

April 25, 2023

Adam Arvidson, PLA, FASLA  
Director of Strategic Planning  
Minneapolis Park and Recreation Board

Subject: State Project Nos. 141-020-127 and 027-666-025  
Broadway Street (CSAH 66) HSIP Traffic Signals and Pedestrian Improvements  
Broadway Street NE at Monroe Street and at Fillmore Street  
Section 4(f) Temporary Occupancy of Logan Park (NW Quadrant at Monroe Street) and  
Beltrami Park (SW Quadrant at Fillmore Street)

The City of Minneapolis is preparing plans for traffic signal and pedestrian improvements along Broadway Street NE (CSAH 66), between 5<sup>th</sup> Street NE and Johnson Street NE, that will be funded by the Federal Highway Safety Improvement Program (HSIP). The proposed project will result in temporary occupancy of the existing Logan Park and Beltrami Park areas, which are Section 4(f) resources under the jurisdiction of the Minneapolis Parks and Recreation Board.

In order for the project to construct infrastructure for the proposed traffic and pedestrian safety improvements, occupancy of the MPRB land will be required at two intersections: Logan Park at the Broadway Street NE and Monroe Street NE intersection, and Beltrami Park at the Broadway Street NE and Fillmore Street NE intersection.

At both the Monroe Street NE (Logan Park) and Fillmore Street NE (Beltrami Park) intersections, some elements will need to be constructed on parkland to maintain proper design and better meet ADA requirements for sidewalks and trails at this intersection. These elements include a portion of the existing bituminous trail on the northwest quadrant of the Monroe Street NE intersection (Logan Park) and a portion of the existing bituminous trail on the southwest quadrant of the Fillmore Street NE intersection (Beltrami Park). Both proposed impacted locations are directly behind existing concrete sidewalks that are within City right-of-way. These features are consistent with infrastructure already on existing parkland, resulting in no change to the underlying use or operation of MPRB land. Note that all new pedestrian curb ramps, traffic signal components, and other concrete sidewalk work will be completed within the existing City of Minneapolis public right-of-way, with only the bituminous trail areas being impacted by this work.

See the attached Proposed Impacts graphics for further details.

Furthermore, these improvements will benefit park users by increasing safety for pedestrians and motorists accessing the parks, making sidewalk and adjoining trail areas be fully ADA compliant, and encouraging park and trail use by a broader spectrum of ages and abilities. The project will also refresh all crosswalks at each intersection with high-visibility continental-style crosswalks using durable pavement markings.

As per the Federal Register Rules and Regulations 23 CFR 774.13(d), the impacts as described above may

be considered a temporary occupancy of Section 4(f) lands. A temporary occupancy may not constitute a Section 4(f) use when all of the conditions listed below are satisfied:

- The duration of the occupancy will be temporary in nature (i.e., less than the time needed for the construction of the project).

**The proposed project is scheduled to be constructed over a 3-4 month period. The impacts to any given intersection will be shorter in duration than the entire project. At each intersection, the duration of construction activities at an individual quadrant (such as the pertinent quadrants adjacent to MPRB land) will be shorter than the duration of construction at the entire intersection.**

- There will be no change in ownership of the land.

**No real property interest (i.e. government easement, fee title acquisition) of parkland will be acquired from the Minneapolis Park and Recreation Board.**

- The scope of work to be performed will be minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).

**The proposed project includes replacement of traffic signal infrastructure and construction of pedestrian accommodations which comply with the Americans with Disabilities Act (ADA), including Accessible Pedestrian Signals (APS). Work on MPRB property will be limited to a small triangular area of the existing bituminous trails on each quadrant in order to allow for newly reconstructed concrete sidewalk and pedestrian curb ramps that will be within the public right-of-way to match grades on each quadrant (so that there is a seamless transition from the concrete to bituminous walk areas that will meet ADA requirements and also match surrounding grades). All impacts to MPRB Section 4(f) property will be consistent with existing park uses.**

- There are no anticipated permanent adverse physical impacts nor there any interference with the activities or purposes of the property, on either a permanent or temporary basis.

**Access to all park properties and trails will be maintained for the duration of the project. Temporary pedestrian routes will be provided for any intersection crossings affected during construction. The final conditions of the project will maintain and improve access conditions for park users.**

- The land being used will be fully restored to a condition that is at least as good as the condition that existed prior to the project.

**The areas affected by the project will be fully restored to conditions equal to or better than existing conditions. All curb ramps within the project which provide access to trails and park land will be upgraded to current ADA standards.**

- There must be document agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

**Your signature on this document concurring as outlined above constitute your concurrence with the assessment of impacts to the Logan Park and Beltrami Park areas.**

Please review the information in this letter and indicate your concurrence with the work proposed and that the above conditions are met by signing below. Please forward the signed original back to me for our records. If you have any questions regarding this matter, please contact me at your earliest convenience at (612) 289-5591 or at [Benjamin.Brasser@minneapolismn.gov](mailto:Benjamin.Brasser@minneapolismn.gov). If you do not concur with our assessment of impacts to these 4(f) resources, please respond in writing with a reference to this letter. Thank you.

Sincerely,



Ben Brasser, P.E.  
Professional Engineer, City of Minneapolis  
Project Manager

I concur with the assessment of proposed impacts to Chain of Lakes Regional Park, Minnehaha Parkway Regional Trail, and Nokomis-Hiawatha Regional Park property as described above.

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*Adam Regn Arvidson, PLA, FASLA  
Director of Strategic Planning  
Minneapolis Park and Recreation Board*

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Date

Attachments: Proposed Improvement Concepts

CC: Colleen Brown, MnDOT Metro State Aid  
Sulmaan Khan, MnDOT State Aid for Local Transportation

LOGAN PARK

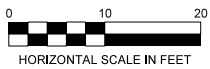
MONROE ST

50 SQ FT

BROADWAY ST

BROADWAY ST

MONROE ST



PROPOSED IMPROVEMENT CONCEPTS

S.P. 141-020-127, S.P. 027-666-025, CP 2183326

