

UPPER HARBOR
TERMINAL PUBLIC
REALM
INFRASTRUCTURE
PUBLIC ENGAGEMENT

September 2021
City of Minneapolis Public Works
Submitted by: The Upper Harbor Terminal Collaborative

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Executive Summary

The Collaborative's Community Engagement team, along with representatives from the City of Minneapolis Public Works department, hosted a second round of engagement regarding Public Realm Infrastructure for the Upper Harbor Terminal Site in August 2021. The engagement included a set of virtual focus groups, a live virtual public meeting, and a range of promotional strategies throughout the month. Focus group participants were re-engaged from round 1 engagement and were identified as a cross section of diverse representatives of various North Minneapolis communities. These groups represented faith communities, youth, neighborhood organizations, and businesses near the Upper Harbor Terminal site. Round two engagement occurred later than had been originally planned, due to the trial of the first officer involved in the murder of George Floyd and the subsequent death of Daunte Wright. The focus group participants were offered a time to meet via zoom with the flexibility to join a different focus group based on convenience of individual schedules. There was lower participation for focus group meetings than occurred in December during round one engagement and several participants opted to join other groups. Invitations were sent via email in mid-July after messaging the postponement in the spring of 2021.

The engagement team presented a review of engagement intent and goals, along with a recap on the extent of the project and what is Public Realm Infrastructure. The team then presented what was learned by the first round of engagement through focus groups, project promotion, open house, office hours, and surveying the community through the upperharbormpls.com website.

Updates on the roadway layouts for Dowling Avenue North, the Parkway and 33rd Avenue North were reviewed. The approach to Art in the Public Realm was next discussed; themes were presented from the storylines generated and presented at the first round of engagement. Potential surface treatments were discussed, and potential locations identified, in order to generate feedback for consideration as the public art scope and process is developed. Art options at the screen wall along Dowling Ave (Precision Associate), at the entry to the UHT site, were presented, to build community and property owner consensus for the Juxtaposition Arts team to further coordinate with the property owner and the City of Minneapolis Public Works Department.

The meeting concluded with a presentation on Green Stormwater Infrastructure (GSI), providing an overview of how the design consultant team for GSI will work to align with other efforts on the UHT site. Precedent examples were given to provide real-life and local examples of potential solutions on the UHT site.

The live virtual Open House was conducted on Tuesday, August 24, which included a short presentation, two interactive polls and a Question-and-Answer session at the end of a presentation, similar to the material that was presented to the Focus Groups. The presentation was condensed due to time allotted for this forum. The participants' comments reflected below were generally posed as a question and are listed as such with condensed responses immediately following. The virtual Open House was recorded and is available on the UHT website.

The most common themes include many similar comments to those heard during the first round of engagement:

- Safety for pedestrians, and bikers along Dowling, especially crossing the I-94 bridge and Washington/Dowling intersection; make sure design is front and center when considering public realm infrastructure.
- Make sure green space is purposeful and maintained.
- Any improvements to the neighborhood – bike lanes, public art, etc. needs to tie into the community by providing an education and feeling of belonging for the current residents. Gentrification is a loaded word and usually sees the exclusion by those who originally live adjacent to these types of improvements.
- Make certain that level of service of maintenance is on par with other parts of the city.
- Provide literacy for separating modes of travel for people accessing the site and connected roadways in both the short and long terms.
- Improvement of the entire mobility infrastructure beyond the existing connections and planned parkway for the Upper Harbor Terminal site. Purposeful, safe and attractive multimodal facilities.
- Concern for the quantity and where event parking is located at the UHT site.
- Concern regarding event congestion along the roads leading to the UHT site.
- Multimodal transportation that is safe and attractive.
- Art that is meaningful to place and the community including its history and its future. Art that is carried to and through the site.
- Art that is maintained well.
- Art that is reflective of the community with some ability to refresh providing more artists work to be displayed.
- 33rd Avenue should provide welcoming entrance to the site; seen as an important entry point to get to park, river and trails for the community.
- Connector roads near 33rd should support what UHT and the neighborhood are about – enforce removal of truck layovers.
- Provide educational pieces to green infrastructure through multiple ways (talking signs, multiple languages, Dakota names for plants).
- Educate about the large system from the neighborhood tie into green stormwater infrastructure.
- Consider green stormwater infrastructure elements in all four seasons.

ROUND 2 PUBLIC ENGAGEMENT SUMMARY

What is the Upper Harbor Terminal (UHT) Public Realm Infrastructure Project?

The UHT Public Realm Infrastructure project has been working to design public infrastructure improvements and connections of the UHT site and Mississippi River that support the creation of jobs, housing, community spaces, and recreational opportunities for Minneapolis residents.



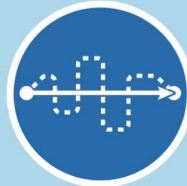
HOW DID WE GATHER FEEDBACK?

Round two engagement was held in August 2021 and included four focus group meetings, a live virtual public open house, website updates and an interactive comment map. This engagement summary highlights common themes, comments, and concerns from participants who participated in round two engagement.



WHAT DID WE LEARN?

Common themes from round two engagement included:



The efficiency of the roadway and safe flow of traffic.



Focusing efforts on connections at Lowry Ave and Dowling Ave.



Improve safety for all who use the roadway and sidewalks.

Public input emphasized the importance of regular maintenance for public art, stormwater infrastructure and pedestrian improvements.



WHAT SUGGESTIONS DID WE HEAR?



Improving bike lanes would increase biker safety on Lowry Ave., 2nd St. and Dowling Ave.



Improving Dowling Ave. bridge will help pedestrian and biker safety. Support for dedicated pedestrian crossings over I-94.



Public realm elements should promote community ownership and be inviting to youth.



Local artists and creatives should be a part of the artistic process whenever opportunities arise.

UHT Round Two Focus Group notes:

Staff/Consultant Team Participants

Alexander Kado – City of Minneapolis, Public Works
Sylvie Guezeon – City of Minneapolis, Public Works
Niko Kubota-Armin - JXTA
Preston Dorsett – JXTA, Apprentice
Dan McNeil – SRF Consulting
Lyssa Washington – 4RM+ULA
Ebtehal Bahnasy – 4RM+ULA
Kristen Murray - JXTA
Qadiym Washington – JXTA, Apprentice
Irene Wood - JXTA, Apprentice
Bruce Jacobson – Green Stormwater Infrastructure Consultant

August 9, 2021

Neighborhood Organizations

Participants

Patricia Bauknight - Webber Camden Neighborhood Organization (WCNO)
Andrew Bornhoft – Hawthorne Neighborhood Council staff member
Blaisha Lee – NRRRC Staff Member

Roadway Design

- I am familiar with GSI and the UHT project overall. I am looking forward to learning more about public realm improvements.
- Dowling is one of the most dangerous streets in the city and Public Works noted there are improvements planned – July 1st Camden meeting. Vision Zero improvements (Webber 44). Lot of concern about bike and ped safety – this should be on the forefront of design. Continue to prioritize.
- Christian Zimmerman (Vision Zero) Focus per the WCNO meeting minutes are:
 - “17 intersections. 22 bumpouts. 12 hardened center lines. 22 backplates on over-the-road stop lights. 12 bike conflict zone markings on roadway. No improvements/changes on Dowling/6th because of the nature of these intersections’ lane-wise.

U of M partnering with the city to improve Dowling/Bryant & Dowling/Fremont.
Marking crosswalks. Putting up cameras for measuring driver stopping likelihood for pedestrians waiting to cross. Paddle signs on the side of the road.

GOAL: Within July 2021. For sure during 2021. Will do analysis in future years, sharing as they go.”

- 33rd important secondary access point – work to provide park access and support existing light industrial use.

- does this include design for plans for Dowling I-94 crossing?
- issues with cars obeying traffic laws – really helpful to talk about UHT piece at a Board meeting – helpful to discuss presenting – Alexander – feel free to connect offline and please let others know about open house on Tuesday Aug 24.

Public Art

- My question is in general about maintenance – beautiful art and sadly it wears down – how will art be maintained and how is that considered during design?
- design art ideas for the City of Minneapolis specifically – allocating budget. If the art is built it would be owned by City.
- Split venture with Precision Arts – already building fence – leave edges bare and would be improved by private business.
- This brings up the topic of conversation / consideration – what we are proposing is where public art should go within the public realm as it relates to this project. Goes to public art commission – comments and approve – funding for public art and RFQ from city to artists to create and install.
- Support the storyline themes – concern about preservation and maintenance – hope that is an important consideration. Require at least 25-year life span for public art. Encourage conversation places and opportunity to interaction.
- Question: I am trying to think of successful parks – Gold Medal Park – so simple but impactful (path up hill, lights at night, benches are unique). Is the art supposed to be there as prominent component or intended to blend into the programmed art space? Niko, personal hope adds historical / cultural context.
- Reflective of both; curate the themes and stories while becoming a feature within the UHT site.
- We understand that different populations use parks differently – Northside is just like rest of city – unique history and current experiences – reflect community in a positive way.
- Screen wall – I like the water as a screen wall – I like because it is neutral, like the working hands and not sure about the respond to graffiti. Water appeals to me most.
- How will this be presented to the public? Who has ultimate design say? -- Presented also at the August 24th Open House, advised by Arts Council in upcoming meeting.
- Encouraged by partnership taking place related to UHT – city planning, MWMO, public works, park board, JXTA, others.

Green Stormwater Infrastructure:

- I live on Park Ave, few blocks away from Stormwater ponds (44th) – Love the nature / birds and take you sun. Plow the water reserve – something to enjoy in the winter? Spring/summer renderings, but lots of time in in winter
- Are you looking to come with the same scale as the Bell Museum and UHT – we should expect a high level of excellence – operations and maintenance are embedded in our evaluation of a finished product. Do not over promise / sugar coating (Towerside – innovation zone Stormwater Park) Physical expression of what we have accomplished.
- Winter is a big consideration – should be a 4-season enterprise.

- Sylvie – Phillips neighborhood – community garden – Michael Channey – food production – this is on the list of attainable outcomes. History and culture, art/science/technology, healthy living, activity and fun – something unexpected and unique.

General Notes:

- Andrew extended an invitation to participate in the Hawthorne Podcast.
- Project committed to following up with Andrew to share booklet when available.

August 10, 2021

Local Businesses

Participants:

- Brad (president), Precision Associates
- Michelle, Precision Associates
- Ryan (facilities), Precision Associates
- Kevin Falconer, Minnesota Oxygen

Roadway Design:

- Question about concrete barriers for bike lanes on Dowling/I-94 bridge – emergency vehicles must stop in traffic – can this be looked at?
- Emergency services will need to use center lane to pass.
- No strong feelings on the roadway design layouts. This will not hinder or necessarily benefit us. We know we will lose some parking; it is what it is, but good to see lower Dowling street dividers were shifted east so they are not impacting our parking lot access locations.
- Precision - Happy to see no barrier to trucks' entry into our site
- I am assuming that concert events will have their own parking? How will parking work for future housing developments?
- Precision - Parking on parkway is only for park - not developments, correct? (Yes)
- Are there lighting locations yet? Alexander: No- only at 30% design

Public Art:

- I like public art themes and high-level examples, but I don't know if the themes would be obvious to me without an existing/prior knowledge?
- I agree. Wouldn't put this all together on my own, but I see how it works. I like it, and the images give a good sense of where we are going.
- I also like that it reflects what I know, we moved there after a few locations. This place is industrial, hardworking.
- I have mixed emotions on the Graffiti one. I don't mind it, but I think it's missing an opportunity by not saying something in text. I feel like I could have a stronger connection to text.

- I think the “working hands” theme works best for the screen fence. I would like to build off the industrial history of the area and the role industry has played in the Northside development. Precision Associates has been in operation since 1955 and has 210 employees.
- the renderings of the fence look less substantial than I anticipated. I want to make sure materials are durable and not constantly repairing a small fence. Overall discussion about maintenance and durability of proposed public art.
 - How was fence height determined?
 - Zoning
 - Concerns about pick-up trucks seeing short fence
- Alexander - we are scoping in parking blocks behind the fence to prevent vehicles in the parking lot from parking to close and bumping the fence we can review the fence height as well per our zoning code and see what height makes the most sense (especially for the higher sized cabs that may park in the parking lot)

Green Stormwater Infrastructure:

- This is new information and I support the effort to make this an important consideration for the development of the park space. This looks good generally, I’m used to seeing stormwater as an impediment to expansion so this is encouraging.
- Brad – Same, I am not very familiar, but support this effort

General Notes:

- Kevin joined late and would like to review booklet to see proposed roadway design options
- Kevin noted that Minneapolis Oxygen has lots of customers (welders and steelworkers) and would be open to share flyer or call for artists.

August 12, 2021

Faith Groups / Friends of the Mississippi River

Participants:

- Colleen O’Connor Toberman – Friends of the Mississippi River

Roadway Design:

- Like the addition of more green space – Dowling lacks currently – maintenance is a challenge – dead plants or dirty infrastructure is sad – 26th Greenway section and overlook – only work when maintained – Plymouth Ave north – so much glass. Either getting less maintenance – or same amount and need more – imagine there will be similar issue along Dowling – relationship with cars broken into – parking impact?
- I-94 Bridge – adapt chain link fence to anything more appealing – on the surface and straightforward. The fence and railing are connected to parapets and bridge restructure – almost a bridge rebuild. Is there anything that can be more appealing than chain-link?

- Crossings east of bridge – roads at east of bridge – drivers do not know where to stop – overshoot stop bars – how to address – painted clearly and set back (example – Stinson and New Brighton Blvd). Changing behavior at off-ramp and Washington.
- Washington bike lane N will connect with Camden / CSAH 44 project.
- What thought has gone into post-concert event traffic? Bike and Ped experience leaving the space – risk of accidents? Design queues – option to dismount and walk bike? (Temporary sign for events?)
- It's hard to get the public to envision being somewhere they weren't encouraged to go before.
- Idea that event management plan will include potential parkway closures --- need to reflect the intent of the Community Advisory Committee – closing a public road for a private event is not publicly spirited. How will public have opportunity to share input on event management plan?
- Alexander - look at AUAR. but don't know the design level details. Stone arch is a good example of typical interaction. Could have better cues, but bikers usually adapt. I don't know what design cues will be there. There is a separate cycle track, which helps. Even phase 1 will have bike, ped trails.
- Helpful to have parkway be a delineator between public and private parts of the park.
- Designed for Metro Transit – hard to know until there is a clear demand. Designed parkway to include Metro Transit requirements
- AUAR – noted that transportation plans for the site expected 6 – 7% will travel by bike and foot- very out of sync 2/3rds of non-single vehicle occupancy goals.
- Do you feel confident design can support non-auto/ ride share as people move into the area?
- Industrial use and the broader intent the City has for the Northside. (seemingly have low expectations of Northside by allowing continued industrial use adjacent to site and creation of new one on-site.)
- Does it matter to users which side of road (bike lanes) – Northside on 33rd and Southside on Dowling –
- What are assumptions about truck traffic at UHT? Additional freight traffic added to this area? (Yes, anticipated about 50 trucks per day more)
- Will a 4-way stop at 33rd be considered for the project? Second is a scary roadway, even with a bike lane. Any in scope options to consider would be very helpful. Traffic calming. Plan in place to revisit this as the site transitions.
- Maintenance of trail along 33rd with nearby industrial uses – Gravel – sweep regularly.

Public Art:

- I like the approach to art --- makes a lot of sense for how people will move through the space – passing by vs. spending time.
- Appreciate you grappling with the industrial area of the UHT – celebrate? Not the way of what neighbors mean to them – like how to acknowledge it is important without perpetuate ongoing design – Broadway pizza site –
- I like the idea of banners on light poles – how to create without maintenance – more durable? How to ensure longevity. (If not permanent and long term – space for youth-focused or larger artist community to showcase work in a rotating programmable space)

- Screen wall – all three are interesting and would like to know about community preference – how do you balance the different history and meanings?

Green Stormwater Infrastructure:

- I hope there is / Caution – the pond at southern end of project Heritage Park – how to balance animal habitat – design – animal habitat –
- Education and interpretive signage – raises appreciation of what you are observing.
- Broader stormwater – what you are doing in your yard runs directly into the river – above ground so people see and are aware --- increase understanding and community connections
- Hidden Falls at Ford Site in St. Paul – show water infrastructure (uncovered to provide education/viewing).
- Continue thinking about inviting pathways at southern end of site -big buildings and moving through those areas as a way to make green infrastructure educational and inviting – feel pedestrian scale - support the public experience moving through UHT site.
- Are there pond opportunities where people can actually engage/get educated about green stormwater infrastructure?

August 14, 2021

Intergenerational/Mobility/Art Group

Participants:

- Vanessa DeLaire – (Hopewell music school); Northsider (background in hospitality/ promotions)
- Danielle Tietjen – Folwell resident; former communications for FNO
- Cameron Downey – JXTA alum, northsider

Roadway Design:

- Will the bike/walk path on Dowling take away people's yards? Alexander - no, it would take roadway. There are some places where the city right-of-way is part of people's yards, so there may be a couple of spots where there may be a need to use some of that part, but not any of people's property.
- Is there intent/desire to add trees? Noted that there is and will be a lot of traffic on Dowling, and it will feel less industrial/like a thoroughfare if there are more trees. Alexander - yes, 5' boulevard is best for planting trees, MPRB would plant street trees in boulevards in 5', 7', 10/11' sections will have trees.
- What changes are being made to make cars slow down and make this area more pedestrian friendly, especially around Dowling and Lyndale? Alexander - reducing travel lanes.
- There are so many cars/trucks and so much congestion on Dowling, people idling - what plans are being made to address that? Alexander - trying to create better alternatives. It's a really tricky problem. You create more supply of roads, and then more cars use them.
- Infrastructure like bike lanes is usually a sign of gentrification. What work is being done to connect with current Northsiders so they can utilize these bike paths? Connect with/involve

Kristel Porter and Anthony Taylor and the work they are doing? Kristen - discussions about bike resources/support in the UHT park, and for there to be Black leadership and staffing of these resources.

- Concern about trucks parked on Washington Ave. What is the city doing about this? City ordinance passed that trucks can no longer park on city streets unless actively unloading. Enforcement may be trickier. Noted, but complexity in that who owns which street. County? City? MnDOT?

Public Art:

- Without an anti-displacement plan, this feels like a way to honor the African-American community that won't be here anymore. I do want this to be for the community that lives here now. Alexander - there is info/plan that CPED has been working on. CPED document available to address anti-displacement plan.
- Reflect Dakota history on land and honor other communities.
- Does this only reflect northside? Is this also an opportunity to reflect Minneapolis as the concert venue will attract out-of-towners and suburbanites – consider experience from tourist POV as well. Example: rich music history in Minneapolis as a consideration—people come here to see Paisley Park.
- The foundation/starting point should be northside-centric.
- Feel like project (site specifically) should be paused to allow for environmental justice study/work to be done.
- Feel like we're at the intersection of lack of space of/for African-American community and this location.
- Concerned spaces at UHT are placeholders until others want to take it.
- Great opportunity for the project/community to claim and add stake to UHT.
- Water and graffiti feel more artistic, make me feel something.
- The hands concept feels like it's trying to tell me something.

Green Stormwater Infrastructure:

- Any opportunity to help educate all of us on GSI is important - including indigenous names, braille - any access point to gain knowledge about how these pieces work and how they benefit the environment would be great. Yes to signs, pictures and even audio!

UHT Round Two Open House notes:

Staff/Consultant Team Participants

Alexander Kado – City of Minneapolis, Public Works
Nathan Koster – City of Minneapolis, Public Works
Ahmed Omer – City of Minneapolis, Public Works
Niko Kubota-Armin - JXTA
Victoria Dan – Metro Transit
Preston Dorsett – JXTA, Apprentice
Qadiym Washington – JXTA, Apprentice
Irene Wood - JXTA, Apprentice
Dan McNiel – SRF Consulting
Craig Vaughn – SRF Consulting
Chris Bower – Toole Design
Lyssa Washington – 4RM+ULA
Ebtehal Bahnasy – 4RM+ULA
Nathan Campeau – Mississippi Watershed Management Organization/ Barr Engineering

August 24, 2021

Participants:

38 total

Q: Question

A: Answer (as best to synopsise)

C: Comment

Roadway Design/ Transit Considerations:

<no direct questions related to roadways were asked>

Green Stormwater Infrastructure:

Q: When you talk about treated stormwater, are you talking about what you are doing on the site with plantings?

A: Stormwater reuse vision. Plantings that can be irrigated by treated water. Open lawn for example. From the site to reuse on the site.

Q: Do you have some underground cisterns collecting stormwater onsite to be reused?

A: Working with Public Works - Capture from 100-120 acres of fully developed land. Captured and treat and pipe into the park; likely through an above ground cistern. Use of UV filter to treat the water.

Q: Are there other sources of stormwater coming from the city storm sewers, or just what is collected on the site? We have a LOT of trash on streets in NOMI.

A: Capture from neighborhood up to Folwell park, bring stormwater and sediment to off-site cistern for filtration and use on UHT site. I'd ask Nathan Campeau (his contact information will show up later) if you have additional questions

C: Comment: I have watched the treatments of the Heritage area on Van White over the years and it looks really great!

Public Art:

C: If you pursue "River Movement," please note that the graphic (which shows eddies) doesn't actually reflect how the Mississippi moves...

Q: Wondering if there are any ideas to educate or showcase the Dakota culture along the river?

A: Possibility for art to incorporate the themes. City of Minneapolis will draft the RFQ language to support that endeavor.

Public Art Poll:

Q: On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?
Of 10 respondents – 1 Did not support; 3 were neutral; 3 were in support; 3 strongly supported.

Q: On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?
Of 10 respondents – 1 was neutral; 5 were in support; 4 were in strong support of this concept.

Q: On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?
Of 10 respondents – 1 strongly did not support this concept; 2 didn't support it; 2 were neutral; 2 were in support; 3 were in strong support of this concept.

General/Additional Questions and Comments:

Q: Was this recorded so I can view the portion I missed? I arrived very late, so sorry if this has been said asked, but will this recording be viewable somewhere after the open house?

A: Yes and will be available on the website (upperharbormpls.com)

Q: A little off topic... But is the amphitheater a done deal? And what about the other development parcels?

A: CPED and United Properties have co-developed a coordinated plan. Should be an update in October. AUAR plan reviewed. Please see upperharbormpls.com for the latest.

Q: If we have a 10K performance venue, where are all the cars going to park? Sure, some people will use metro transit or bike, but I think there will be a huge parking problem.

A: AUAR finalized for public review. Traffic management plan for events, similar to other venues in the city. Have to delineate and mitigate. Proposed strategies include (still being studied): shuttle service that meets at ABC ramps downtown; multimodal network for bikes, peds and buses; on-site transit available on roads on site. Parking inventory for demand. Mitigate parking in neighborhood, car share service drop-off and pick up areas. Working with 1st Ave to develop scenarios.

Q: I know that this entire project is being done in stages, what is planned but won't be part of this first stage of development?

A: Parkway will occur in 2 phases. Infrastructure will start in 2023, before development of parcels. Parcels 1A and 1B in phase I, along with the performance venue.

Q: originally amphitheater was depicted as directly on the river bank; have plans been changed to keep all buildings away from river bank? (like between Broadway and Plymouth Ave)

A: Worked with Park Board and others to bring river-front experience as focus and not private development for this site.

Appendices

Appendix 1: Focus Group Presentation

Appendix 2: Open House Presentation

Appendix 3: UHT Open House Q&A

Appendix 4: UHT Open House Public Art poll results

Appendix 5: updated UHT Public Realm Infrastructure Survey results

CITY OF MINNEAPOLIS

Upper Harbor Terminal – Public Realm & Infrastructure

Focus Group Roundtable

August 2021
Upper Harbor Collaborative



1

(Re)Introducing – Engagement Team



2

Agenda

- Review from January engagement 10 min
 - Engagement Intent and Goals
 - What is Public Realm?
 - What we learned from the community
- Update on Roadway layouts 30 min
 - Upper Dowling, Dowling over I-94, Lower Dowling, 33rd Avenue, Parkway
- Public Art Concepts 30 min
 - Feedback on overall concepts for site
 - Illustrative Concepts
 - Opportunities for local artists
 - Stakeholder input informing Art Commission
- Green Stormwater Infrastructure 30 min
 - Presentation and discussion
- Wrap up 10 min
 - Open House, next steps


3

How we started.....

4

(Re)Introductions

- What is your hope for the New Year?
- What is a highlight of your summer?



5

Engagement (Intent and Goals)

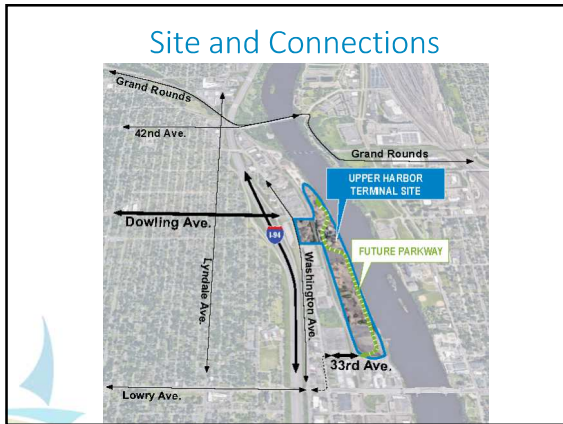
What We've Heard:

- Design, build, and support public spaces that prioritize inclusivity and community ownership for Northside residents
- Connect Upper Harbor into greater community and overcome I-94 barrier by providing safe transportation options
- Offer a river-front oriented experience with a focus on green infrastructure
- Support existing and future transit service

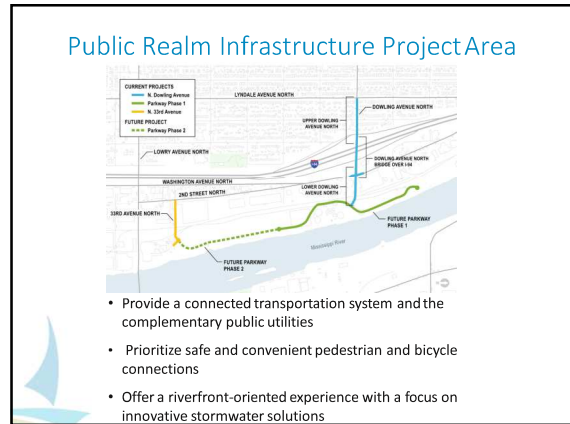
Intent & Goals:

- Ensure project info is readily available
- Strengthen the relationship between the diverse demographics of the North Minneapolis community, the project team, and project stakeholders
- Create desirable infrastructure and public realm elements that reflect community needs and create community excitement through a sense of ownership
- Ensure public questions and concerns are heard regarding the overall project while centering back on the public realm and infrastructure

6



7



8

What is Public Realm Infrastructure?

The public realm refers to infrastructure that is designed to help people access the site comfortably and safely. Key components of public realm infrastructure include a connected system of sidewalks, bikeways, transit lines and streets as well as the extension of public utilities such as water, stormwater management, and sanitary sewer systems.

Commercial Context

- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches, fences and landscaping
- 11 Banners
- 12 Protected intersections for pedestrians and bicyclists
- 13 Bicycle parking
- 14 Seating
- 15 Landscaped boulevard

9

What is Public Realm Infrastructure?

The public realm refers to infrastructure that is designed to help people access the site comfortably and safely. Key components of public realm infrastructure include a connected system of sidewalks, bikeways, transit lines and streets as well as the extension of public utilities such as water, stormwater management, and sanitary sewer systems.

Residential Context

- 1 Parklet
- 2 Benches, bicycle parking, wayfinding, trash and recycling bins
- 3 Raised crossing for pedestrians and bicyclists
- 4 Green stormwater infrastructure
- 5 Pedestrian scale lighting
- 6 Public art integrated with the sidewalk
- 7 On-street parking
- 8 Bikeway
- 9 Boulevard with trees and landscaping
- 10 Sidewalk
- 11 Directional indicator between sidewalk and bikeway

10

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

Community engagement included:

- Project website
- Community survey
- Interactive comment map
- Range of promotional strategies.
- Four virtual focus groups meetings,
- Live virtual open house,
- Virtual office hours with Dowling Ave. residents

WHAT THEMES DID WE HEAR?

- Prioritize pedestrians and bicyclists.** Multimodal transportation should be safe, attractive and connected.
- Public art should be welcoming** and share development history of the Northside, including Dakota history.
- Opportunity to **open the Mississippi River as a destination** and community asset.
- Support for improvements** to the entire mobility infrastructure:
 - Address Dowling Ave safety issues (i.e. Lyndale Ave, I-94 bridge, Washington Ave).
 - 33rd Avenue is an important access point and should provide welcoming entrance to the site.
 - Connectivity with trails and road network beyond the planned improvements is a priority.

11

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

Community engagement included:

- Project website
- Community survey
- Interactive comment map
- Range of promotional strategies.
- Four virtual focus groups meetings,
- Live virtual open house,
- Virtual office hours with Dowling Ave. residents

WHAT CONCERNS DID WE HEAR?

- Concern about **bicycle and vehicle safety along Dowling Ave.** Especially crossing the I-94 bridge and Washington/Dowling intersection
- Desire to see public infrastructure and the UHT redevelopment **meet the needs of Northside residents.**
- Concern about **congestion** along Dowling Ave, traffic back-ups on I-94 and Washington Ave, and **future congestion with UHT traffic and events.**

12

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

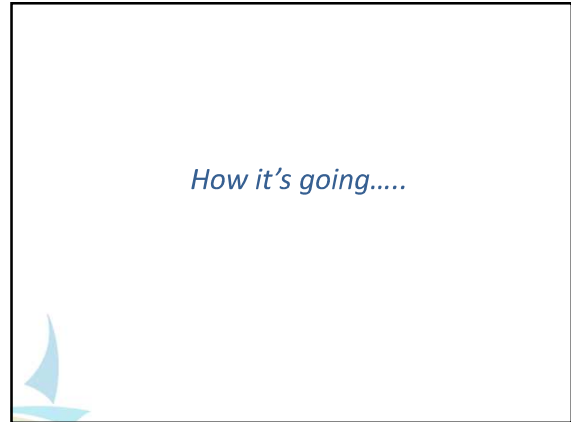
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Improvements to I-94 bridge are important. Potential to partner with Wash. Ave business.	Foster a sense of arrival and vistas to connect the Northside to the river.	Support for green infrastructure. Capture and reuse water at the UHF site.
Public art elements could be linked together and lead you to and through the site.	Public infrastructure should include pedestrian level lighting, signage, greenery and public art.	Desire to see bikeway and walkways with physical barrier and separation from cars.

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Upper Dowling Avenue

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Dowling Avenue over I-94

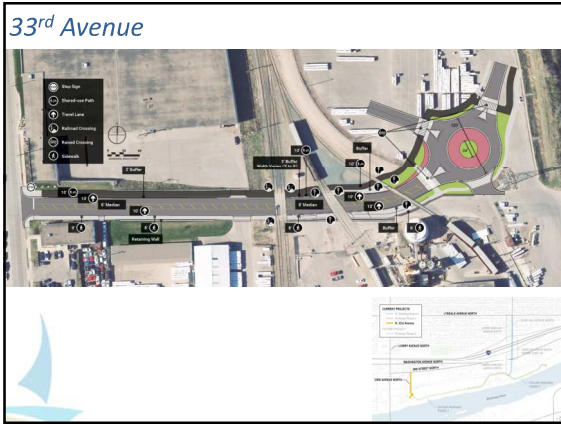
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Lower Dowling Avenue

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Parkway

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19

How we started

Public Art in the Public Realm

Storylines and Themes for Public Art

- *Histories of ecological harm and disconnection from this place*
ways that Native communities, Black communities and communities of color have connected to and been disconnected from the river; reconnecting to the river
- *Environmental justice work and vision*
ways that environmental justice organizing is shaping the Northside riverfront
- *Artists' appropriation of the Upper Harbor Terminal*
aerosol artists' mark on the UHT and its role in imagining a park
- *Settlement history of the Northside*
histories and presence of the Northside's diverse communities
- *Food sovereignty in Black, Native and POC communities*
food justice leadership on the Northside

20

How it's going

Approach to Art

Two types of space define the site and organize how art is located.

Dowling and 33rd:
Entry paths from the neighborhood

This art will be more informational - visitors walk in and learn about the place they are passing through. The art is more energetic, with verticality and color.

Story lines:

- Settlement history of the Northside
- Food sovereignty in Black, Native and POC communities

The new parkway:
A place to be with the Mississippi and nature

The parkway is more tranquil, sensory, and reflective. It is not for reading - art focuses on the river and heightens the natural experience. You may reflect on what you learned from the previous art.

Story lines:

- Environmental justice work and vision
- Appropriation and re-appropriation of this place
- Histories of ecological harm and disconnection from this place

21

How it's going

Public Art Ideas

Food sovereignty in Black, Native and POC communities:
Images and recipes from Northsiders and local restaurants embedding in sidewalk.

Histories of ecological harm and disconnection:
Gateway plaza showing the historic impact of I-94, Benches juxtaposing natural and man-made surfaces

22

How it's going

Public Art Ideas

Environmental justice work and vision:
Roundabout sculpture idea: a tree breaking out of a silo

Artists' appropriation of the Upper Harbor Terminal:
Northside artists each appropriating a custom light pole banner

Settlement history of the Northside:
A long fence with a symbolic settlement timeline

23

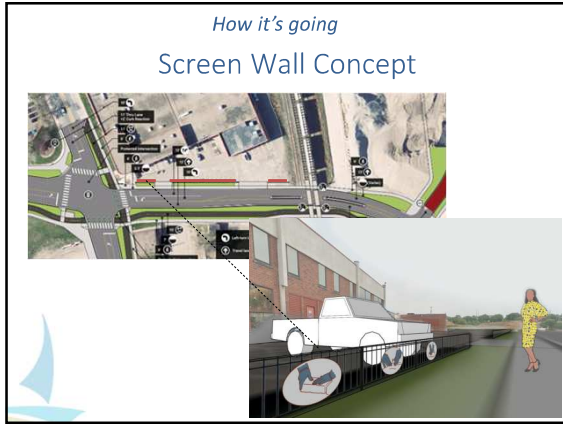
How it's going

Public Art Ideas

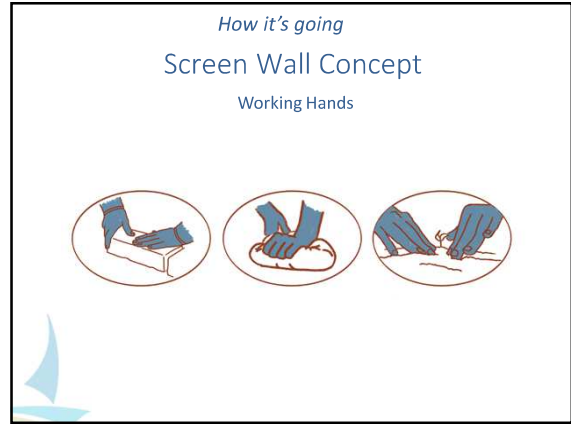
Storylines and Examples

- These are just examples to "test" the Storylines. Do you feel like they successfully demonstrate what the storylines mean to you?
- Do they give you a sense of what you might expect the UHT might feel like in 10 years, based on the selected storylines?

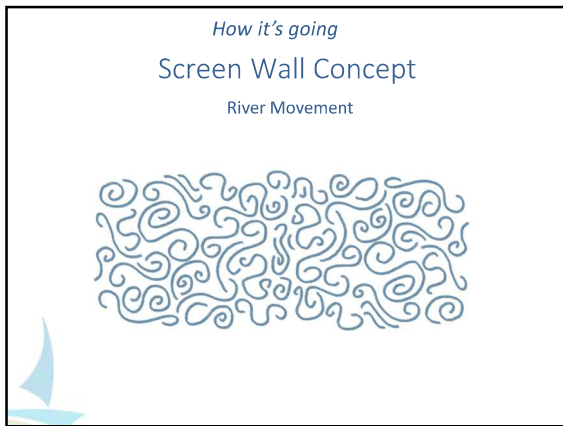
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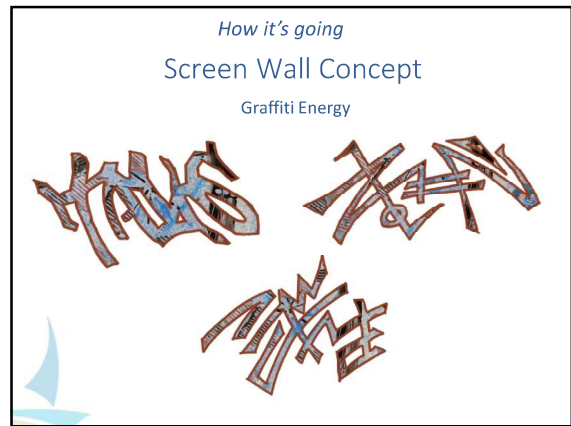
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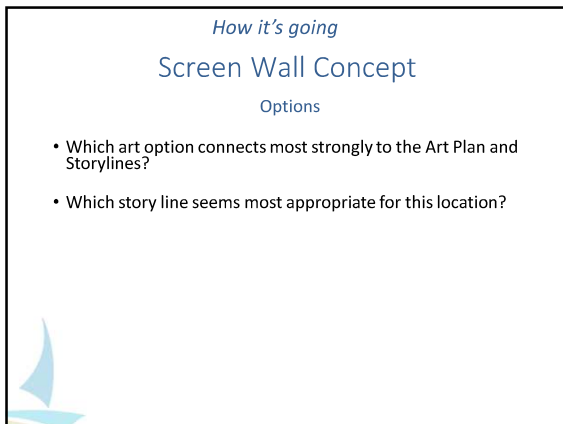
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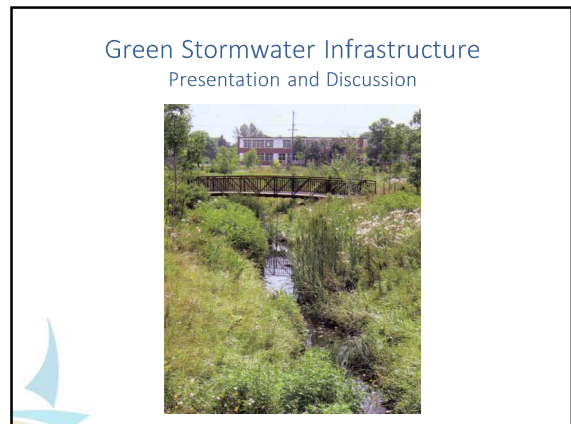
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Green Stormwater Infrastructure (GSI) – District System

What it does: Designed to clean stormwater, improve habitat and connect people with each other; in a natural setting that improves their mental and physical wellbeing.


Where it's located: In parks; and areas between buildings, streets, sidewalks, and trails. These can be publicly or privately owned with public access.

How it works: It uses above ground vegetation and water features to convey, clean, store, and reuse stormwater.

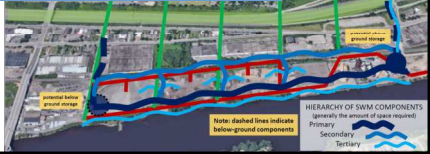


31

Green Stormwater Infrastructure (GSI) – District System



UHT Public Realm Diagram – the 21st Century Plaza ... everything is connected!




Note: dashed lines indicate below-ground components

HIERARCHY OF SWM COMPONENTS (generates the amount of storm required)

- Primary
- Secondary
- Tertiary

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Green Stormwater Infrastructure (GSI) District System Overview



Upper Harbor Terminal District Stormwater Concept Plan (7/30/2021)

DRAFT


33

Green Stormwater Infrastructure (GSI) Precedent Example: Heritage Park, Minneapolis




34

Green Stormwater Infrastructure (GSI) Precedent Example: MWMO Headquarters, Minneapolis



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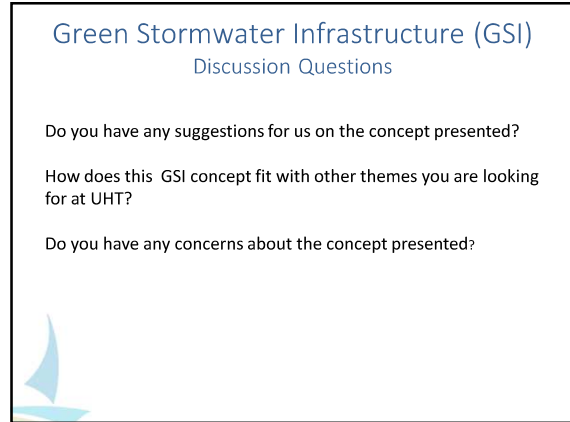
Green Stormwater Infrastructure (GSI) Precedent Example: Bell Museum, Saint Paul



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38

Contacts

<p>Alexander Kado <i>Transportation Planner</i></p> <p>City of Minneapolis – Public Works 301 4th Ave S – Suite 785N Minneapolis, MN 55415</p> <p>Work Cell Phone: 612-916-9045 (primary at this time) Work Office: 612-673-5192 (voicemail only) alexander.kado@minneapolismn.gov</p> <p>Bruce Jacobson <i>Landscape Architect</i> brucejacobson@outlook.com 612-244-7702</p> <p>Nathan Campeau <i>Vice President</i> <i>Senior Water Resources Engineer</i> ncampeau@barr.com cell: 612.710.8140</p>	<p>Nathan Koster <i>Transportation Planning Manager</i></p> <p>City of Minneapolis – Public Works 301 4th Ave S – Suite 785N Minneapolis, MN 55415</p> <p>Work Cell Phone: 612-246-0220 (primary at this time) Work Office: 612-673-3638 (voicemail only) Nathan.koster@minneapolismn.gov</p> <p>Dan Kalmon <i>Planning Principal</i> <i>Mississippi Watershed Management Organization</i> dkalmon@mwmo.org (612) 746-4977</p>
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39

Closing thoughts

- Website: www.upperharbormpls.com
- Open House – Public Realm Infrastructure
August 24, 2021, 4 – 6PM
 - Virtual meeting via zoom
- Call for local artists to participate in creation of art in the public realm
- **Stay involved** – provide input on public art in the public realm
 - What do you want to see?
 - How will it represent the Northside?

THANK YOU FOR YOUR TIME AND INPUT!

40

Context and Background

https://youtu.be/ZH2lp9UF_vY

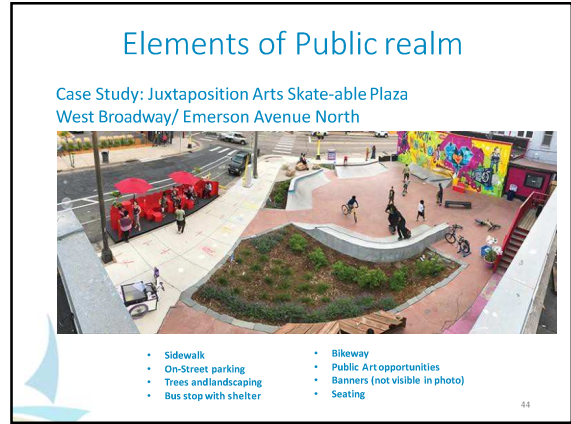
41

Question: How do you imagine arriving at the River and a re-envisioned Upper Harbor Terminal Area?

42



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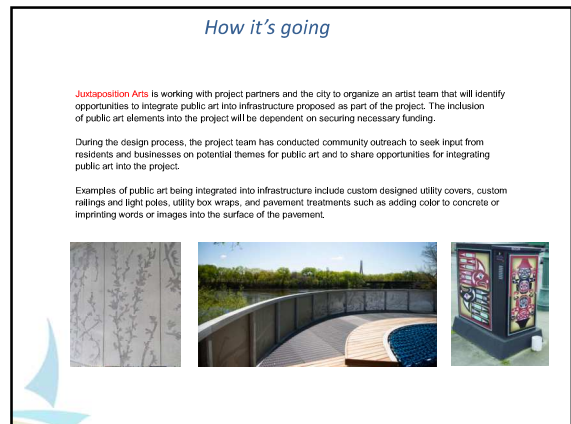
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48

CITY OF MINNEAPOLIS

Upper Harbor Terminal – Public Realm & Infrastructure

Open House

August 2021
Upper Harbor Collaborative

Minneapolis
City of Lakes

1

Virtual Open House Instructions

- During the presentation attendees will be on mute and have their camera disabled
- This meeting is recorded and will be shared on the project website
- During the presentation, please use the “Q&A” function to type questions or comments. We will take questions after each section of the presentation

4

Tonight’s Panelists

Alexander Kado, Transportation Planner – City of Minneapolis
 Nathan Koster, Transportation Planning Manager – City of Minneapolis
 Ahmed Omer, Planning Engineer – City of Minneapolis
 Chris Bower, Senior Engineer– Toole Consulting
 Victoria Dan, Transit Planner – Metro Transit
 Nathan Campeau, Senior Water Resources Engineer (representing) MWMO
 Niko Kubota, Environmental Design Lab Lead – Juxtaposition Arts
 Preston Dorsett– Juxtaposition Arts
 Irene Woods – Juxtaposition Arts
 Qadiym Washington – Juxtaposition Arts

Panelist Support

Craig Vaughn, Principal, Transportation Planner – SRF Consulting
 Dan McNeil, Public Engagement Coordinator – SRF Consulting
 Lyssa Washington, Project Manager – 4RM+ULA

2

Land Acknowledgement

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history that led to this moment. Some were brought here against their will, some were drawn to leave their distant homes in hope of a better life, and some have lived on this land since time immemorial. Truth and acknowledgment are critical to building mutual respect and connection across all barriers of heritage and difference.

We are standing on the ancestral lands of the Dakota People. We want to acknowledge the Ojibwe, the Ho Chunk and the other nations of people who also called this place home. We pay respects to their elders past and present. Please take a moment to consider the treaties made by the tribal nations that entitle non-Native people to live and work on traditional Native lands. Consider the many legacies of violence, displacement, migration, and settlement that bring us together here today. And please join us in uncovering such truths at any and all public events.

The acknowledgment given in the USDAC Honor Native Land Guide - edited to reflect Minnesota tribes. In review with SIA and endorsed by Shannon Goshick, Executive Director Minnesota Indian Affairs Council.

5

Meeting Format

Presentations on:

- Previous engagement takeaways
- Roadway layouts
- Transit considerations
- Green Stormwater Infrastructure
- Public Art Concepts

Meeting Purpose

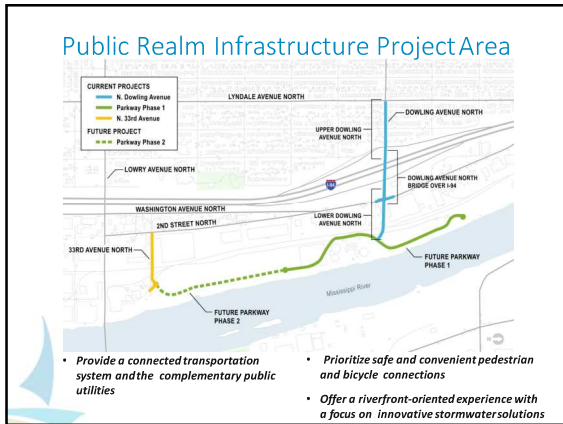
- Share information about the Public Realm Infrastructure
- Answer Questions regarding the Public Realm Infrastructure project
- Provide information on Green Stormwater Infrastructure
- Engage the community about Public Art

3

Engagement (Intent and Goals)

<p><u>What We’ve Heard:</u></p> <ul style="list-style-type: none"> • Design, build, and support public spaces that prioritize inclusivity and community ownership for Northside residents • Connect Upper Harbor into greater community and overcome I-94 barrier by providing safe transportation options • Offer a river-front oriented experience with a focus on green infrastructure • Support existing and future transit service 	<p><u>Intent & Goals:</u></p> <ul style="list-style-type: none"> • Ensure project info is readily available • Strengthen the relationship between the diverse demographics of the North Minneapolis community, the project team, and project stakeholders • Create desirable infrastructure and public realm elements that reflect community needs and create community excitement through a sense of ownership • Ensure public questions and concerns are heard regarding the overall project while centering back on the public realm and infrastructure
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6



7

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

Community engagement included:

- Project website
- Community survey
- Interactive comment map
- Range of promotional strategies.
- Four virtual focus groups meetings,
- Live virtual open house,
- Virtual office hours with Dowling Ave. residents

WHAT THEMES DID WE HEAR?

- **Prioritize pedestrians and bicyclists.** Multimodal transportation should be safe, attractive and connected.
- **Public art should be welcoming** and share development history of the Northside, including Dakota history.
- Opportunity to **open the Mississippi River as a destination** and community asset.
- **Support for improvements** to the entire mobility infrastructure:
 - Address Dowling Ave safety issues (i.e. Lyndale Ave, I-94 bridge, Washington Ave).
 - 33rd Avenue is an important access point and should provide welcoming entrance to the site.
 - Connectivity with trails and road network beyond the planned improvements is a priority.

10

What is Public Realm Infrastructure?

The public realm refers to infrastructure that is designed to help people access the site comfortably and safely. Key components of public realm infrastructure include a connected system of sidewalks, bikeways, transit lines and streets as well as the extension of public utilities such as water, stormwater management, and sanitary sewer systems.

Commercial Context

- 1 Sidewalk
- 2 On-street parking
- 3 Pedestrian scale lighting
- 4 Directional indicator between sidewalk and bikeway
- 5 Mobility Hub
- 6 Pedestrian and bicycle wayfinding
- 7 Trees and landscaping
- 8 Bus stop with shelter and bench
- 9 Bikeway
- 10 Public art opportunities such as murals, benches, fences and landscaping
- 11 Banners
- 12 Protected intersections for pedestrians and bicyclists
- 13 Bicycle parking
- 14 Seating
- 15 Landscaped boulevard

8

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Residential Context

- 1 Parklet
- 2 Benches, bicycle parking, wayfinding, trash and recycling bins
- 3 Raised crossing for pedestrians and bicyclists
- 4 Green stormwater infrastructure
- 5 Pedestrian scale lighting
- 6 Public art integrated with the sidewalk
- 7 On-street parking
- 8 Bikeway
- 9 Boulevard with trees and landscaping
- 10 Sidewalk
- 11 Directional indicator between sidewalk and bikeway

9

What we learned from the community

To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.

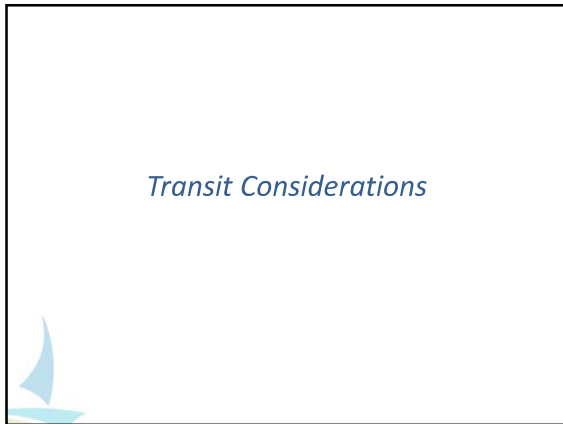
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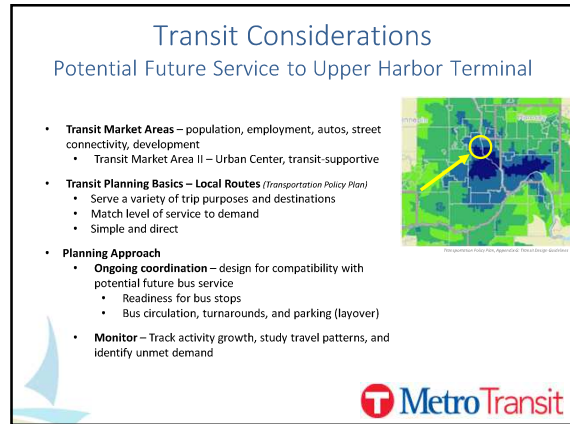
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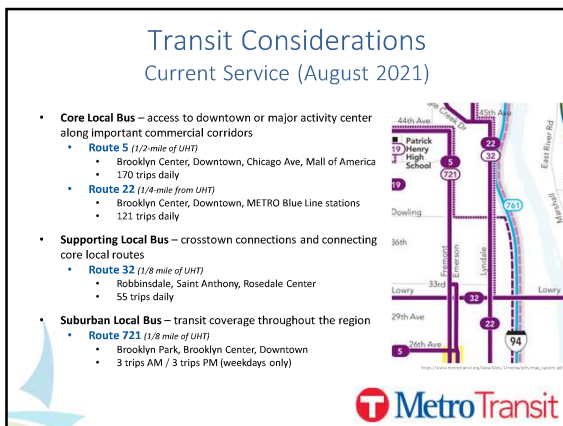
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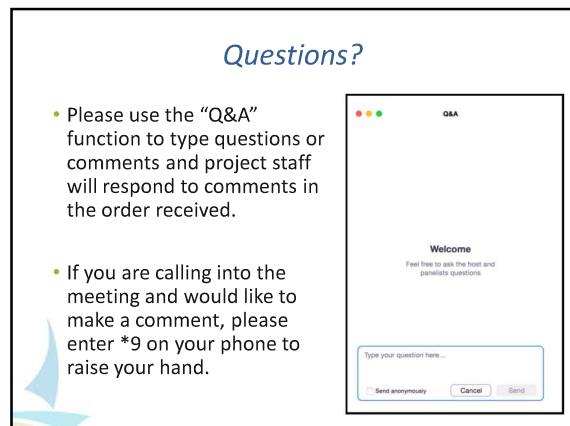
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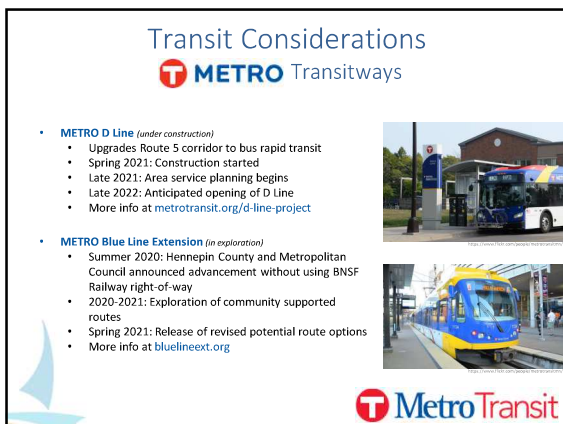
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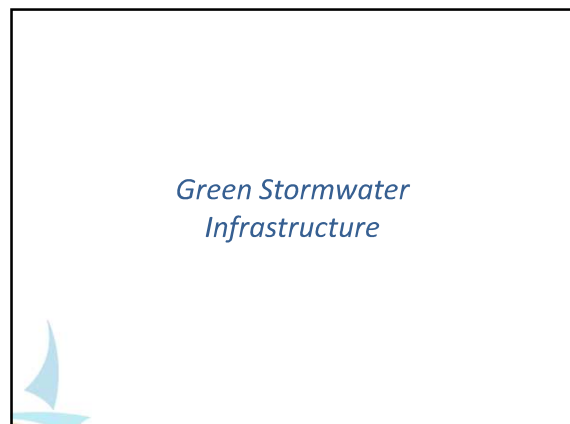
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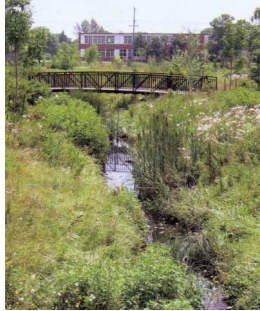


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24

Green Stormwater Infrastructure Presentation and Discussion



25

Green Stormwater Infrastructure (GSI) District System Overview



28

Green Stormwater Infrastructure (GSI) – District System

What it does: Designed to clean stormwater, improve habitat and connect people with each other, in a natural setting that improves their mental and physical wellbeing.

Where it's located: In parks, and areas between buildings, streets, sidewalks, and trails. These can be publicly or privately owned with public access.

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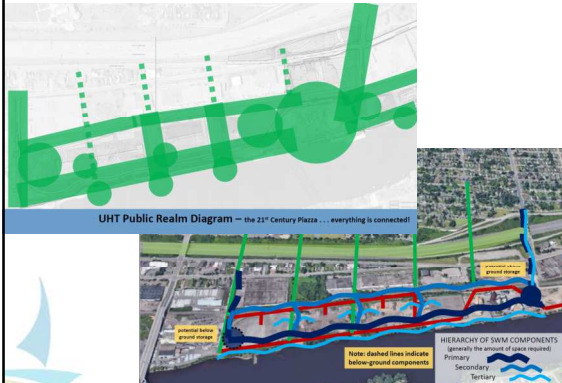
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Green Stormwater Infrastructure (GSI) Precedent Example: Heritage Park, Minneapolis



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Green Stormwater Infrastructure (GSI) – District System



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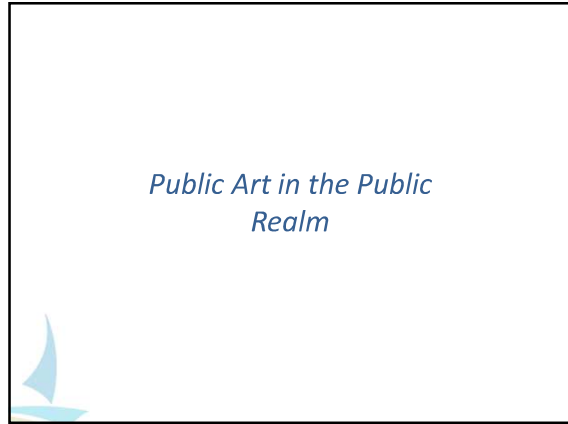
Green Stormwater Infrastructure (GSI) Precedent Example: MWMO Headquarters, Minneapolis



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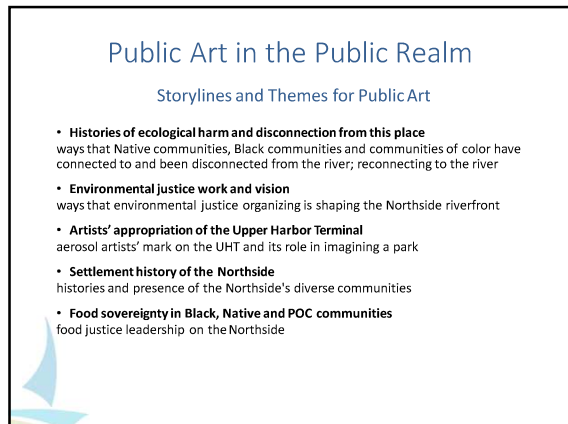
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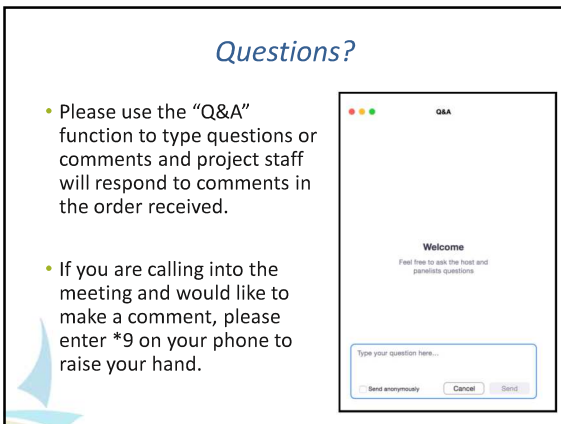
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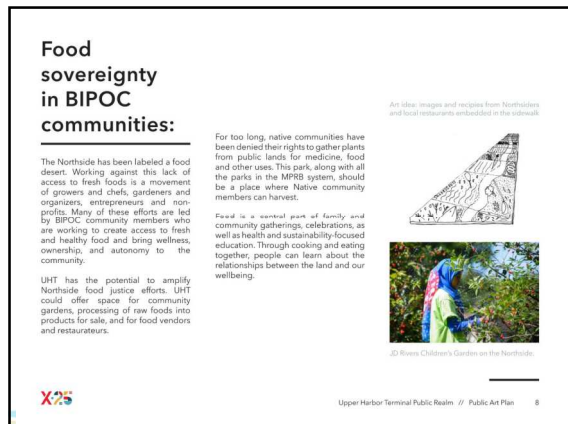
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Ecological harm & disconnection:

Over the last two centuries, the Mississippi River has been altered to benefit settlers, businesses and industry. Before Minneapolis was settled by European-Americans in the 1840s, the Mississippi River flowed swiftly around many islands and over a large waterfall. The Falls, called St. Anthony by settlers and Owamni yomi by Dakota, was destroyed by timber and flour mills. Today, the Falls have been replaced with a concrete spillway.

As milling declined, locks and dams were built to make the River through the Northside accessible to barges. Construction of the lock at St. Anthony Falls/ Owamni yomi destroyed Spirit Island, which was a sacred place for Dakota. The destruction of this and other islands also destroyed valuable habitat for migrating birds and other animals.

Barges were supposed to propel industry along the River and at Upper Harbor Terminal. Instead, industry lagged. In 2015, the lock at St. Anthony Falls/ Owamni yomi was closed to prevent the spread of invasive carp. This led to the closing of Upper Harbor Terminal, but left the River deeply scarred.

Railroads and highways were also built to open the river banks to industry. As a consequence, the Northside is disconnected from the river. To this day, the Northside's connection to the river is blocked by the I-94 freeway, two blocks of industrial land and a lack of desirable and safe access points.

The river has the power to heal our communities but first we need connection.

Art idea: gateway plaza showing the historic impact of I-94



To this day, the Northside's connection to the river is blocked by the I-94 freeway, two blocks of industrial land, and a lack of desirable and safe access points. (Image from Hennepin County Library)



Upper Harbor Terminal Public Realm // Public Art Plan 5



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Settlement history of the Northside:

The Northside is the most diverse part of Minneapolis. We are defined by our population of resilient people who came together from different historical traumas. We have always been a revolutionary community, and we are defined by our victories as much as our struggle.

From the ground up, a lot of us have had to recreate a vision for our community. We have this history, and now we have a new generation who is creating a new vision and reality. What will this be for the new generation?

Scenes at the Riverside Supper Club, a beloved Northside gathering spot that stood at 2319 West River Parkway. Photograph by Charles Capobian, 1984. (Minneapolis Historical Society)

Upper Harbor Terminal Public Realm // Public Art Plan 9

40

Environmental justice work & vision:


Industry up and down the river has polluted the water, soil and air. Although businesses that remain on the river continue to pollute, there is a movement by local leaders to shut down these polluters.

One of these fights has been against Northern Metals, a metal shredding company operating in North Minneapolis along the Mississippi River. In 2010, they were caught out of compliance with their air pollution permit. In 2012, the community stepped up and challenged Northern Metals. After a years-long fight, the community ultimately won. Northern Metals was ordered to pay a settlement and shut down their metal shredding operation in North Minneapolis by 2015. \$600,000 of this settlement went back into the community.

When 2019 came around, Northern Metals refused to stop and claimed they weren't ready to move. But the community members intervened in the litigation. Northern Metals agreed to a large monetary settlement and finally stopped shredding metal in their North Minneapolis location.

Within that time, organizers pushed for policies including the Minneapolis Green Zones policy. The policy was created by community members and addresses the disproportionate environmental burdens on neighborhoods with majority Black residents, Native residents and residents of color. The hope of this policy was to address these burdens in ways that won't displace residents when the environmental burdens are removed.


Art idea: tree breaking out of a site



Upper Harbor Terminal Public Realm // Public Art Plan 6

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Screen Wall Concept



Upper Harbor Terminal Public Realm // Public Art Plan 41



41

Appropriation of UHT by artists:

The Minneapolis Park and Recreation Board are not necessarily the first people to think of the Upper Harbor Terminal as a public resource and potential park. Soon after the barge terminal closed in 2014, local graffiti artists began using the domes and other structures as canvases, redesigning the area as an *art-activated* gallery.

This DIY approach to placemaking lent a more public identity to an area that for many Northsiders was somewhat of a mystery. It even turned UHT into place to visit for out-of-town graffiti artists when they visited the Twin Cities, and it became a popular site for filming music videos.

Art idea: Different poses each appropriating a light pole





Upper Harbor Terminal Public Realm // Public Art Plan 7

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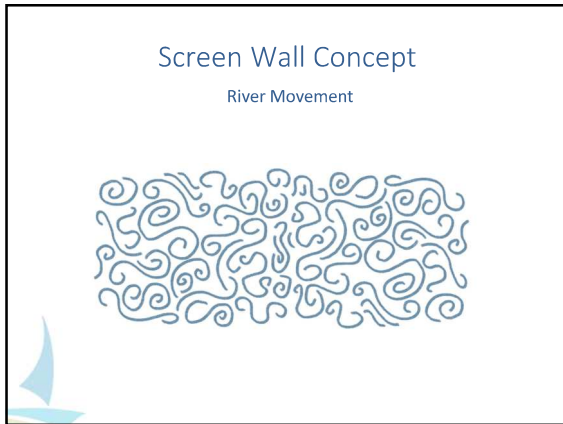
Screen Wall Concept

Working Hands



Upper Harbor Terminal Public Realm // Public Art Plan 42

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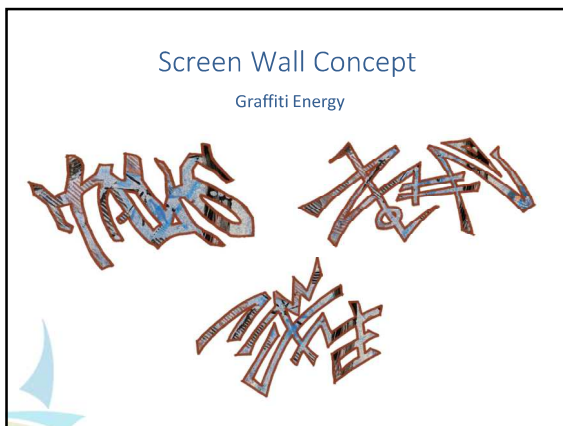


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Questions?

- Please use the “Q&A” function to type questions or comments and project staff will respond to comments in the order received.
- If you are calling into the meeting and would like to make a comment, please enter *9 on your phone to raise your hand.

46



44

Additional Questions?

Please use the “Q&A” function to type questions or comments. We will take questions and answer as many of them as possible.

47

Poll Questions

How supportive are you of the follow screen wall concepts?

Working Hands

River Movement

Graffiti Energy

Do these storylines feel appropriate to this place and to inspire art for this project?

Email: Mary.Altman@minneapolismn.gov
To get added to the official call for art

45

Contacts

Alexander Kado
Transportation Planner
City of Minneapolis – Public Works
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Closing thoughts

- Website: www.upperharbormpls.com
- Call for local artists to participate in creation of art in the public realm
- ***Stay involved*** – provide input on public art in the public realm
 - What do you want to see?
 - How will it represent the Northside?
- Look out for the Public Realm Infrastructure Design Booklet



THANK YOU FOR YOUR TIME AND INPUT!

Appendix 3: UHT Open House Q&A

UHT Open House Q&A		
Question		
Was this recorded so I can view the portion I missed?	It is being recorded and will be available on the website upperharbormpls.com	
When you talk about treated stormwater, are you talking about what you are doing on the site with plantings?	Stormwater reuse vision. Plantings that can be irrigated by treated water. Open lawn. From the site to reuse on the site (trying my best to synposize)	
Do you have some underground cisterns collecting stormwater onsite to be reused?	Working with Public Works - Captre from 100-120 acres of fully developed land. Captured and treat and pipe into the park; likely above ground cistern. Use of UV filter.	
Are there other sources of stormwater coming from the city storm sewers, or just what is collected on the site? We have a LOT of trash on streets in NOMI.	Capture from neighborhood up to Folwell park, bring stormwater and sediment to off site cistern for filtration and use on UHT site	I'd ask Nathan Campeau (his contact information will show up later) if you have additional questions
Comment: I have watched the treatments of the Heritage area on Van White over the years and it looks really great!		
I arrived very late, so sorry if this has been said asked, but will this recording be viewable somewhere after the open house?	Yes, the meeting is being recorded and will be available on the website http://upperharbormpls.com/public-realm-infrastructure-project/	
A little off topic... But is the amphitheater a done deal? And what about the other development parcels?	CPED and United Properties have co-developed a coordinated plan. Should be an update in October AUAR plan reviewed . Please see upperharbormpls.com for the latest	
If you pursue "River Movement," please note that the graphic (which shows eddies) doesn't actually reflect how the Mississippi moves...	thank you for your comment	
Wondering if there are any ideas to educate or showcase the dakota culture along the river?	Possibility for art to incorporate the themes. City of Minneapolis will draft the RFQ language to support that endeavor.	
If we have a 10K performance venue, where are all the cars going to park? Sure, some people will use metro transit or bike, but I think there will be a huge parking problem.	AUAR finalized for public review. Traffic management plan for events, similar to other venues in the city. Have to delineate and mitigate. Proposed strategies include (still being studied): shuttle service that meets at ABC ramps downtown; multimodal network for bikes, peds and buses; on-site transit avaiable on roads on site. Parking inventory for demand. Mitigate parking in neighborhood, car share service drop off and pick up areas. Working with 1st Ave to develop scenarios.	
I know that this entire project is being done in stages, what is planned but won't be part of this first stage of development?	Parkway will occur in 2 phases. Infrastructure will start in 2023, before development of parcels. Parcels 1A and 1B in phase I, along with the performance venue.	
Thank you for keeping us in the know		
Appreciate your time & stay safe		
originally amplitheatre was dipicked as directly on the river bank; have plans been changed to keep all buildings away from river bank? (like between roadway and plymouth ave)	Worked with Park Board and others to bring river-front experience as focus and not private development for this site.	
good meeting!		

Appendix 4: UHT Open House Public Art poll results

(as recorded at 8/24/21 virtual Open House)

Working Hands

On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	3 - Neutral
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	2 - Do Not Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	3 - Neutral
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	3 - Neutral
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "WORKING HANDS" screen wall concept?	5 - Strongly Support

River Movement

On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "RIVER MOVEMENT" screen wall concept?	3 - Neutral

Graffiti Energy

On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	2 - Do Not Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	3 - Neutral
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	1 - Strongly Do Not Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	2 - Do Not Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	4 - Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	3 - Neutral
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	5 - Strongly Support
On a scale from 1 - 5, how supportive are you of the "GRAFFITI ENERGY" screen wall concept?	5 - Strongly Support

Appendix 5: updated UHT Public Realm Infrastructure Survey results

Category	Initial Comment	Create Date
Walking	Access from the west to the site is extremely limited. A wide pedestrian/biking bridge (concrete or a land bridge) midway through would help overcome some of the barriers posed by I-94. It really is unfortunate that they put a highway so close to the river. So disruptive and isolating.	16-Jan-21
Transit	A BRT or Modern Streetcar connecting the UHT to the North Loop and the Orange Line would be a good idea. I think it would help draw more people to the riverfront.	19-Jan-21
Biking	The "bike lane" on Lowry is unacceptable for most kinds of bikers. In the winter it is either non-existent or so covered with snow and ice that it threatens to kick bikes (and their trailers full of kids) into traffic. In the summer it is still unprotected from traffic, including the cars consistently parked in bike lanes and the cars swerving around other cars that are turning. Get rid of parking along the street, add a permanent bus lane, and a grade-separated two-way bike lane.	22-Jan-21
Vehicle	Bridge on Dowling would need a safe pedestrian walkway away from vehicle traffic. Current walking is not possible because of safety concerns with traffic.	25-Jan-21
Biking	Perfect place for a biking and walking bridge to get to the UHT 35th Ave. N. right in the middle of the site.	25-Jan-21
Vehicle	Retain service road to the east of the railroad tracks until parkway is finished in Phase 2.	25-Jan-21
Transit	Have a trolley that uses the railroad tracks to go north and south along the western side of the UHT between Dowling and 33rd Ave. N.	25-Jan-21
Safety	Install stop sign and crosswalk so that people can cross the parkway and the bike trail to access the river from the Northstar Community Rowing River Access for nature observation, birding, fishing, boating, water taxi stop. (ADA-compliant walkway and dock)	25-Jan-21
Other	North Star Community Rowing River Access for nature observation, birding, fishing, boating. ADA-compliant walkway and dock.	25-Jan-21
Other	RE-OPEN THE ST. ANTHONY FALL LOCK!!!	1-Feb-21

Safety	The Dowling bridge can barely accommodate the car traffic, needs to be 2 lanes in both directions, which would eliminate the sidewalk. Build a pedestrian and bike bridge next to it to accommodate this type of traffic. Buses will add the the weight and traffic on the bridge, but is a necessary component for travel there. A better entrance would be from the Lowry Bridge, which is already designed for all types of traffic.	14-Feb-21
Transit	Ensure a large, safe, well lit transit shelter with a schedule board is available for those taking public transit in.	14-Mar-21
Safety	Lyndale Ave must be made safer for biking and walking so that Northsiders can access UHT	23-Aug-21
Transit	Transit connections to the site are essential to limit vehicle traffic and to allow this to be a place that is safe for bikers and pedestrians.	23-Aug-21
Biking	Biking along Dowling can be really hazardous. Please improve these connections.	23-Aug-21
Other	Kayak rental/paddle share!	23-Aug-21
How you access UHT today	Bike!	20-Jan-21
How you access UHT today		21-Jan-21
How you access UHT today		23-Jan-21
Future Park Potential Access	I am very excited to have this project within a safe walking distance to my home.	23-Jan-21
How you access UHT today	People who access the river at the North Star Community Rowing River Access (on Parcel 4) currently use the service road that runs from 33rd Ave. N. north along the Parcel 5 western border to Parcel 4.	25-Jan-21
How you access UHT today	using existing bike lanes fro west river pkway north from downtown	1-Feb-21
Future Park Potential Access	avoid industrial areas as possible, safer bike access. better signage and area maps, safer routes over interstate and access into north side neighborhoods	1-Feb-21
How you access UHT today	Currently biking to that area can be scary with lack of protected bike lanes, traffic on Lowry, oversized/industrial traffic, and people driving too fast/swerving between the lanes.	1-Feb-21
Future Park Potential Access	protected bike lane on Lowry, bike and pedestrian paths along the river in its entirety, safe and accessible ramp connections from Lowry to the river paths that avoid the railroad	1-Feb-21

How you access UHT today	From Bryn Mawr along Cedar Lake Trail to river then north along bike trails to UHT	2-Feb-21
How you access UHT today	Connect N Mississippi regional park to this trail for walking/cycling.	11-Aug-21