The benefits of extending the Midtown Greenway:

- **Safety and Connectivity**: By adding new connections, the Midtown Greenway can enhance safety and connectivity for pedestrians and cyclists, making it easier for people to navigate their city.
- **Economic Benefits**: Extending the Greenway can boost tourism and economic activity by providing new destinations and opportunities for businesses.
- **Environmental Benefits**: Extending the Greenway can reduce greenhouse gas emissions and improve air quality by encouraging more people to use alternative modes of transportation.
- **Social Benefits**: The extension can provide new opportunities for social interaction and community engagement, fostering a sense of place and belonging.

**Impact Study**

The projected extension of the Midtown Greenway will include a new segment extending from Marcy-Holmes to Loring Park in Minneapolis, with a total length of approximately 1.6 miles. This extension is expected to cost $30 million and is anticipated to be completed by 2024.

**Community Engagement**

The Midtown Greenway Coalition has engaged with local communities throughout the planning process, hosting public meetings and gathering feedback to ensure the project meets the needs of the surrounding neighborhoods.

**Future Plans**

The Midtown Greenway Coalition plans to continue working with partners to extend the Greenway corridor, with a potential extension to the north end of the city being considered in the future. The Coalition is committed to ensuring that the Greenway is accessible to all residents and supports efforts to make the corridor safer and more welcoming for all users.
The potential for the Midtown Greenway to be a driver of monetary and social value in the surrounding community has been broadly recognized since its inception. Despite being underacknowledged, this emphasis has been placed on the quantification of this value until now.

While not all new development can be directly tied to the Greenway, in the past 20 years, the total property value within 500 feet of the Greenway increased by $7.875 billion (Fig. 5: Change in Estimated Market Value, 2000-2020). Hundreds of millions of dollars have also been spent in building permitting fees with at least 2,500 new housing units added within 500 feet of the Greenway. However, this finding suggests that proximity to the Greenway is associated with a large increase in property values in the cities of Minneapolis and Saint Paul. This data reveals a strong flow of bike traffic passing between the two cities. The locations with the highest average weekday volume of bicycle traffic are the University Ave Bridge in Saint Paul and the Marshall Avenue Bridge in downtown Minneapolis. This data reveals a strong flow of bike traffic passing between the two cities. 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Fig. 5: Change in Estimated Market Value, 2000-2020

Fig. 6: PROBABILITY DISTRIBUTION - MARKET VALUE FOR OPPORTUNITY DISTRICTS

Fig. 7: Source: Hennepin County Metro Regional Parcel Dataset, 2020

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