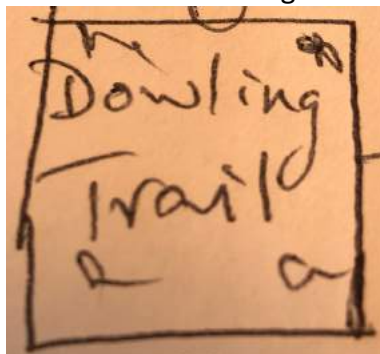


N Dowling Avenue Walk Feedback – September 21, 2017

HANDOUT QUESTIONS

1. What makes you know this is your route to the river?
 - I don't – eventually should be part of Grand Rounds
 - Bridge over 94 should denote river
 - Way better signage – something congruent with the Grand Rounds park delineation
 - Drive this route several times a week to get to work and many other destinations.
 - The bridge
 - The top of the domes
 - Potentially a view of the river from a distance
 - Cap over I-94 i.e. Duluth Rose Garden approach
 - Gateway (arch)
 - Signage
 - Attractive art or arrangements (mini gardens)
 - The people
 - The cars
 - Well needs more lights
 - Park signage
 - Better lighting along walking path
 - Right now, nothing
 - Needs more green
 - Art
 - Nicer bridge over 94
 - View (that's blocked now by piles)
 - Change in sounds- quieter as you approach from 94/Dowling
 - Park/gateway extends toward Washington Ave.
 - Signage
 - Lighting
 - Paving materials
 - Unique transit stop? (know when you reach the correct stop on the bus route)
 - "node" that you travel towards – fishing pier, overlook, etc.
 - You don't... until you crest the "hill" at the bridge.



- Markers along the route. ←That type of thing
- Prairie plantings on the freeway ramps – low maintenance and heralds entry into the park

- It's my route to work etc. and has been for 20 years. Oh, I read this wrong! It's obvious to those of us who live here. Since the neighborhoods to the west is residential and not a lot of people who don't live there don't go there... I don't think signage is top priority.
- A tunnel-like or lower grade entry/exit ramp to keep that busy traffic removed from peds. I don't think it's feasible to try to get people to change their transportation (cars) habit. One reason I live where I do is proximity to I-94 and downtown – I don't want to be redirected.

2. What changes would you like to see along the walk?

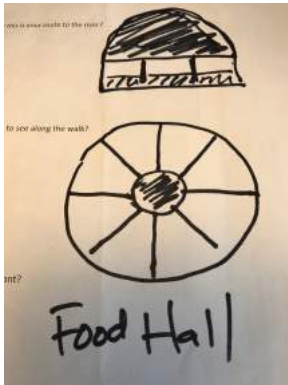
- Lots of retail housing that connects
- Reduction of danger on all Dowling intersections
- Beautiful Entrance to park on 2nd and Dowling
- More left turn lanes, safer bus stops
- Solar powered streetlights
- No chain link fence
- Wider path
- Inject some human scale – trees, barrier separating traffic and peds, “softer” walks (pavers)
- Speed control on streets leading into park (Dowling in particular), mindset change
- Redo curbs to actually be curbs, reference the bad sidewalks near Webber Park (drastically need a re-do)
- Traffic calming and/or alternate bridge for pedestrians to park
- Light
- Bike path that is better
- Not so loud
- Destination
- Tall entrance
- Wider sidewalk
- Wider bike path
- Better lighting
- Neater sidewalks, i.e. wider, less “trashy”
- Not sure how to, but safer biking land along Dowling
- Protected walk over the bridge (barrier between sidewalk and cars)
- Better marked crosswalks, especially at exit ramps
- Wider sidewalks, better bike lanes at Dowling/94
- Ped or bike bridge might be separate from traffic?
- Better fence over 94
- The site has a great energy/spirit – how to make that evident as you approach?
- Don't change the energy/art/gritty fell – it has personality!! 😊
- Make it clear the way to the river
- Access to the water
- Canoes
- Piers out above the water
- Seating areas
- A dedicated bike/walking lane – not shared with the road. Please no more painting lanes on pavement.
- Separated by some sort of barrier and to include trees

- Traffic enforcement – this corridor is often not safe, there is angry driving

3. What would bring you to the riverfront?

- Events – carnival? (summer long rides/ferris wheel, carousel)
- Rentable spaces
- Food/drink
- Walking, biking trails
- Rentable/reservable spaces (like Minnehaha)
- Sand volleyball courts
- Bike/walk path and bridge over 94
- Restaurants
- Coffee shops
- Boat access
- Music venue
- Bathrooms
- Terracing steps for sitting/climbing
- Pier/docks
- Planters
- Lights (pier/dock)
- Places to observe, get close, upfront and personal
- Preserving industrial archeology (i.e. Gasworks Park in Seattle at Lake Union)
- Amphitheater (great idea!)
- Biking that is tied in to the Grand Rounds
- Kayak landing
- River Rats move up-river?
- Skate park
- Picnic area
- Volleyball?
- Continuous trail from N. Regional to downtown to run/walk/bike on
- Ice skating in winter
- B-ball courts
- Community events – free music in the park, art fairs
- Music at the amphitheater
- Restaurant and/or tap room with patio on river
- Nice sight-lines to downtown, Lowry bridge
- More more plants
- Food
- Place for the youth
- Green
- Bike and walking paths
- Access to barge pier
- Concerts at an amphitheater
- Paths along the river
- Restaurant with outdoor seating viewing the river
- Better bike connections

- Places to eat
- Live events
- Amphitheater
- Rec activities
- Bike/walk path
- Canoe/kayak launch
- Farmers market? Weekend activities
- Interpretive center
- Some way to “explore” the relics
- Restaurants/coffee shop/ice cream/brew pub
- People watching
- View of fireworks? Would there be? Or too far?



- Businesses
- Kid-friendly
- Affordability for people earning less than \$40,000
- The water
- An event
- Somewhere to walk
- Boating-kayaking
- Entertainment/Festival site* *after the tour of the riverfront I learned there may be a prob with overhead electric. THAT would be a good place to put portable street market booths.
- Greenspace, gardens
- Arboretum
- Markets ala Pike Place Market in Seattle, Christmas market ala Germany

4. What would make it feel like the riverfront is part of your neighborhood?

- Diversity
- BBQ pits
- Room for food trucks
- Development maintained and promoted!
- Public art to capture the identity of the neighborhood
- A space for community open mic events
- Cool, tree dense, refuge with a river running through it
- Develop 2nd St. N to be included into park landscape

- Maybe the housing plans could be set for N. 2nd St. overlooking the riverfront “Relics” park.
- Change in mindset (education) about what North Minneapolis is and what/who is represented.
- Visible to the neighborhood, gateway into the park
- Safe way to get there
- Events for families, advertised well in the neighborhoods
- Events targeted for diverse community
- I don’t know maybe just housing more land
- A place for the youth
- Eliminate the industrial “historical” eyesores.
- Making the park as accessible as possible.
- Perhaps walking bridges from neighborhood area west of 94 going to the park.
- Make it easy and safe to get there from the neighborhoods
- Activity besides concerts
- Neighborhood residents and businesses
- Connect west over 94
- New housing on west side of 94? The development should not stop at 94
- Affordable housing/businesses geared toward people who already live nearby
- My neighbors live and work there
- Don’t shy away from the North Minneapolis name. People will come and it is a way to elevate the surrounding neighborhoods. In fact, CELEBRATE its location!
- It already “feels” as tho it’s part of my neighborhood bx it is! It is something I see every morning on my commute and it is as though the river greets me everyday!
- Added amenities that I use would cement its place and especially as I spend more time there.

COMMENTS FROM THE MAPS

- [N Dowling Avenue] Should be like the 26th Ave
- [The first few houses directly adjacent to and south of Dowling between N 6th St and 94] Buy these folks out and use for dedicated bike/peds and/or traffic
- [The green areas between the 94 exit ramps and the freeway on both sides] Some sort of land or tree barrier to absorb sound and pollution
- [94 Bridge] Traffic barriers on bridge
- [South of & Adjacent to 94 Bridge] Cool bike/ped bridge
- [Dowling & on/off ramp intersection on the east side] Scary k ☹️
- [Parcel south of Dowling and directly west of N Washington Ave] Underutilized spot
- [Parcel south of Dowling and directly west of N Washington Ave] 4 story parking ramp sound barrier
- [N Washington Ave] Don't allow this to be a wayside for trucks (it currently is)
- [Dowling between the exit ramp on the east side of the 94 bridge and the railroad tracks] Cobble stone this to slow traffic and pull from street history.
- [All four corners of the railroad tracks and Dowling intersection] Outdoor art/sculptures
- [UHT site domes] Global market "food travel" type restaurants, graffiti dome, paintball or laser tag
- [UHT site - Trails from Dowling to the river and then up and down the site]



NOTES FROM WALK

Group 1 - Daurius (6 adults 25-65 years old, 4 children / 1 Black, 9 White / 5 women, 5 men / all Northside residents)

Stop 1 – 6th & Dowling

- No connection to river
- Huge vehicles
- How many bikes use it? Bike lane is dangerous

Stop 2, 3 & 5 – Interstate 94 On/Off Ramps

- Sound barrier for congestion at ramp
- Sound sight barrier
- No off ramp ped crossing, put an extra bridge on 36th - One of the only ways to better handicap accessibility
- Lower speed limit, Theodore Wirth Parkway is 25 mph

Stop 4 – Middle of Bridge

- Dangerous
- Uninviting
- I avoid this bridge
- Add barrier to sidewalk
- Extend sidewalk
- Model after Lowry Bridge
-

Stop 6 – Washington Ave & Dowling

- Fast traffic
- Narrow roads
- Ramp?
- No massive parking lots
- Art
- Plantings
- Sculpture

Stop 7 – Railroad Tracks

- Safety barriers
- Trolley
- Tracks useful? Necessary?
- Guard rails and control arms

UHT site

- Domes = permanent
 - o Make them into food truck like structures
 - o Small space=low rent
 - o Encourage small businesses
- Food there

- Industrial mini-golf

Group 2 – Kristin (7 adults 30-50 years old - 2 Asian, 5 White / 3 women, 4 men / all Northside residents)

Stop 1 – 6th & Dowling

- Scary bike lane as it is. It is shared with the turn lane, and cars don't look
- Sidewalk is too narrow and needs repair, utility poles cut into sidewalk width, too narrow for wheelchair
- The volume of traffic at rush hour is high
- Possible to widen the road?

Stop 2, 3, 4 & 5 – Bridge/94 ramps

- Chainlink fence could be more beautiful
- Corners are an opportunity for signage and wayfinding
- Lowry River bridge and St. Anthony bridge have barriers between traffic and paths - could that happen at Dowling?
- The view coming down Dowling is important - gateway, signage that welcomes you to the site
- Art on sidewalk at bridge
- A sound barrier is going up for 94 at 43rd St and Russell Ave - highway noise is bad especially in the winter, pollution from the highway is bad, too

Stop 6 & 7 – Washington and Dowling and onto the site

- Start to have some public spaces along Dowling near Washington - wider sidewalk outside of building, for example, coffeeshop at ground level on Dowling before you go over 2nd, something for people to stop at leading to the site
- If relics can't be saved, or if there is material that needs be removed, could it be turned into a sculpture or other element - for example, artist-made gateway from scrap metal
- Pedestrian bridge over tracks
- Smaller, pedestrian scale lighting along Dowling
- Playground, businesses that are open later (past 7)

Group 3 – Whitney (5 adults 40-65 years old, 2 high schoolers – 1 Black, 1 Asian, 5 White / 5 women, 2 men / all Northside residents)

Stop 1 – 6th & Dowling

- No marked crosswalk
- A place just for people to walk and bike
- Expand Dowling

Stop 2 & 3 – I-94 On/Off Ramps

- Should have "no turn on red" or better signal to make crossing safer
- Could have ped bridge over entrance/exit ramps
- Sidewalk and bike lanes are too narrow.
- Lacks pedestrian lighting
- Need better wayfinding and signage extending from the UHT way back into the neighborhood.
- Consider a tunnel for the traffic on Dowling

- The view from here toward the river/UHT is cool
- How would event parking at UHT be accommodated?
- Too many cars
- Don't feel safe
- I don't feel safe biking on Dowling
- walk and bikeways protected from cars
- Find a good place so that you can see the UHT site
- Bridge for people walking and biking, Pedestrian bridge
- Work on the weeding the right-of-ways (MNDOT)
- Better plants
- Gateway to the site - The river is the gateway
- Too loud, find a way to soundproof

Stop 4 – Middle of Bridge

- Consider cap over 94/land bridge
- Expand the width of the bridge to accommodate better bike/ped lanes
- Needs better ped lighting

Stop 5 – I-94 On/Off Ramps

- Need better traffic signals to protect pedestrians.
- Need better lighting. This area is very dark.
- Lots of weeds. Nobody taking care of the landscaping. Could install prairie planting.

Stop 6 – Washington Ave & Dowling

- Walk signal on north crosswalk is broken
- Keep views of the river from here
- Consider freeway sound barriers... walls or evergreen trees
- No lighting here
- This is a key transition area between the neighborhood and the more natural river environment
- More lights for night walking
- From I-94 and down is dark
- Logo signs to show to UHT is becoming something new
- Something that is cool to make people come
- Crosswalks and "No Turn on Red" signs
- How could this site deal with 8k+ people? A lot coming into a small place
- New bus line
- No streets on the site
- No offices

Stop 7 – Railroad Tracks

- Need safety lights or signs
- Consider a crossing arm

Group 4 – Alicia (6 adults 40-65 years old - 6 White / 4 women, 2 men / all Northside residents)

Overall

- We need a bike/ped suspension bridge that starts up at Dowling and ends after the railroad tracks to avoid all of these dangerous crossings and general area.
- We need themes to each part of this path to create energy with people. Perhaps a Hubert H Humphrey walkway telling all about MN history created by local artists. This could mimic the Rose Kennedy Walkway in Boston.

Stop 1 – 6th & Dowling

- Consistent and enforced speed limit
- Bike education for kids so they know where to bike

Stop 2, 3, 5 – I-94 On/Off Ramps

- Gate for pedestrians crossing the ramps when the light turns red, similar to a railroad crossing
- Consistent and enforced speed limit
- Traffic is too fast
- Put a bridge over or under these crossings for peds/bikes

Stop 4 – Middle of Bridge

- This area should contain signage to the Camden Boat Launch
- Event space on the bridge
- Great view of the skyline
- The highway is butta [walk members appreciate the smooth resurfacing of I-94]
- The bridge needs to be at least four lanes plus turn lanes to accommodate traffic
- Double the thickness
- Need a sound wall that allows you to still view downtown, it's loud
- Increase the existing vines on the bridge fence
- More greenery
- As much green as you can get in, you know
- Bridge painted green or something cool or do something iconic with it
- Make the bridge look like a river
- Community flower gardens
- Lots of lights, use solar
- Benches along the way to look at the skyline
- I'd hang out here with all of these changes

Stop 6 – Washington Ave & Dowling

- Washington is a major thoroughfare for Northsiders. Please don't block/close it.
- Put retail and housing toward the highway
- Start the park south of Washington

Stop 7 – Railroad Tracks

- This should be the UHT park entrance
- Huge metal archway with repurposed UHT materials
- This crossing is just bad. We need a bridge that starts up in the neighborhood and brings people all the way down over the railroad tracks.

UHT Site

- Twins little league field
- Dog park
- Temporary amusement park (set up for the summer only)
- Improved transit to the site
- Marina
- Stadium seating
- Independent movies
- Use local contractors
- Kid free zone
- Speak easy
- Winery or distillery
- Picnic area outdoors and in domes (i.e. Red River Kitchen on the river in St. Paul)
- Winter carnival
- Use the name "The Relics"
- MN local restaurant
- Boats be able to boat to the restaurant anchor or watch the orchestra from your boat
- Fireworks like Boston
- Horseback trails
- Carriage rides
- Parasailing on the river in the winter
- Skating pond and free rentals
- Winter cross country skiing, snowshoeing with rentals
- Barges with restaurants and hotels
- Train/streetcar/trolley from site to downtown – "tour the river"
- Ample parking, ramp, auxiliary parking
- Apartments, condos, mixed use all with balconies
- Climbing wall on domes to zip line along elevator structures
- Mini golf course made out of stuff on the site
- Restaurant/tap room in the domes, it's beautiful
- Keep youth culture and let taggers have one dome to continue their artwork
- Be able to rent a dome for a wedding, event, etc. just like a picnic shelter
- Climbing wall
- Ice skating
- Outdoor drive-in style movies
- Urban art reflective of the Northside
- Paintball
- Laser tag
- Dunkin Donuts
- Restaurants
- Farmers market
- Food trucks
- Museum about fish specific to the river and American Indians, the logging history, history of the port. Historic placards too. Something like the Guthrie.

Conversation notes after walk/tour – Kristin (1 White female, 35-45, 1 Black male 35-45, 1 White male 45-55 / all Northside residents)

- It needs to feel like North: distinctive, unique to North, edgy, urban - NOT like West End, don't want it to look planned and too "matchy". We're not trying to look like Uptown.
- Aesthetic - something that ties into the industrial quality, work with what's there now.
- No marina (like on original rendering) - that's not North.
- The walkway on the north end of Wirth Lake is great.

MAP OF THE WALK STOPS

Dowling Avenue path to the Upper Harbor Terminal & the Mississippi River

STOP 1

STOP 2

STOP 3

STOP 4

STOP 5

STOP 6

**STOP 7
Railroad Tracks**

What improvements have Northsiders suggested for our walking route already?

<ul style="list-style-type: none"> • Straight and continuing protected bike lanes • Clear and dedicated routes for bikes and pedestrians 	<ul style="list-style-type: none"> • Barriers for bikers • Safer sidewalks • Crosswalks • Pedestrian lighting 	<ul style="list-style-type: none"> • More lighting • Sound and wind break on the bridge • Nicer fencing on the bridge 	<ul style="list-style-type: none"> • Land bridge • Boating access • Less air pollution
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