North Minneapolis Greenway Outreach

Background

Since 2012, the City of Minneapolis has been exploring the idea of converting a low-traffic street in north Minneapolis into a greenway, or a park-like space for bicycles and pedestrians. The idea for a greenway came from a community organization called Twin Cities Greenways (TCG). Using community input, the City has developed a proposed route for the greenway, including proposed greenway types along the route. The proposed route runs north-south primarily along Irving and Humboldt Avenues North, starting at the Shingle Creek Trail on the north end and ending just north of Plymouth Avenue North. Most of the route is proposed to be a full “linear park” greenway with no motorized traffic or a “half and half” greenway with both a trail and car traffic. In 2012 and 2013, the City of Minneapolis, with funding from the Minnesota Department of Health, gathered further input and developed a proposed greenway route. In 2013, the City, along with the Alliance for Metropolitan Stability, received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota to continue to explore the greenway concept and to conduct further engagement to reach a more diverse group of residents. This report summarizes the results of the engagement conducted in 2014.

Rendering of a Full Greenway



2014 Outreach Process

The 2014 outreach process was co-facilitated by the Minneapolis Health Department (MHD) and the Alliance for Metropolitan Stability (AMS), and overseen by the North Minneapolis Greenway Outreach Steering Committee. Based on input from the steering committee, AMS put out an application for funding for community organizations to conduct outreach activities. A community-based selection committee reviewed the applications, and groups were selected for funding based on the recommendations of the community members who sat on the committee. Funded groups conducted outreach mainly between April and June 2014, including holding meetings, holding events, and door knocking. All outreach partners collected feedback by asking residents to complete a survey. The survey was also promoted through social media and traditional media, which directed people to complete an online survey. Survey questions asked respondents to share their support or opposition to the greenway, changes they would like to see, and their ideas for the greenway. At the same time that the outreach was happening, the City hired SRF Consulting, Inc. to conduct a feasibility study and convened a Technical Advisory Committee to oversee this work.

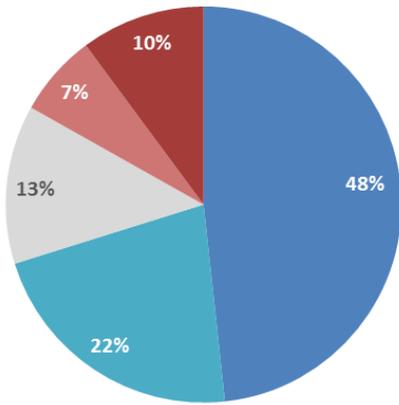


Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

Results

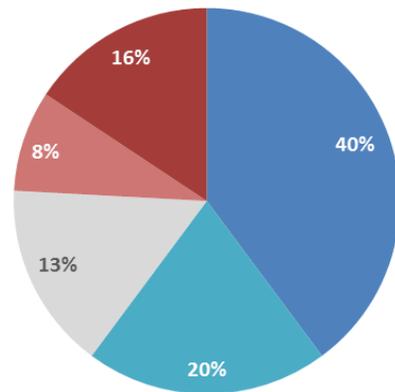
A total of 2,040 surveys were completed. Seventy percent (70%) of respondents reported being north Minneapolis residents, and 276 survey respondents (or 15%) reported living or owning property directly on the proposed greenway route. About 55% of north Minneapolis residents and 51% of people living directly on the proposed route reported being people of color. Overall, there was support for the greenway proposal, including among those who live on the route. Among all respondents, 76% support the greenway idea and 13% oppose it. Seventy percent (70%) north Minneapolis residents who responded to the survey support the greenway idea and 17% oppose it; 60% of those who reported living directly on the route support the idea, while 25% oppose it. Respondents saw potential benefits of a greenway, such as creating new green space, providing safety from traffic, and creating economic development and a draw to north Minneapolis. Respondents also shared concerns about the proposal, including safety and crime, parking and traffic impacts, access for elderly and people with disabilities, and cost. Respondents also shared ideas for making a greenway feel like a safe space and for amenities they would like to see along a greenway. Respondents also indicated that they would like to see the plans include better connections at the southern part of the route.

**Support and Opposition:
North Minneapolis Residents**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

**Support and Opposition:
People Living on the Greenway Route**



■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose

Conclusion and Next Steps

Overall, the survey data collected in 2014 shows significant interest and support for a greenway among north Minneapolis residents. Residents also expressed concerns and questions that need further exploration, including questions about cost, impact to property values, and parking considerations. The outreach completed in 2014 was much more inclusive than previous efforts due to the work completed by the community organizations that conducted outreach. The City and its partners will continue to conduct outreach in 2015. Efforts will include deeper outreach along the route, exploration of connections at the southern end of the greenway route, addressing gaps in engagement, exploring the possibility of a temporary pilot on one or more blocks, and conducting additional technical analysis. For more information about the greenway project, please visit the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway.

If you need this material in an alternative format please call the Minneapolis Health Department at (612) 673-2301 or email health@minneapolismn.gov. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.

Attention: If you have any questions regarding this material please call 311 or (612) 673-2301;

Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-2800;

Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al teléfono (612) 673-2700;

Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac (612) 673-3500.

KEY ITEMS: NORTH MINNEAPOLIS GREENWAY TECHNICAL REPORT

In 2014, the City of Minneapolis contracted with SRF Consulting, Inc., to complete a North Minneapolis Greenway technical feasibility study. The full study, along with other information about the project, can be found online at www.minneapolismn.gov/health/living/northminneapolisgreenway. Major conclusions of the study are summarized below.

Major Conclusions

- The preliminary **estimated cost of constructing the greenway is approximately \$16 million**. This estimate reflects several greenway types.
- **The majority of the north-south streets** that correspond with the proposed greenway route have low traffic volumes that could be diverted to and accommodated by adjacent roadways. Side streets would experience an increase in traffic, estimated to be one additional vehicle every two to ten minutes during peak periods, depending upon location and other factors.
- **All of the blocks along the proposed greenway route have alleys** that provide owner access to individual parcels. Approximately 320 parcels would lose parking and vehicle access in the front of their properties. Additional investigation into how this loss of parking could be mitigated and how access would be restricted is warranted.
- **New open space** associated with the greenway could help manage **known flooding problems in the community**.
- **Additional investigation** is needed to refine the **greenway lighting plan**.

Background

- **A Greenway** is a space for non-motorized transportation, primarily bicyclists and pedestrians. The purpose of a greenway is to provide a **safe, accessible, and efficient** non-motorized transportation option. Among other benefits, a greenway could encourage active living as a way to improve community residents' health.
- **The proposed North Minneapolis Greenway is an approximate 3.5-mile route** extending from the intersection of Humboldt Avenue N and 47th Avenue N to the intersection of Irving Avenue N and 15th Avenue N.
- **The Southern Terminus** is undetermined and requires further community input to develop a recommended route.
- **The proposed greenway** is currently comprised of the following **four "greenway types"**:
 - Full "Linear Park" Greenway** (seven segments totaling 2.1 miles): This greenway type entails the **removal of the traditional street vehicular traffic and parking, replacing it with a park-like space and a bike trail**.
 - Half and Half, One-Way** (six segments totaling 1.0 mile): For this greenway type, the existing street would be narrowed to **one-way street with parking limited to one side of the street, with a protected bike trail added next to the parking**.
 - Half and Half, Two-Way** (two segments totaling 0.5 mile): This greenway type would be used only in limited situations where two-way traffic must be maintained. The existing street would **be narrowed, eliminating all on-street parking, and a protected multi-use trail would be added to one side of the street**.
 - Bike Boulevard** (one segment approximately 200 feet in length): A bike boulevard is proposed along one small segment of the greenway where the other greenway types would not work due to parcel access needs. A bike boulevard consists of an on-street, non-exclusive facility, where **bikes share the roadway with vehicles**.
- **Graphics showing all four greenway types are included on the back.** ➡

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



Blue Cross® and Blue Shield® of Minnesota and Blue Plus® are nonprofit independent licensees of the Blue Cross and Blue Shield Association.

FULL LINEAR PARK GREENWAY



Figure 1 REMOVAL OF VEHICULAR TRAFFIC AND STREET PARKING, REPLACING IT WITH A PARK-LIKE SPACE AND A BIKE TRAIL

HALF AND HALF, ONE-WAY GREENWAY

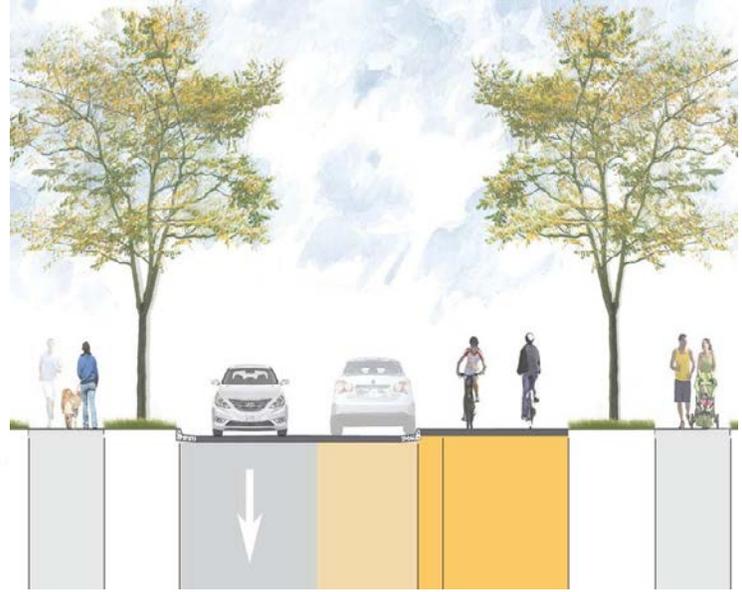


Figure 2 ONE-WAY STREET LIMITS PARKING TO ONE SIDE OF THE STREET, WITH A PROTECTED BIKE TRAIL ADDED NEXT TO THE PARKING

HALF AND HALF, TWO-WAY GREENWAY



Figure 3 STREET NARROWED ELIMINATING ALL ON-STREET PARKING WITH A PROTECTED MULTI-USE TRAIL ADDED TO ONE SIDE OF THE STREET

BIKE BOULEVARD



Figure 4 BIKES SHARE ROADWAY PARKING ON BOTH SIDES OF THE STREET

If you need this material in an alternative format please call the Minneapolis Health Department at (612) 673-2301 or email health@minneapolismn.gov. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.

Attention: If you have any questions regarding this material please call 311 or (612) 673-2301;
 Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-2800;
 Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al teléfono (612) 673-2700;
 Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac (612) 673-3500.

Greenway Outreach Plan Draft, 2/2/15

Goals	Objectives	Target Audience(s)	Tactics/strategies	Timeline
<p>Educate: Share back data and information we've compiled; help people understand what a greenway would be like</p>	<ul style="list-style-type: none"> At least 3 stories about the greenway published in Northside news outlets Greenway information available/presented at a minimum of 8 community meetings and events At least x Northside residents receive information about the greenway 	<p>Neighborhood orgs, residents on the route, Northside residents, council members</p>	<ul style="list-style-type: none"> Community meeting(s) Piloting a greenway via temporary construction (2-4 block stretch where residents are supportive of trying it out) Mailing letters to everyone on or within a certain range of the route Consider door-knocking Highlight examples of other greenspaces 	<ul style="list-style-type: none"> Spring - summer 2015
<p>Engage all: Ensure ALL groups in north Minneapolis are thoroughly engaged</p>	<ul style="list-style-type: none"> At least 2/3 of households on greenway blocks are engaged At least 2/3 of outreach funds go to organizations reaching underrepresented groups All underrepresented groups receive targeted outreach 	<p>Underrepresented groups: people of color, youth, older adults, people with disabilities, renters, people who don't speak English as a first language, people who are economically disadvantaged</p>	<ul style="list-style-type: none"> Use census block data to geographically target outreach to underrepresented groups Use the Trusted Advocate Model to reach specific underrepresented groups Ensure that some microgrant funding addresses these gaps 	<ul style="list-style-type: none"> Feb-Sept 2015
<p>Move south: Engage residents living south of Plymouth Ave to explore a southern greenway connection</p>	<ul style="list-style-type: none"> A possible route south of Plymouth Ave is identified through thorough community engagement 	<p>Near North south of Plymouth, Heritage Park, Harrison</p>	<ul style="list-style-type: none"> Implement high-level engagement similar to previous efforts (meetings, door-knocking, surveys) 	<ul style="list-style-type: none"> Spring to Aug.

Goals	Objectives	Target Audience(s)	Tactics/strategies	Timeline
<p>Deepen our understanding: Get a deeper understanding of people's opinions about the greenway, with a focus on people living on and near the route</p>	<ul style="list-style-type: none"> At least 2/3 of households on greenway blocks are engaged At least 2/3 of outreach funds go to organizations reaching underrepresented groups 	<p>Neighbors living on and near the proposed route</p>	<ul style="list-style-type: none"> Develop a funding strategy to conduct outreach with other groups, funding neighborhood organizations; implement the Trusted Advocate Model Hold small group/block level meetings with residents and ask residents why they do/don't support it and how concerns could be addressed; what greenway design they prefer Pilot a greenway (see Goal 1) 	<ul style="list-style-type: none"> Feb-Sept 2015; pilot in late summer 2015
<p>Broaden our base: Involve a more diverse group of residents in developing and implementing the engagement work</p>	<ul style="list-style-type: none"> Northside Greenway Council is formed, including a new structure that makes it community-led NGC members represent the diversity of north Minneapolis 	<ul style="list-style-type: none"> Northside residents and organizations that are interested in playing a leadership role in this work 	<ul style="list-style-type: none"> Loop in members of the North Minneapolis Bicycle Advisory Council Identify constituencies that should be represented on the committee and invite them to the table (one-on-ones, etc.) Change committee structure in order to increase participation 	<ul style="list-style-type: none"> ASAP, with adoption of a formal NGC structure in March 2015
<p>Finalize route north of Plymouth: Choose a route for a greenway(if it's built) so we can focus outreach and planning efforts</p>		<p>Neighborhood organizations on the route north of Plymouth; residents in those neighborhoods</p>	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Winter-Spring 2015?

Northside Greenway Council – Quick Reference Guide

Vision: The Northside Greenway Council envisions a greenway planning process in which north Minneapolis residents are fully engaged and project decisions are driven by Northside residents' interests and needs.

Mission: Working through partnerships to actively engage Northside residents and community groups in the greenway project and representing residents' opinions in the planning process.

Values

- **Engagement:** We value the diversity of north Minneapolis residents and believe that inclusive engagement will result in a better plan.
- **Equity:** We are committed to ensuring the residents of North Minneapolis are defining the project and are the decision makers on moving the project forward.
- **Transparency:** We are committed to being clear and open about the engagement process and results.
- **Collaboration:** We strive to work with Northside residents and organizations and build off of their wisdom of the community.

How the Council Functions (The Cliff Notes version of the Bylaws):

- The purpose of the council is to engage communities in a collaborative planning process that results in a North Minneapolis Greenway that meets local needs.
- Meetings will typically be monthly, and the council can make decisions when at least 7 members are present at a meeting. Special meetings may be called by the Chair or Vice Chair, or by the request of at least 3 council members.
- Decisions will be made by voice vote, except for the election of the Chair and Vice Chair, which will happen by ballot.
- The council will have a minimum of 9 members. See reverse of this page for organizations that will be asked to nominate representatives to serve on the council.
- After two unexplained absences, a council member's position may be offered to someone else. If you can't make a meeting, simply let the council Chair know.
- Council members are not paid for their work on the council, but may receive compensation for other work related to the Greenway, so long as they abstain from discussion and votes related to who will perform that work.
- The officers of the council are Chair and Vice-Chair. The officers set the agenda for meetings.
- The Sub-committees of the council are: Executive, Communications/Outreach, and Technical. Other committees may be created by the council as-needed.
- Meetings of the council are open to the public.
- The name of the group and its Bylaws can be changed at any Committee meeting by a 2/3 vote of those present.

Why is the Steering Committee being changed?

The Steering Committee has accomplished a lot in one year. This change is more like shifting gears than changing overall direction.

The goals of the re-organization include:

- Clarify the membership of the group – several people had questions about whether they were members, and who was part of the group.

- Transfer leadership from City and AMS staff to North Minneapolis residents, while retaining strong participation roles for City and AMS staff
- Continue the connection with the Technical Advisory Committee by transitioning the TAC to a Technical Committee of the North Minneapolis Greenway Council.
- Create a Committee dedicated to Communications, which will report to the Council, and will be charged with communicating about the Northside Greenway planning efforts.

Why change the name?

The name “North Minneapolis Greenway Outreach Steering Committee” is cumbersome to say and difficult to remember. Northside Greenway Council is a shorter, easier to remember name. The council can change the name at any time, but for now the name should be descriptive, yet short enough to remember.

The following groups are being invited to participate the Northside Greenway Council:

- Harrison Neighborhood Association
- Northside Residents Redevelopment Council
- Jordan Area Community Council
- Folwell Neighborhood Association
- Webber-Camden Neighborhood Organization
- Heritage Park Neighborhood Organization
- Camden Lions Club
- NorthPoint Health and Wellness
- Appetite for Change
- Twin Cities Greenways
- Minneapolis Bicycle Coalition
- Major Taylor Bicycling Club
- Venture North Bike Walk & Coffee/RCFL
- Minneapolis Urban League
- Hmong American Mutual Assistance Association
- Ward 4 council office representative
- Ward 5 council office representative
- Minneapolis Public Works Department
- Minneapolis Health Department (NV)
- Alliance for Metropolitan Stability
- Minneapolis Park and Recreation Board
- Center for Prevention at Blue Cross and Blue Shield of Minnesota
- North Minneapolis Bicycle Advisory Council
- Camden Business Association
- West Broadway Business Coalition
- Lowry Avenue Business Association
- Minneapolis Association of Realtors
- Youth Coordinating Board
- YMCA on Broadway
- Jerry Gamble Boys & Girls Club
- Plymouth Christian Youth Center
- Juxtaposition Arts
- Hmong International Academy
- Lao Assistance Center of Minnesota
- Project Sweetie Pie
- Camden Neighborhood Center
- Asian Media Access

The council shall invite additional members to join, with the goal of creating a council that is representative of the diversity of North Minneapolis residents.