

Proposed Connections

Proposed ideas for new connections in the existing planning documents include numerous freeway and river crossings (Fig 25). Community input addressing these proposed connections included an interest in the land bridge concept capping I-94 from 26th Ave N to 28th Ave N, the proposed BNSF Bridge crossing, and a crossing between Dowling Ave N and Lowry Ave N near Perkins Hill Park, utilizing many of the same pedestrian-friendly elements typical of a complete streetscape. A lack of destination points and concerns regarding industrial pollution were also identified as being more important elements to some residents in creating a usable and relevant neighborhood improvement.

Figure 25



Proposed Connection	Plan	Barriers	Opportunities	Source
CP Rail	<i>Above the Falls Master Plan Update</i>		<ul style="list-style-type: none"> Potential site for pedestrian/bicycle trail in future. Rail is in use. 	<i>Above the Falls Master Plan Update</i>
35 th Ave N	<i>Above the Falls Master Regional Park Master Plan</i>		<ul style="list-style-type: none"> 34th or 35th or between Lowry and Dowling: This area has no river connection, and the Dowling entrance is not welcoming. This could connect Cityview School and Perkins Hill Park to the Upper Harbor Terminal area, which is proposed for redevelopment in the ATF Plan 	<i>RiverFIRST Vision</i>
	<i>RiverFIRST Vision</i>		<ul style="list-style-type: none"> attractions/trails/destinations less hidden/not hidden from highway and access roads so that people know they're there Land bridge over highway. 	Victory Neighborhood Association
			<ul style="list-style-type: none"> Crossing needed between Lowry and Dowling 	Northside Residents Redevelopment Council

<p>34th Ave N</p>	<p><i>RiverFIRST Vision</i></p>	<ul style="list-style-type: none"> • Key connection and highway bridge at N 34th Avenue from North side neighborhood to new Northside Wetlands Park • 34th or 35th or between Lowry and Dowling: This area has no river connection, and the Dowling entrance is not welcoming. This could connect Cityview School and Perkins Hill Park to the Upper Harbor Terminal area, which is proposed for redevelopment in the ATF Plan • attractions/trails/destinations less hidden/not hidden from highway and access roads so that people know they're there • Land bridge over highway. • Crossing needed between Lowry and Dowling 	<p><i>RiverFIRST Vision</i></p> <p>Victory Neighborhood Association</p>
<p>Perkins Hill Park Bridge</p>	<p><i>RiverFirst Vision</i></p> <p><i>Above the Falls Master Plan</i></p> <p><i>UHT Redevelopment Study (2004)</i></p>	<ul style="list-style-type: none"> • The design calls for a pedestrian/bike bridge over the interstate to connect Northside neighborhoods to the waterfront and link Perkins Hill Park and the Cityview School to the river. • There is also a pedestrian/bike path trail system connecting the site to North Mississippi Park & Webber Park. Perkins Hill Bridge provides access to the riverfront at a critical point between Lowry and Dowling Avenue. • Crossing at 35th Ave N just north of park connecting to riverfront on pedestrian deck, removing barriers of interstate and railroad with grand staircase for accessing and viewing river from scenic overlook • Crossing needed between Lowry and Dowling 	<p><i>RiverFirst Vision</i></p> <p><i>Above the Falls Master Plan</i></p> <p>Northside Residents Redevelopment Council</p>
<p>29th Ave N</p>	<p><i>Above the Falls Master Regional Park Master Plan</i></p> <p><i>Above the Falls Master Plan</i></p> <p><i>RiverFIRST Vision</i></p>	<ul style="list-style-type: none"> • I-94 crossing north of Farview Park connecting to riverfront • 29th Avenue North, half way between Lowry and 26th Avenue: At Farview Park, the greatest activity area is on 29th Avenue. A bike/walk bridge here would connect the activity area at Farview Park to the Mississippi, and serve residents north and west of the park. • Make attractions, trails, and destinations less hidden/not hidden from highway and access roads so that people know they re there • Land bridge over highway. 	<p><i>Above the Falls Master Plan</i></p> <p><i>RiverFIRST Vision</i></p> <p>Victory Neighborhood Association</p>

BNSF Rail	<i>RiverFirst Vision</i>	<ul style="list-style-type: none"> BNSF link would allow major bike traffic on N 26th Avenue to connect to major routes on NE side 	<i>RiverFirst Vision</i>
	<i>Above the Falls Master Plan Update</i>	<ul style="list-style-type: none"> BNSF bridge link requires a major acquisition of strategic rail bridge still in marginal use 	
	<i>Above the Falls Master Plan</i>	<ul style="list-style-type: none"> convert BNSF Bridge to pedestrian and bicycle facility linking both banks 	<i>Above the Falls Master Plan Update</i>
	<i>Mississippi River Critical Area Plan</i>	<ul style="list-style-type: none"> convert BNSF Bridge to pedestrian and bicycle facility linking both banks to create 'synergy;' 	<i>Above the Falls Master Plan</i>
	<i>Above the Falls Master Regional Park Master Plan</i>	<ul style="list-style-type: none"> connecting to river from nearby neighborhoods 	<i>Mississippi River Critical Area Plan</i>
		<ul style="list-style-type: none"> Connecting trail from Orvin "Ole" Olson Park to BNSF Bridge and 26th Ave Overlook An additional bicycle/ pedestrian crossing is envisioned as part of the eventual repurposing of the BNSF railroad bridge. This is a long-term goal that will depend on extensive engagement with the railroad. Currently is not possible to place the project on an implementation timeline or within a budget range. 	<i>Above the Falls Master Regional Park Master Plan</i>
		<ul style="list-style-type: none"> Needed crossing over river 	Northside Residents Redevelopment Council