

Ryan Lake Trail Concept Plan

**Prepared by
Craig Wilson
Graduate Research Assistant, University of Minnesota
Conducted on behalf of Victory Neighborhood Association
September, 2003**

*This report (NPCR 1214) is also available on the CURA website:
www.cura.umn.edu/search/index.php*

September, 2005

Neighborhood Planning for Community Revitalization (NPCR) supported the work of the author of this work, but has not reviewed it for publication.

The content is solely the responsibility of the author and is not necessarily endorsed by NPCR.

NPCR is coordinated by the Center for Urban and Regional Affairs at the University of Minnesota. NPCR is supported by grants from The Minneapolis Foundation, the McKnight Foundation, The Bremer Foundation, and The St. Paul Travelers Foundation.

Neighborhood Planning for Community Revitalization

330 Hubert H. Humphrey Center

301 - 19th Avenue South

Minneapolis, MN 55455

phone: 612/625-1020

e-mail: ksn@umn.edu

website: <http://www.npcr.org/>

Ryan Lake Trail Concept Plan

Craig Wilson
Center for Urban and Regional Affairs
University of Minnesota

In Partnership With:

Victory Neighborhood Association
City of Minneapolis Environmental Health
National Park Service
Groundwork Minneapolis

Table of Contents

Executive Summary.....	4
Site Analysis.....	6
Victory Neighborhood.....	6
Ryan Lake.....	8
Victory Prairie.....	10
Ryan Lake Trail.....	12
Victory Triangle.....	14
Neighborhood Aesthetics.....	16
Connectivity.....	18
Outreach.....	20
Citizen Participation.....	20
Resource Materials.....	22
Outreach Results.....	26
Next Steps.....	28
Partners.....	28



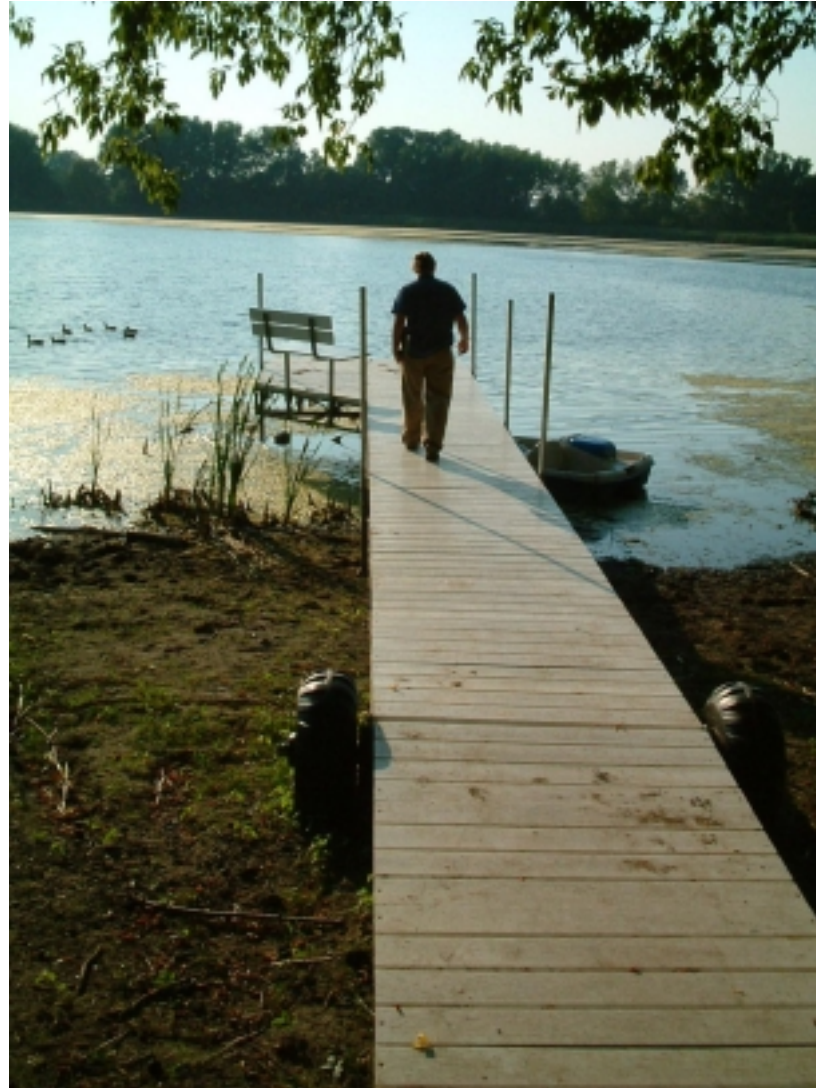
Dusk at Ryan Lake (Wilson, 2003)

Executive Summary

The Ryan Lake Trail Concept Plan is a fusion of grassroots organizing, neighborhood visioning, and expert scrutiny. The idea seed for the concept was sown in the late 1990s when Victory neighborhood residents sought the Superfund cleanup of the Victory Prairie, formerly the site of the B.J. Carney Company. These residents envisioned a connection between a revitalized Victory Prairie and Ryan Lake. In 2003, the Victory Neighborhood Association (ViNA) partnered with the City of Minneapolis Environmental Services Department and the National Park Service to investigate the feasibility of implementing a trail along the Canadian Pacific Railroad (CP Rail) corridor bypassing Highway 152, or Osseo Road. The Center for Urban and Regional Affairs (CURA) at the University of Minnesota provided a research assistant working on double masters degrees in Landscape Architecture and Urban and Regional Planning to the effort. Over the course of the summer of 2003, numerous Ryan Lake Trail visioning sessions and informational meetings were held and a study of the feasibility of installing a trail along the rail corridor was conducted. Hundreds of mailings were sent out to Victory neighborhood residents in close proximity to the proposed trail and numerous periodicals ran stories about the study. Of the personal contacts that were made, 96% of ViNA residents contacted were supportive of the project.

Outcomes

Over the course of the summer, ViNA residents expressed their desire to link the Victory Prairie and Ryan Lake with a trail running underneath the Osseo Road overpass, along the rail corridor, and beside Ryan Lake. Residents also wished to improve signage en route, revegetate Ryan Lake with native plantings, reseed the Victory Prairie and Osseo Road berm with native plantings, and create a place for community gatherings, like a community garden, in the Victory Triangle. In order to accomplish these goals, ViNA will need to work with partners, seek funding, and hire an engineer in order to construct the trail. Eventually, ViNA could connect the Ryan Lake Trail with other regional corridors along the rail corridor.



Visitor to the “DNR dock” at Ryan Lake (Wilson, 2003)

Site Analysis

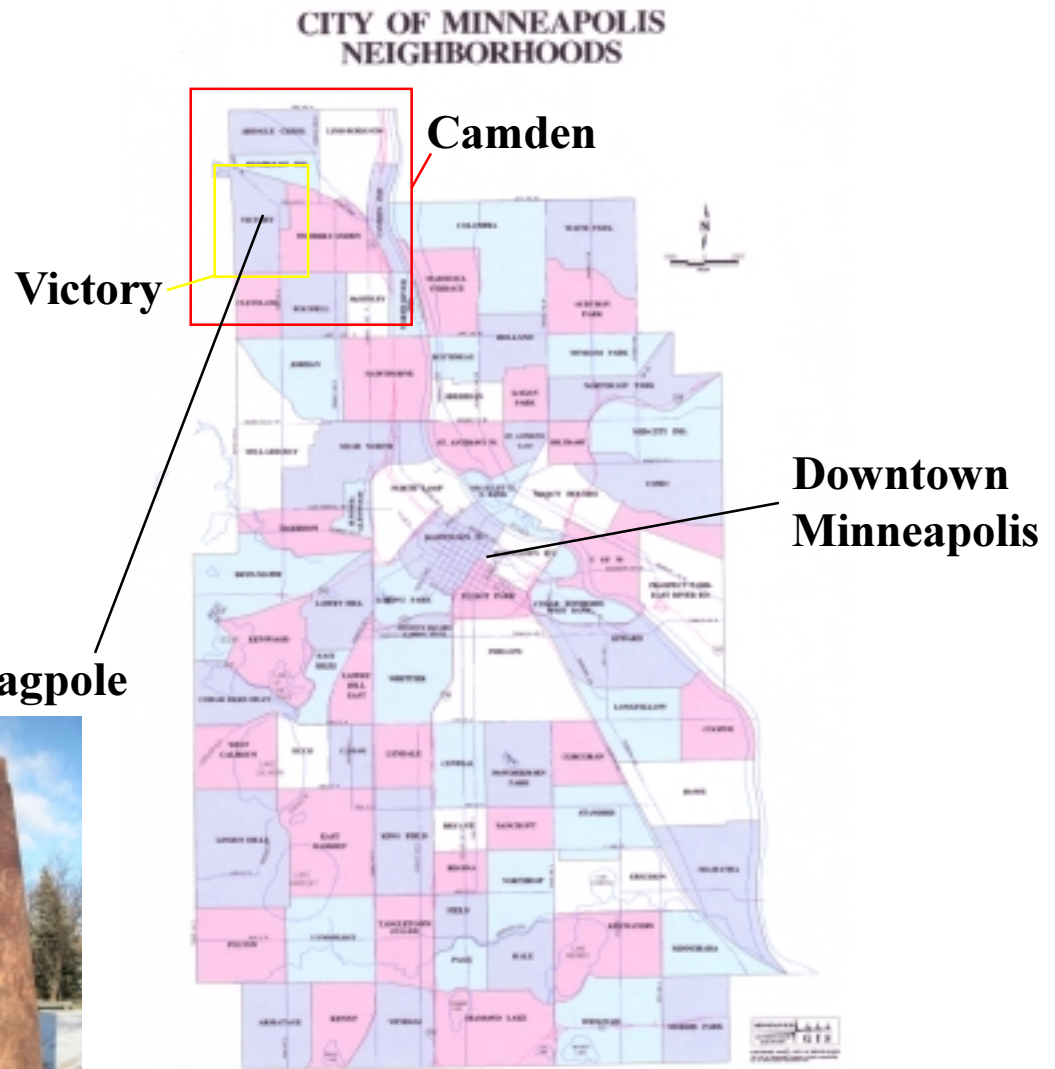
Victory Neighborhood

Victory neighborhood is one of seven neighborhoods that make up the Camden community, Minneapolis north of Lowry Avenue, west of the Mississippi River, and east and south of Robbinsdale, Brooklyn Center, and Fridley (red box at right). Victory neighborhood is located south of the Humboldt Industrial Park, east of the City of Robbinsdale, north of the Cleveland neighborhood, and west of the Webber Camden neighborhood in northwestern Minneapolis (yellow box at right). Many minneapolisians know the neighborhood as the location in the city where Victory Memorial Parkway “bends” toward the Mississippi River or Theodore Wirth Park, depending on your orientation. At this “kink” in the Parkway exists the heart of the neighborhood, the Victory Memorial Flagpole where numerous community events are held throughout the year.

Victory Flagpole



(Wilson, 2003)



Victory - General Demographic Characteristics

Subject	1990	2000	% Change
Total Population	4,750	4,975	4.7%
SEX AND AGE			
Male	2,242	2,379	6.1%
Female	2,508	2,596	3.5%
Under 5 years	424	389	-8.3%
5 to 9 years	334	361	8.1%
10 to 14 years	236	351	48.7%
15 to 19 years	225	346	53.8%
20 to 24 years	238	238	0.8%
25 to 34 years	1,026	839	-18.2%
35 to 44 years	748	942	26.3%
45 to 54 years	373	683	84.6%
55 to 64 years	129	170	31.8%
65 to 74 years	187	131	-29.9%
75 to 84 years	418	225	-46.2%
85 years and over	320	228	-28.8%
85 years and over	99	72	-27.3%
Median age (years)	35.3	34.6	-2.0%
18 years and over	3,619	3,696	2.0%
Male	1,674	1,728	3.2%
Female	1,945	1,968	-0.9%
21 years and over	3,487	3,483	-0.1%
62 years and over	958	800	-17.4%
65 years and over	837	525	-37.3%
Male	292	194	-33.6%
Female	545	331	-39.3%
RACE			
One race	4,750	4,739	-0.2%
White	4,443	3,597	-19.0%
Black or African American	194	766	284.9%
American Indian or Alaska Native	34	42	23.5%
Asian, Native Hawaiian or Other Pacific Islander	43	279	548.8%
Some other race	34	55	61.8%
Two or more races	n/a	236	-
ETHNICITY			
Hispanic or Latino	78	118	41.0%

n/a - This information is not available from 1990

Subject	1990	2000	% Change
RELATIONSHIP	4,750	4,975	4.7%
Total Population	4,750	4,967	4.6%
In Households	1,964	1,975	0.6%
Householder	1,013	853	-15.8%
Spouse	1,424	1,508	5.9%
Child	1,066	1,173	10.0%
Own child under 18 years	110	283	157.3%
Other relatives	45	111	146.7%
Under 18 years	239	348	45.6%
Nonrelatives	0	0	-
In group quarters	0	0	-
Institutionalized population	0	0	-
Noninstitutionalized population	0	0	-
HOUSEHOLD BY TYPE			
Total Households	1,964	1,975	0.6%
Family Households (families)	1,258	1,222	-2.9%
With own children under 18 years	582	599	2.9%
Married-couple family	1,013	853	-15.8%
With own children under 18 years	491	396	-18.7%
Female Householder, no husband present	190	262	38.4%
With own children under 18 years	72	165	129.2%
Male Householder, no wife present	55	87	58.2%
With own children under 18 years	19	35	84.2%
Nonfamily Households	706	753	6.7%
Householder living alone	562	583	3.7%
Householder 65 years and over	305	171	-43.9%
Households with individuals under 18 years	603	653	8.7%
Households with individuals 65 years and over	627	393	-37.3%
Average household size	2.42	2.51	3.7%
Average family size	3.02	3.38	11.9%
HOUSING OCCUPANCY			
Total Housing Units	2,822	2,815	-0.3%
Occupied Housing Units	1,964	1,975	0.6%
Vacant Housing Units	58	40	-31.0%
Homeowner Vacancy rate (percent)	0.60	0.56	-30.0%
Rental Vacancy rate (percent)	3.46	1.90	-45.1%
HOUSING TENURE			
Occupied Housing Units	1,964	1,975	0.6%
Owner-occupied housing units	1,743	1,789	2.6%
Renter-occupied housing units	223	206	-7.6%
Average household size of owner-occupied units	2.48	2.55	2.8%
Average household size of renter-occupied units	1.91	2.23	16.8%

Source: US Census Bureau

Prepared by City of Minneapolis Planning Department, Research and Strategic Planning Division, October 2001

Please visit the City web site for info: <http://www.ci.minneapolis.mn.us/cityweb/planning/Census2000/index.asp>

Ryan Lake

Ryan Lake is a tranquil corner of the municipalities of Robbinsdale, Minneapolis, and Brooklyn Center. The Robbinsdale shoreline of Ryan Lake is owned by private individuals, whose single family homes have post-World War II suburban architecture and infrastructure typical of first-ring suburbs. The Minneapolis portion of Ryan Lake has a public shoreline owned by the City of Minneapolis Public Works Department (Public Works). This shoreline is maintained by the Minneapolis Park and Recreation Board (Park Board). The Minnesota Department of Natural Resources (DNR) installed a dock on the shoreline for public use. A small woodland exists at the northeastern corner of the lake in Minneapolis. The northern shore of Ryan Lake runs along the CP Rail corridor in the Humboldt Industrial Park and a Brooklyn Center industrial area. Along the shoreline are several 1960s vintage apartment buildings.

Ryan Lake Watershed

Ryan Lake Watershed is technically a subwatershed of the Shingle Creek Watershed. The subwatershed is approximately three square miles in the municipalities of Brooklyn Park, Brooklyn Center, Minneapolis, Robbinsdale, Crystal, and New Hope. Ryan Lake is downstream of the majority of the Ryan Lake Watershed, collecting all of the water before releasing it to Shingle Creek and the rest of the Shingle Creek Watershed through Ryan Creek in the Humboldt Industrial Park. As a result, Ryan Lake tends to have a higher degree of pollutants than other places in the Watershed, such as the Twin Lakes Chain.

Water Quality

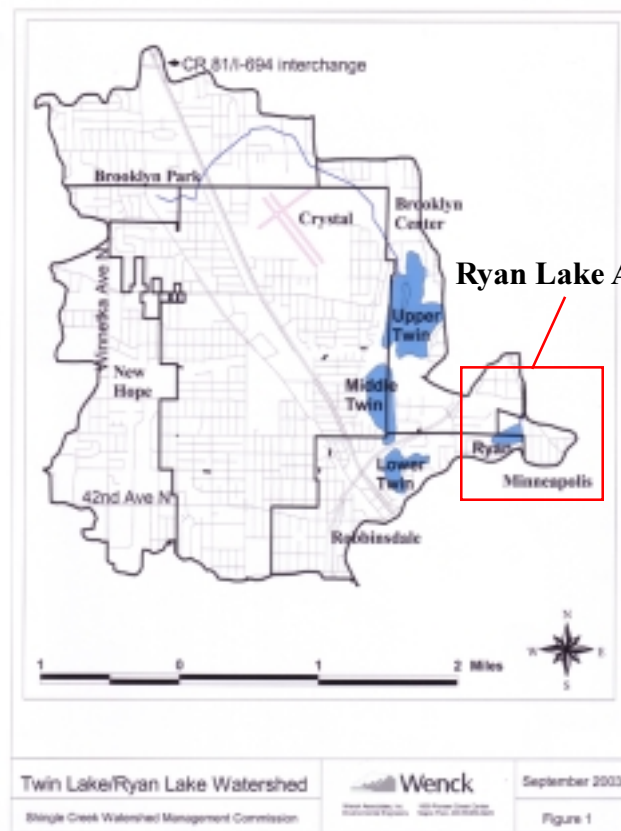
Ryan Lake's water quality is highly dependent on water quality in the upstream lake system - Upper, Middle, and Lower Twin Lake. Twin Lake has a very large watershed (5,291 acres) that extends west to Winnetka in New Hope, north to CR81/I-694 interchange, south to 39th in Robbinsdale. The Twin Lake/Ryan Lake watershed (5,323 acres) includes parts of Brooklyn Park, New Hope, Robbinsdale, and a very small part of Minneapolis. It is important that water quality in Ryan Lake be approached from the watershed perspective. Ryan Lake was listed on the 303(d) list of Impaired Waters by the Minnesota Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA) for excess nutrients. Ryan Lake will require a Total Maximum Daily Load (TMDL) study be completed (just getting underway by Shingle Creek Watershed Management Organization) to determine how to reduce phosphorus loads. Constructing shoreline buffers where possible will likely be one of the Best Management Practices (BMP) identified to meet the required load restrictions. Constructing a native buffer on the east shore of Ryan Lake would help meet that objective (Diane Spector, hydrologist at Wenck Associates and Victory Neighborhood resident).

Vegetation

Monospecies of Milfoil and Cattail exist in the littoral zone, the area of a lake adjacent to its shoreline, of Ryan Lake. The shoreline of the public access portion of Ryan Lake is mostly ragweed, turf grass, cottonwood, buckthorn, and Asian honeysuckle. Action could be taken to increase the biodiversity of the lake and its shoreline by removing these species and replacing them with native species.



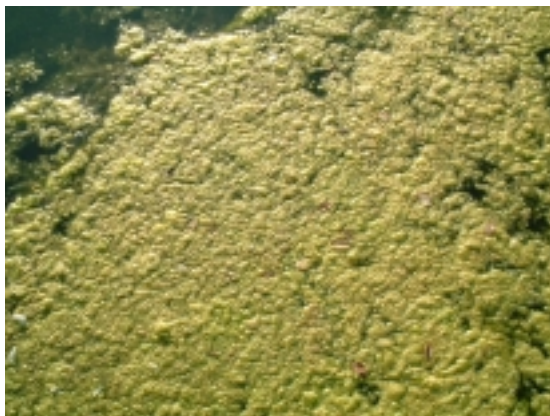
View of Ryan Lake from Xerxes Ave N (Wilson, 2003)



Ryan Lake Area



Monospecies of the littoral zone (Wilson, 2003)



(Wilson, 2003)



(Wilson, 2003)

Victory Prairie

The Victory Prairie site was once the location of the B.J. Carney Company, a firm that treated poles with hazardous wood preserving chemicals such as pentachlorophenol (PCP) and creosote. These materials contaminated soil and groundwater on the site with both carcinogenic and noncarcinogenic polycyclic aromatic hydrocarbons (PAHs), PCP, and low levels of dioxins. Railway acquired the site and left it undeveloped with a fence around it. In the late 1990s, Victory Neighborhood volunteers canvassed MPCA and CP Rail to clean up the site. In 1997, the PCA added the site to the state superfund list. In 2000, four feet of topsoil from the site was shipped out of state for disposal. New topsoil replaced the contaminated soil and the area was capped. Native prairie plants were seeded and encouraged to establish themselves fenced off from human contact. Still isolated, Victory Prairie may be transferred from CP Rail to the Park Board in the near future. The Park Board is uncertain as to the fate of the potential park land.

Trails

A trail system was established when CP Rail originally seeded the prairie in 2000. At present, trails are overgrown and unmaintained. Weeding the trails would take minimal effort and could be completed by a group of volunteers from the neighborhood.

Vegetation

The Victory Prairie was seeded with a variety of native plants typical of an Oak Savanna ecosystem. The Prairie should have been burned in the fall of the first and second seasons and each subsequent third year. Prairie plants evolved with prairie fires, subsequently, they respond well to periodic fire regimes. The Victory Prairie was never burned and, consequently, non-native species outcompeted the seedlings and young prairie plants. At this point, there is very little biodiversity at the Victory Prairie. The site is dominated by invasive species such as brome and reed canary grass. In order for the Victory Prairie to become a true prairie, it must be weeded, reseeded, and maintained with an appropriate fire regimes. This could be a significant expense.



Southern "entrance" to Victory Prairie (Wilson, 2003)



View of Victory Prairie looking northward (Wilson, 2003)

Ryan Lake Trail

Volunteers who sought cleanup for the Victory Prairie site were aware of a path through the woods at the northeastern corner of Ryan Lake to the alleyway and from the alleyway to Osseo Road (see green line at right). Forecasting the future use of the Victory Prairie by area residents, these volunteers looked for a safer crossing between Ryan Lake and Victory Prairie underneath Osseo Road. Their idea was that a greenway connecting these sites could improve pedestrian and bicycle circulation and safety in the neighborhood. In addition, these residents expressed interest in improving habitat and water quality in Ryan Lake.

Tree Grove

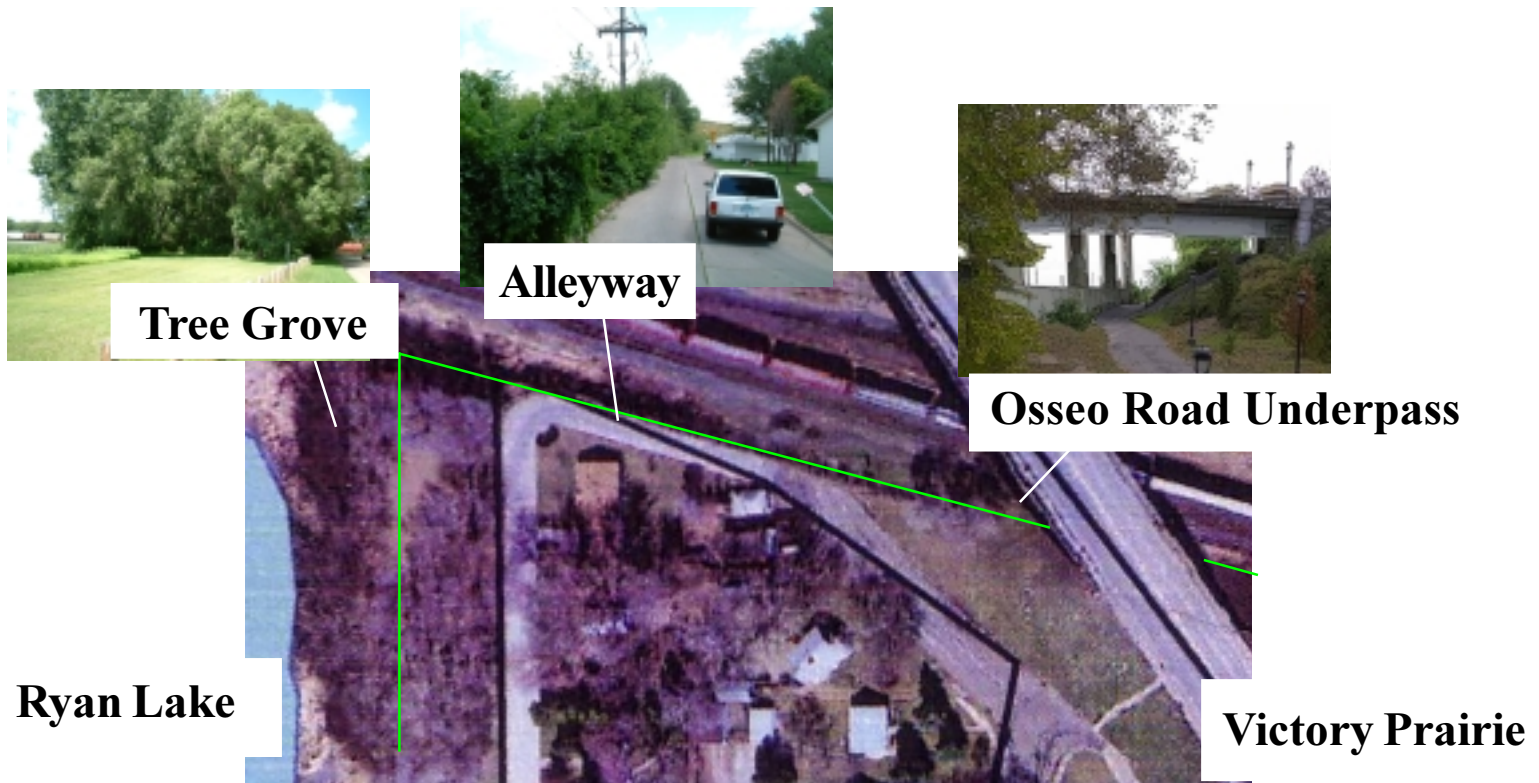
The northernmost section of the public access shoreline of Ryan Lake is framed by a canopy of large trees. A worn footpath meanders along the eastern shore of Ryan Lake through the grove of trees and around to an alley to the north. This path could easily be converted to gravel or be paved. The natural contours of the footpath appear to make a sound pathway.

Alleyway

A narrow alleyway connects the tree grove to Osseo Road. A chainlink fence runs along the northern edge of the alleyway separating the road and rail corridor. At present, pedestrians walk in the alleyway to reach Osseo Road. Assuming that the fence is moved closer to the rail corridor, there is enough space along the edge of the rail corridor and the alleyway to support a paved or gravel trail. In order to accomplish this, fill would need to be imported and added to the western side of the alley. Until such a goal is accomplished, a pedestrian stripe could be painted along the northern side of the alleyway. Eventually, obsolete powerlines looming over the proposed trail could be removed.

Underpass

A sandy path wedged between a concrete wall and a concrete berm acts as a passage underneath the Osseo Road overpass. This area appears to be heavily used and is quite hazardous. Fill could be placed on under the overpass and a simple gravel or paved road could be installed to provide safe passage underneath Osseo Road. Moreover, lighting could enhance safety and neighborhood aesthetics.



(Wilson, 2003)

Victory Triangle

The Victory Triangle is owned by the Minneapolis Department of Public Works and is maintained by the Minneapolis Park and Recreation Board. The space is used as open space for sledding and ball playing. ViNA staff reported that residents would like to have more community gathering places and gateways in the neighborhood.

Community Garden/ Tree Farm

The Victory Triangle could be the location of a community garden or tree farm. This would help community members establish a community gathering place and gateway to the neighborhood.

Open Space

The space could also remain open, or partially open, to provide for activities such as sledding and ball playing. There appears to be enough space for both activities to coexist.



View of Victory Triangle from Osseo Road (Wilson, 2003)



Minneapolis Community Gardeners (Zoll, 2002)



(Zoll, 2002)

Neighborhood Aesthetics

Flagpole Memorial

The pink granite of the Victory Memorial Drive flagpole memorial, a cornerstone to the Victory Neighborhood, could be incorporated into design enhancements along the Ryan Lake Trail and throughout the neighborhood. This would add a sense of “place” and character to the community.

Quaintness

Residences in the Victory neighborhood are small in scale and neat, tidy, and quaint in appearance. The Ryan Lake Trail should reflect these qualities. Enhancements to the trail should reflect the historical and spatial qualities of the community.

Need for a Charming Gateway

The Victory neighborhood needs a more ‘charming’ gateway than what presently exists. Enhanced signage and vegetation would improve the present gateway.



Victory flagpole landmark (Wilson, 2003)



Typical Victory neighborhood housing types (Wilson, 2003)



(Wilson, 2003)



Uninspired neighborhood gateway (Wilson, 2003)

Connectivity

Twin Lakes/ Northwestern Suburbs/ Industrial Areas

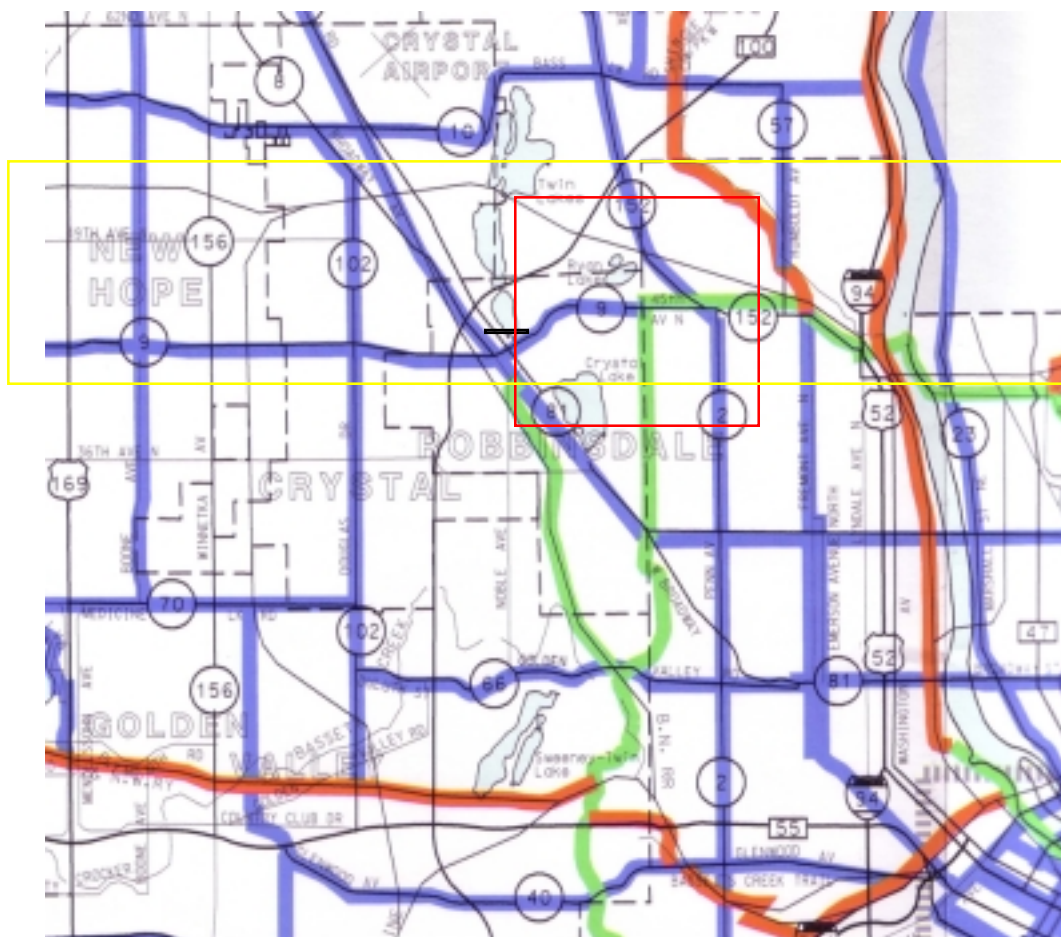
Although it lacks a bike lane, Osseo Road is considered to be an on-road bikeway by Hennepin County. It is possible to reach Twin Lakes, the Northwestern Suburbs, and the Humboldt and Brooklyn Center industrial areas on bicycle by heading north on 152 and then bicycling east on Highway 10. Another route to the Northwestern Suburbs is to ride east on Highway 9. A future alternative may be to directly link Ryan and Twin Lakes with an off-road trail along the CP Rail corridor. A system of trails and canoe routes could be developed in the future to link the Twin Lakes area and Ryan Lake in a preserve. In addition, the number of connections could be increased between the Humboldt and Brooklyn Center industrial areas just north of the trail. This could make pedestrian and bicycle commuting easier for employees of the industrial area.

Ground Rounds

It is possible to reach the Humboldt Greenway and Mississippi River by bicycle along Victory Memorial Parkway and Webber Parkway, part of the Ground Round park system. Bike enthusiasts complain that although the route is scenic, it is not necessarily practical for commuting due to the number of curbs and busy traffic patterns. A future alternative may be to directly link Ryan Lake with the Humboldt Greenway and Mississippi River with an off-road trail along the CP Rail corridor.

Hennepin County Bikeway Trail Plan

The Hennepin County Bikeway Trail Plan is an ambitious attempt to create one of the country's most extensive metropolitan bikeway systems. Much of the system relies on on-road bikeways, which are less desirable to most bikers than off-road bikeways due to safety and efficiency concerns. The CP Rail corridor, highlighted in yellow on the map at right, has the potential to be developed into a regional off-road bicycle and pedestrian corridor linking the western suburbs , Mississippi River, and beyond. The north metro area appears to have less independent, off-road corridors than the south metro area. Developing an independent corridor along the CP Rail line in the north metro area would bring amenities to the north that residents enjoy in the south metro area like the Midtown Greenway and Cedar Lake Trail.



HENNEPIN COUNTY BICYCLE SYSTEM PLAN

MINNESOTA

DATE: 1/1/2011
1/1/2011

LEGEND

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- COUNTY STATE AID HIGHWAY
- COUNTY ROAD

- BIKEWAY (ON/OFF ROADWAY)
- INDEPENDENT CORRIDOR TRAILS
- SECONDARY SYSTEM

Outreach

Citizen Participation

The goal of the sponsors of the Ryan Lake Trail project was to inform community members and other stakeholders about a possible trail linking Ryan Lake and the Victory Prairie and encourage citizen participation in the planning process. Upon discussing the possible trail with stakeholders, staff sought the opinions of residents about the potential link. Approximately 50 individuals provided feedback about Ryan Lake Trail. These individuals were overwhelmingly supportive of the proposal. Only two residents expressed dissatisfaction with the possible trail.

Mailings

Approximately 600 postcards were mailed to residents in the immediate vicinity of the proposed Ryan Lake Trail on three different occasions to the vicinity shown right. These postcards announced upcoming meetings about the Ryan Lake Trail and ways for residents to get more information about the project.

Charettes

Two major charettes, community visioning processes, were held at the July 23rd Victory Neighborhood Association, ViNA, meeting at Victory Lutheran Church and the July 24th ViNA Aquennial Picnic at the Victory Flag Pole. At these neighborhood meetings approximately 50 residents listened to a presentation about the trail complete with 6 poster boards of information related to the proposed trail and a scale model of the project. Residents gave feedback by visiting with staff, writing their ideas down on post-it notes and sticking them to the posters, and participating in small group discussion. Popular ideas were incorporated into the concept plan.

Focus Group

Approximately 10 residents expressed interest in serving on a focus group of volunteers that met four times over the course of the summer, early fall, and winter. The focus group acted as a resource for staff by volunteering to advise on the project on a more detailed level. Focus group volunteers brought their enthusiasm and expertise to meetings, greatly enriching the quality of the concept plan.

How do you feel about a nature trail in Victory?

comment on an idea for a trail
connecting




Victory Prairie under Osseo Road to Ryan Lake



at the

ViNA Neighborhood Meeting
Victory Lutheran Church
Wednesday July 23, 2003
7 PM

-or-

ViNA Aquatennial Picnic
Victory Flag Pole (45th/Xerxes)
Thursday July 24, 2003
6 PM

Ryan Lake **Victory Prairie**

Call Craig Wilson @ (612) 673-3785 for more information

(Wilson, 2003)



(Wilson, 2003)

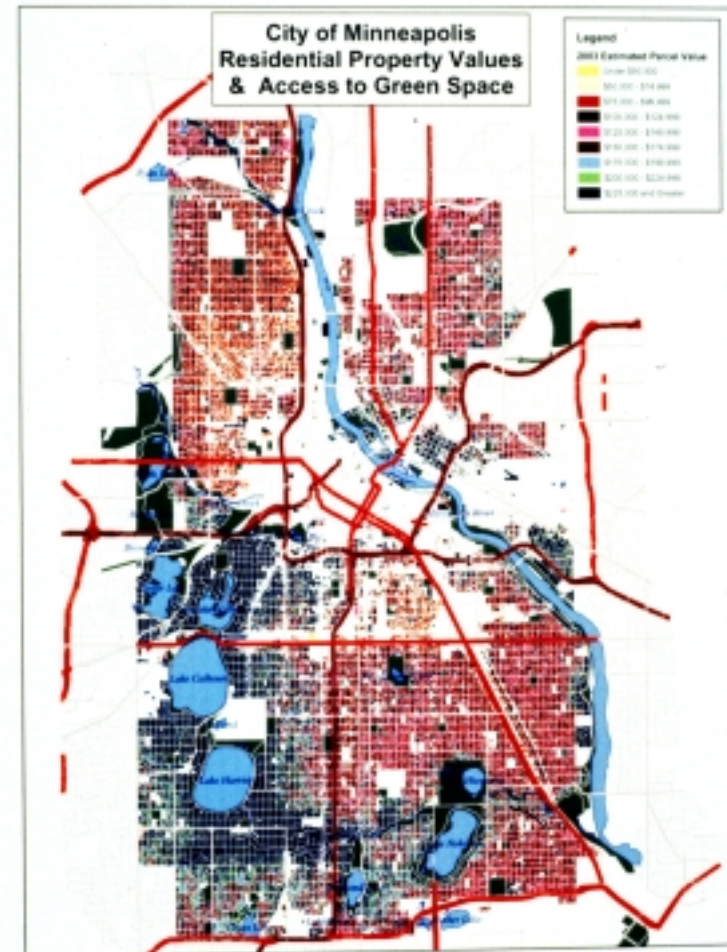
Resource Materials

Posterboards

Ryan Lake Trail posterboards were created to provide residents with a context behind the interest in creating the Ryan Lake Trail. Boards illustrated issues such as: a lack of safe pedestrian route over Osseo Road, connection between Ryan Lake and Victory Prairie, information about residential property values and proximity to green space, and amenities the trail could offer. The posters will be useful in future Ryan Lake Trail presentations.



(Wilson, 2003)



(Wilson, 2003)

Ryan Lake Trail Concept Plan

Take a stroll...



community members are
interested in what you think!

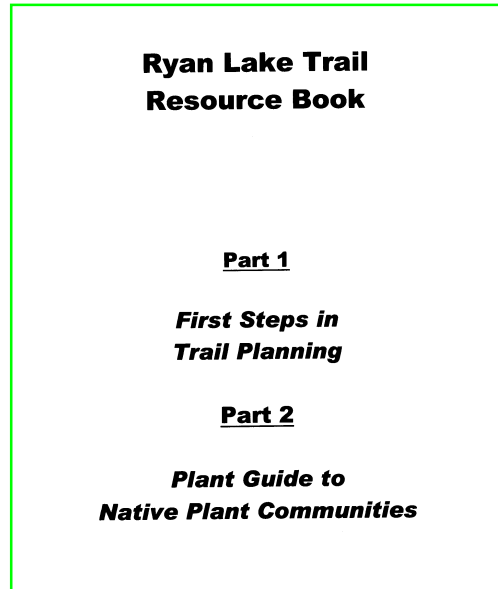


What is your vision...?



Resource Book

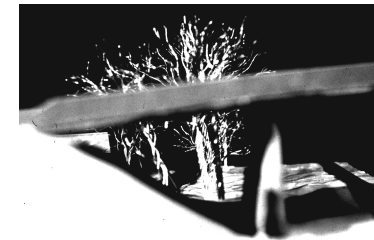
The Ryan Lake Trail Resource Book was created as a reference book for volunteers interested in learning more about trail development and plant communities. Many residents found the book to be a nicely summarized and invaluable resource. Ultimately, the Resource Book helped residents envision what the trail could look like, sharpening volunteers' preferences and opinions about the Ryan Lake Trail.



(Wilson, 2003)

Scale Model

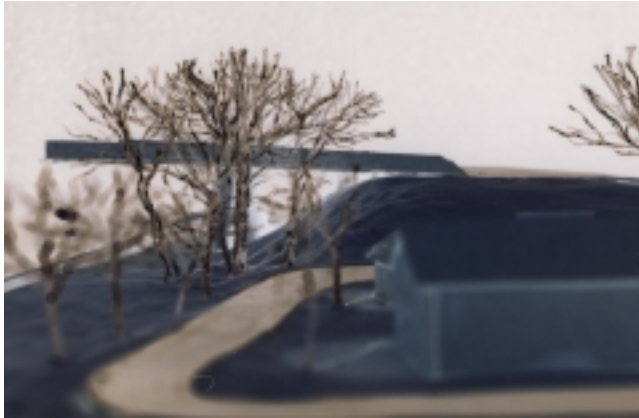
The Ryan Lake Trail scale model helped residents understand the proposed trail in three dimensions, to augment planview maps and renderings. The scale model will be an important resource for communicating the goals of the Ryan Lake Trail project in future presentations.



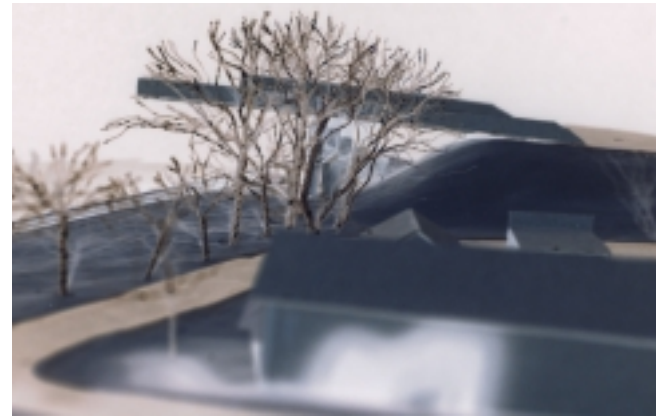
(Wilson, 2003)



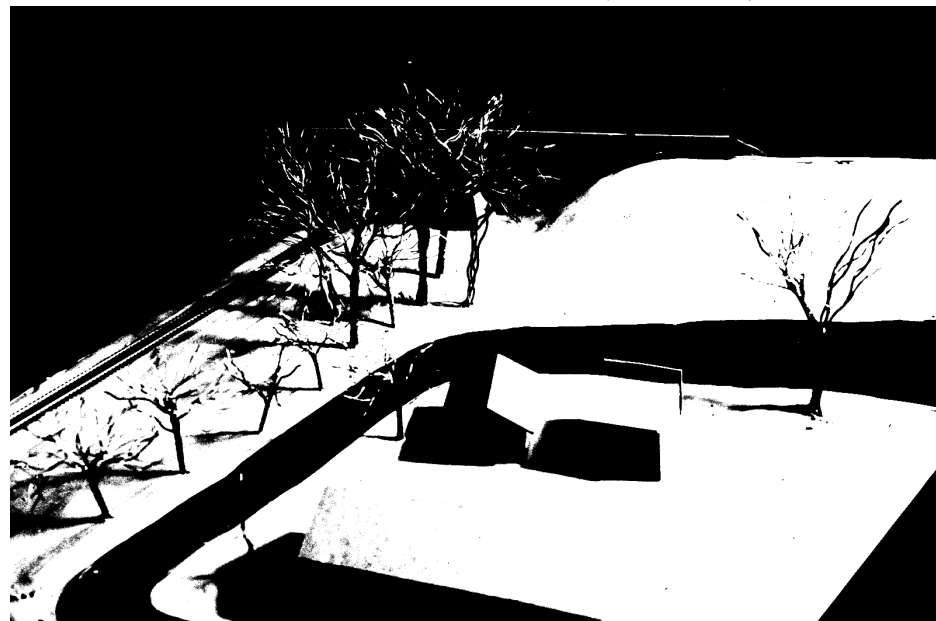
(Wilson, 2003)



(Wilson, 2003)



(Wilson, 2003)



(Wilson, 2003)

Outreach Results

Ryan Lake

Residents feel that low laying shoreline vegetation could be installed provided that it does not disturb the view of Ryan Lake from neighboring houses. They prefer that native plant species of colorful forbs be integrated with native grasses and sedges. This action could increase the biodiversity of the shoreline and help to cleanse surficial stormwater runoff. Amenities such as park benches and picnic tables could be installed to make the area more appealing and provide spaces for leisure.



(Wilson, 2003)

Victory Prairie

Residents would like the Victory Prairie site and Osseo Road Berm resown and sown with native prairie species. They also desire the removal of the fence around the site and the re-establishment and ongoing maintenance of the trail system. Residents were divided between asphalt and crushed limestone on the type of trail surface to use. The majority of participants saw the accessibility benefits of using asphalt.



(Wilson, 2003)



(Wilson, 2003)

Ryan Lake Trail

Residents support the concept of a paved trail connecting Ryan Lake and the Victory Prairie, bypassing Osseo Road with the Osseo underpass. They prefer that the fence along the alleyway be moved further north, the trail be located off the street, and the electricity lines be removed. Residents expressed interest in enhancing the trail with improved street lighting, picnic tables, benches, and even playground facilities. Respondents are excited by the possibility that the trail could eventually link to other regional transportation corridors.



(Wilson, 2003)

Victory Triangle

Residents supported the idea of creating a community garden, plant guild, or tree farm on the Victory Triangle. Many residents prefer that this concept is implemented in such a way as to also retain some open space for activities like sledding and ball playing.



(Wilson, 2003)

Next Steps



1. *Work with Partners*

The following listed partners are stakeholders who have an interest in the trail and a role in its implementation. It is important to continue working with these partners on the project.

2. *Seek Funding*

Work with the listed partners to determine sources of funding and planning for the trail.

3. *Hire an Engineer*

Once funding has been secured, a civil engineer or registered landscape architect should be hired to design a permanent trail.

4. *Construct the Trail*

Once the aforementioned steps are accomplished, ViNA can pursue permitting and construct the trail

Partners

Victory Neighborhood Association

Victory Neighborhood Association (ViNA) is the citizen participation organization for the Victory neighborhood. Since the trail is in the Victory neighborhood, ViNA is the lead partner in the planning and implementation process. ViNA volunteers have been engaged in the Ryan Lake Concept Plan from its inception.

Camden Alliance of Neighborhoods

Camden Alliance of Neighborhoods (CAN) is a coalition of seven northside Minneapolis neighborhoods. These neighborhoods are: Cleveland, Folwell, Lind-Bohannon, McKinley, Shingle Creek, Victory, Webber-Camden. CAN provides a monthly forum for Camden neighborhoods to discuss issues of common interest. Since the trail will be used by other Camden residents, CAN meetings and literature will provide useful mediums to communicate with these communities.



City of Minneapolis

Many departments in the City of Minneapolis will need to be engaged in order to see the project through fruition. These departments include : City Council, Public Works Department, Community Planning and Economic Development Department (CPED), Fire Department, and Police Department. Public Works owns the land along Ryan Lake, the alleyway, and the Victory Triangle. The City will play an important role in providing guidance on, support for, and permission for the implementation of the trail.

Minneapolis Park and Recreation Board

The Minneapolis Park and Recreation Board (Park Board) is responsible for providing Minneapolis residents with recreational open and green spaces. The Park Board may become the land holder of the Victory Prairie and may also become the land holder of the Ryan Lake Trail at some point in the future. The Park Board currently maintains the green space along the proposed trail route for the City's Public Works Department. Departments at the Park Board that are sure to play a significant role in the implementation of the Ryan Lake Trail include: Board of Commissioners, Office of the Superintendent, and Operations Division.

Suburban Municipalities

The City of Robbinsdale is on the western boundary of the Victory Neighborhood and City of Minneapolis. The majority of the shoreline of Ryan Lake is in Robbinsdale and many residents of the City of Robbinsdale will likely patronize the trail. Likewise, the City of Brooklyn Center is on the northern boundary of Ryan Lake. Although Brooklyn Center has fewer residences along Ryan Lake than Robbinsdale, Brooklyn Center is a stakeholder in the process. The Cities of Robbinsdale and Brooklyn Center should be included in any discussion about Ryan Lake.



Minnesota Pollution Control Agency

Hennepin County

Since Hennepin County operates the Osseo Road as a county highway (Highway 152), the County must issue a permit for the trail to use the underpass. Additionally, Hennepin County will play an important role in possibly connecting the trail with a larger system of regional bike trail corridors.

Metropolitan Council

The Metropolitan Council (Met Council) represents the interests of the Minneapolis-St. Paul metro region. Consequently, the agency will take interest in the Ryan Lake Trail if it proves to link to other regional corridors. The Met Council is also concerned with water quality and has assumed responsibility for measuring the water quality of Ryan Lake. The agency provides funding and support for projects around the region and could be an important source of funding source for the trail.

MN Pollution Control Agency

The Minnesota Pollution Control Agency (PCA) is a State agency responsible for monitoring water quality throughout the State of Minnesota. Consequently, the PCA is an important partner for cleaning-up Ryan Lake. The PCA may be able to help identify funding sources for improving water and habitat quality in Ryan Lake.

MN Department of Natural Resources

The Minnesota Department of Natural Resources (DNR) is a State agency responsible for monitoring habitat throughout the State of Minnesota, including fish populations in Ryan Lake. The DNR is an important partner for restoring habitat in and around Ryan Lake.



Shingle Creek Watershed Management Commission



Groundwork Minneapolis

Groundwork Minneapolis is a newly formed non-profit corporation working with Minneapolis neighborhoods to plan and implement on-the-ground improvements. The goal of Groundwork Minneapolis is to improve the Minneapolis urban environment and enhance livability within the city and its neighborhoods by helping Minneapolis neighborhoods convert blighted and brownfield properties into public community spaces, including parks, recreation areas and open/green space. Groundworks will lead the effort to establish the trail and improve local habitat. Groundwork Minneapolis is interested in assisting ViNA with the implementation of the trail.

Shingle Creek

Watershed Management Commission

Ryan Lake is part of the Shingle Creek watershed district. According to the Shingle Creek Watershed Management Commission (SCWMC), “the SCWMC is the regional governmental units responsible for protecting the water resources of the Shingle Creek watershed. The goal of the Commissions is to enhance the water quality of the water resources within the watershed. The Commission seek s to carry out this goal through public information and education, analysis of the causes of harmful impacts on the water resources, regulation of the use of water bodies and their beds, regulation of land use, and capital improvement projects.”

Canadian Pacific Railway

Canadian Pacific Railway (CP Rail) owns and operates the railroad corridor in the Humboldt Industrial Area. The company has strong concern for public safety, railroad right-of-way, and maintenance of its rail corridor. CP Rail also owns Victory Prairie and everything north of the fence along the proposed route. If residents prefer to move the fence further north, they will need to have the support of CP Rail and local government.

Xcel Energy

Residents may elect to remove obsolete powerlines above the alleyway. Xcel Energy will need to verify that the powerlines are indeed obsolete and help move the powerlines away from the Ryan Lake Trail. In addition, Xcel will need to provide electricity and outlets if residents elect to install lighting along the route.