

Access and Equity: Reconnecting North Minneapolis and the Mississippi Riverfront



Prepared by Eric King
May 2016
Center of Urban and Regional Affairs
University of Minnesota- Twin Cities



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Prepared for

The Friends of the Mississippi River

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Executive Summary

Although a treasured national park exists within the City of Minneapolis along the Mississippi River, enjoyment and access has been limited for those living in North Minneapolis to this wonderful amenity. Many physical and visual barriers exist that at times entirely eliminate both the perception and reality of the Great River's existence within the community, as an Interstate and landscape containing heavy industrial activity line the riverfront along this portion of the river. Along with these barriers, the existing connections to the Mississippi River also lack adequate pedestrian-friendly elements to provide safe and easy access through an often harsh and unfriendly built environment. The lack of connections to the riverfront has become increasingly important with the creation of the Above the Falls plans for ensuring equitable opportunity and access to these new amenities.







Beginning in 2000, the Above the Falls planning process began developing strategies and visions for reclaiming and revitalizing the riverfront along the Upper Mississippi River in the City of Minneapolis. The Above the Falls Master Plan was the first document produced from these efforts, influencing planning documents developed since this time in considering the connections to the riverfront as having important physical, social, and health outcomes for residents living in North Minneapolis. The plan calls for a ribbon of trails and parks in both north and northeast Minneapolis along the riverfront.

Changes occurring along the riverfront around Plymouth Ave N and West Broadway Ave in North Minneapolis have included a series of trails and parkland, though access to these amenities is limited as a result of these connections in need of improvements. New pedestrian-friendly elements have been implemented along Plymouth Ave N that include protected bike lanes and effective crosswalks, creating a safer environment for pedestrian and bicyclist movement and access to the riverfront. The portion of the river just south of 26th Ave N to just north of Lowry Ave N contains many heavy industrial activities within the built landscape, and will require inclusive and creative strategies to successfully *link* the amenities and development occurring both to the north and south. The future development of the Upper Harbor Terminal site will require substantial improvements and neighborhood connections along Dowling Ave N to ensure equitable outcomes and access, as well as improving the north/south connection along Washington Ave north to the Camden Bridge at 42nd Ave N.

Conducting this research involved an examination of the existing planning documents related to the Above the Falls study area and pedestrian environment along the existing connections in North Minneapolis. A presentation was developed and presented to various community and neighborhood organizations to determine whether the plans identified the same barriers and opportunities in which the public perceived as major challenges in accessing the Mississippi River. Feedback taken during these presentations was used to influence and guide my recommendations included within this report. A template highlighting the physical conditions of these connections was developed, compiling input from both the planning documents and community feedback into tables to be used for continued community outreach and to identify consistent themes and challenges. A series of case studies were also researched to identify strategies and best practices that have used elsewhere in overcoming similar barriers and challenges present within the built landscape. An online tool resource was developed using ArcGIS Online Story Maps. This resource will provide the opportunity to see how improvements identified in the existing plans relate to or contradict one another, along with which improvements will have the greatest and most equitable outcomes in who they serve and the intended social and physical benefits for North Minneapolis.

Summary of Recommendations

Connection	Recommendations
Plymouth Ave N 	<ul style="list-style-type: none"> • Update chain-link fencing • Enhance the cold and windy areas through the implementation of public art and other creative tactical urbanism techniques along bridge over I-94 • Improve pedestrian lighting • Focus on aesthetics and cultivating friendly environment
West Broadway 	<ul style="list-style-type: none"> • Cultivate a safer and pedestrian-friendly environment linking the commercial core along West Broadway with the Mississippi Riverfront • Implementing a "complete streetscape" along West Broadway • Protected and separated bicyclist and pedestrian zones • Public art • Street furniture • "Green" cross streets • Pedestrian-oriented lighting • Inclusion of "caution lights" as a method for traffic-calming, particularly in locations where the separation of pedestrians and automobiles is difficult or not attainable
26th Ave N 	<ul style="list-style-type: none"> • Utilize design and safety elements that minimize the visual and physical contact with these industrial activities and spaces • Incorporate different "greening" aspects along this connection • Improving the aesthetics of the landscape moving closer to the riverfront east of I-94. • Pedestrian-oriented lighting • Improved wayfinding and signage
Lowry Ave N 	<ul style="list-style-type: none"> • Enhancing access and the safety of pedestrians between I-94 and riverfront (focus on section between N 3rd St and N 2nd St with new bike lanes, crosswalks) • Protected bike lanes • Pedestrian lighting • Crosswalks using vibrant colors • Aesthetic improvement of this corridor as a branding strategy

Dowling Ave N



- "Straight and protected" bike lane reconfiguration
- Widening and repair of sidewalks
- Improving the aesthetic environment along this connection
- "Greening" of the corridor
- Pedestrian-oriented lighting
- Enhancing the bridge over I-94 with sound and wind breaks to foster an environment conducive to pedestrian and bicyclist access and movement

41st Ave N



- Address the narrow sidewalks that are in disrepair
- Developing a clear distinction between pedestrian zones and automobile zones
- Improve the existing signage and wayfinding elements

42nd Ave N



- Pedestrian-oriented lighting
- The use of vibrant and effective crosswalks
- Pedestrian lighting needed in parks and along trails running under bridges
- Bicycle lanes along 42nd Ave N connecting with nearby neighborhoods
- Strengthening the connection to the public art along Lyndale Ave N and 41st Ave N
- Connections should be enhanced and improved to the Camden Boat Launch to cultivate a public gathering and recreational spaces along the riverfront
- A more direct and clear access point to the Camden Bridge from existing trails should be considered as improvements at the Upper Harbor Terminal site begin to come to fruition

Other Connections



- Begin developing 2nd St. as a bike highway so people will be there to see and use the parks as they are developed
- The St. Anthony Bridge is being preserved and could be used somehow
- Improve trails on Webber Parkway that goes under highway trail is in poor condition
- Trail at 45th Ave N & Lyndale Ave N needs improvements
- Combining aspects of nature with technology
- Flex power/solar de-icing/human energy as ways to further engage public
- "Eyes on the street"
- Interactive spaces should be important components

Historical Background

Land use along Mississippi River between Plymouth Ave N and West Broadway

Figure 1



1955

Figure 2



Current

The Mississippi River has long served as a vital aspect of life and energy within the Twin Cities region, with industry having a pronounced place determining the pattern of land use along the riverfront since the late 19th Century. St. Anthony Falls and the Mississippi River served as the essence for life within the region, with the Falls harnessing power for the different industries present and the Mississippi essential for the movement of goods, limiting the access of the public in enjoying its natural features. Public policy has driven the progression of land use along the river through its various stages, from the initial industrial lumber and flour milling beginning in the 1880s to the bulk-processing and transporting of goods in the mid-20th Century to the current activities that include lighter industrial uses and open spaces. Bulk-material processing and transportation industries have dominated activity along the riverfront in recent years, which continues to be reflected in the land use and activities occurring in the Above the Falls area. The construction of the lock-and-dams in Minneapolis in the late 1960s, combined with policies implemented for the development of the Upper Harbor Terminal which served as the port and main barge-transportation facility in Minneapolis, have further exacerbated the harsh environment adjacent to the Upper River. A new vision for land use along the riverfront involves reclaiming this space for public use and enjoyment, as the Upper Harbor Terminal will no longer serve as focal point for barge transportation along the Mississippi River.

During the time Minneapolis was forming and beginning to experience population and economic growth, forward-thinking members of the community such as Horace Cleveland, Theodore Wirth, and Charles Loring realized the importance of the many natural amenities offered throughout the Twin Cities region, and developed a nationally recognized system of parks, parkways, and trails connecting the many different lakes, creeks, and rivers. Industries historically dependent on the energy harnessed by St. Anthony Falls, such as lumber and flour milling, progressively moved northward as new technology generated new activities and land uses along the riverfront. By the mid-1890s, the sawmilling district extended north from the downtown area near the St. Anthony Falls north to 44th Avenue in North Minneapolis as rail became the dominant method of transportation, beginning an era of industrial and harsh uses along the riverfront that has continued to this day in North Minneapolis. With the depletion of natural resources and additional competition, lumber milling and flour milling activities decreased during the beginning of the 20th Century as railroad yards and bulk-processing storage facilities began to dominate the landscape. Brickmaking and scrapyards attracted other metal and recycling-related activities, which became prevalent in the Above the Falls area and halted development of North Mississippi Regional Park in the mid-20th Century. On top of these industrial uses, I-94 was plopped down directly through the community in the 1970s, creating another physical and visual barrier for those living in North Minneapolis accessing the riverfront.

The heavy industrial uses along the riverfront in North Minneapolis have been on the decline with the imminent closing of barging in this area and changes within the built environment that have removed many of the former railroad tracks. Much of the land being opened for development and access in the upcoming years. As a result, the community now has an opportunity to reclaim, access, and shape the future land use of this space. In recent years, changes along the southern edge within the ATF boundary along the riverfront between downtown Minneapolis and West Broadway Ave N have included a mixture of low-density residential development alongside a network of linear trails and parkland, which has opened up the riverfront for access and enjoyment.

With the closing of the Minneapolis lock-and-dam in June 2015, followed by the closing of the Upper Harbor Terminal (Figs 3,4), the Minneapolis Parks & Recreation Board and City of Minneapolis has strategically been stockpiling land and developing relationships with existing businesses to provide access for future trails and public use. An assortment of parks, natural wetlands, trails, and scenic overlooks have been planned in an effort to fully develop the park and trail system in which the founders of the city imagined in their earliest plans as part of the Grand Rounds Scenic Bypass.

Figure 3

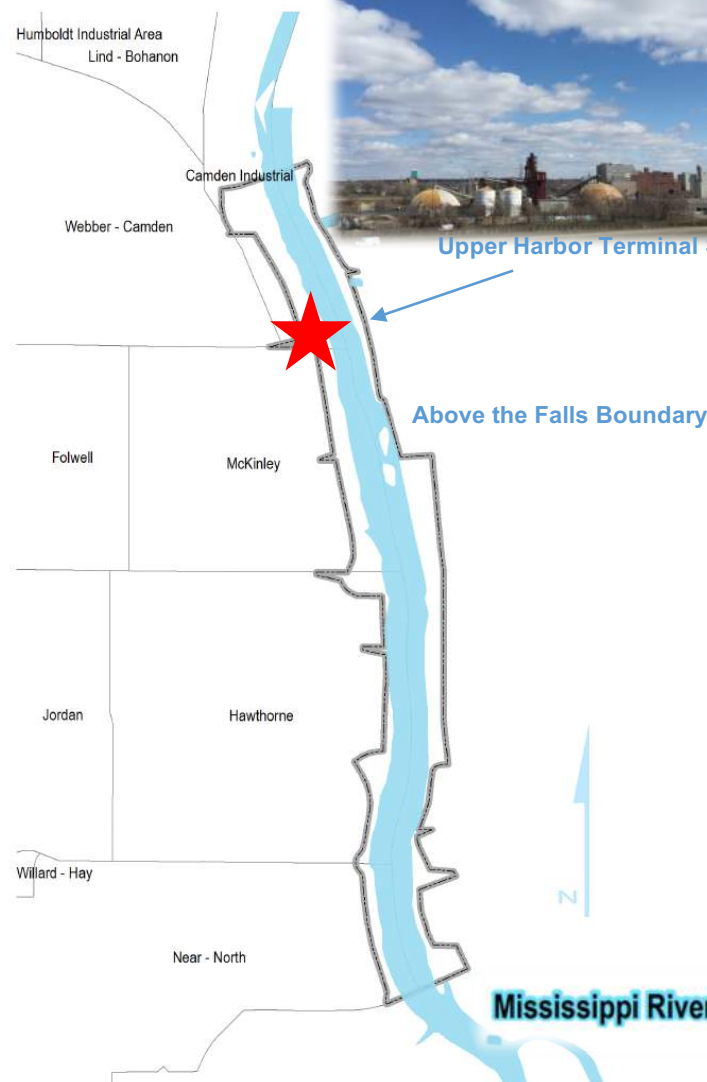


Figure 4



Upper Harbor Terminal Site

Above the Falls Boundary

Mississippi River

Access and Equity

As land becomes open for development, the opportunity has arisen for community engagement to gather feedback and vision from residents of how the land use along the riverfront corridor will be shaped and used in the upcoming future within the context of existing plans. A variety of official and unofficial planning documents have been developed in an effort to reimagine the future of this sliver of land along the Mississippi River extending north from downtown to the North Mississippi Regional Park near the northern edge of the city. As interest develops and stakeholders are engaged, strategies and plans should continue to be developed along with the community throughout the process in order to make sure future development is both equitable and accessible, and responsive to the needs and visions of residents living in the North Minneapolis community. As parkland and amenities are developed along the river, connections to the neighborhoods must be improved to make these developments accessible for adjacent neighborhoods. Improving the east-west connections linking these neighborhoods with the Mississippi River will require overcoming numerous barriers, beginning with I-94 and the heavy industrial activities pinched between the freeway and riverfront (Fig 5).

Figure 5



Existing Physical Barriers

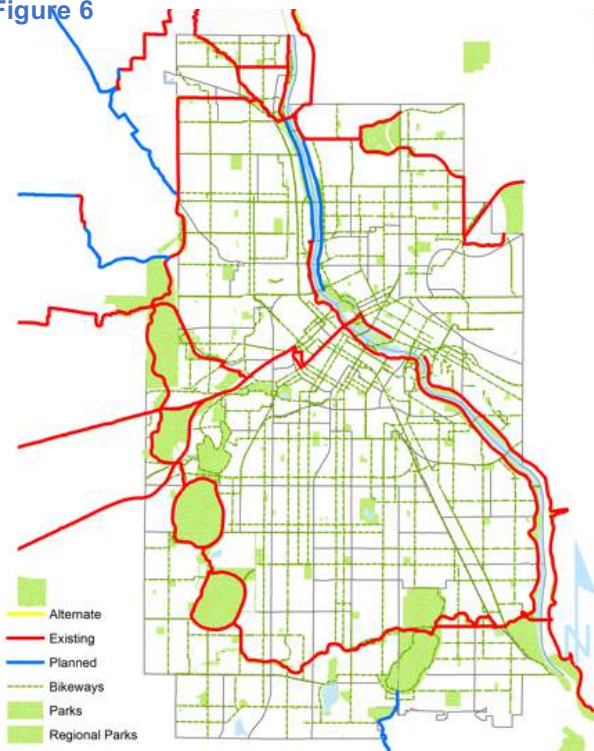
Along with the inclusion of residents living in North Minneapolis, various committees have been developed — such as the Above the Falls Citizen Advisory Committee — which includes members who are passionately working to ensure these plans are fully implemented, inclusive, and equitable. Reimagining the riverfront will entail strategic visions and processes which have been adopted in many of the planning efforts already undertaken, while also developing a shared understanding for the many different actors involved in such a large-scale community planning effort. Community engagement efforts and a willingness of public agencies to consider historical and cultural aspects of the different communities along the river may result in more engaged and excited communities, who view themselves as part of the design and planning process. As feedback and discussions from public participation events are obtained, it is important to ensure that these visions are reflective and supported by the communities and neighborhoods reclaiming ownership of this space.

Access has not remained equitable, as residents living in other parts of Minneapolis have long enjoyed the benefits of trails and a park system that extends from the southern boundary of the city limits through the downtown area. South Minneapolis was the recipient of

the first plans and focus of the Minneapolis Park Board, with multiple neighborhood parks and trails along the lakes in the southwestern portion of the city connecting east to the Mississippi River gorge area. A greenway and other trails also connects these residents with the variety of lakes and open space the city has to offer, while more recently the Midtown Greenway has served as a catalyst for neighborhood renewal and a great connection for residents living in these neighborhoods to nearby trails, parks, commercial activity, and the Mississippi River (Figure 6). Neighborhoods in Northeast Minneapolis also have an assortment of parks and open space dotting the Mississippi Riverfront, along with additional linear park trails being implemented along the riverfront to connect these parks and neighborhoods with the Minneapolis Park System and other amenities and activities.

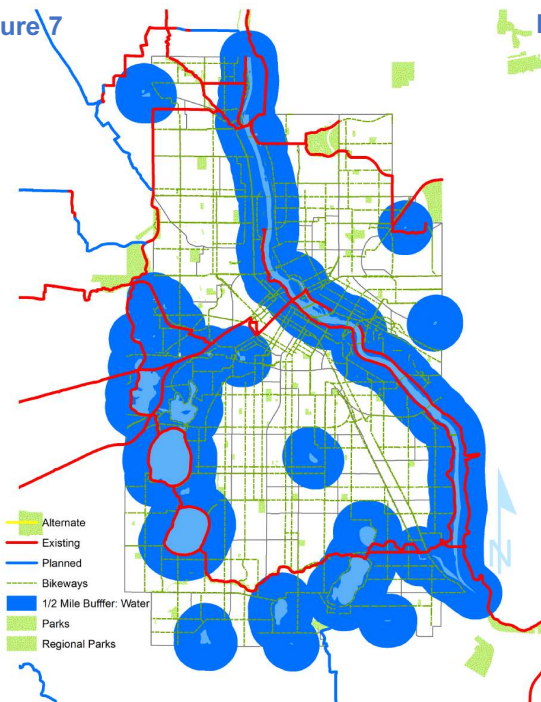
The riverfront adjacent to neighborhoods in North Minneapolis have remained heavily industrial stretching north from downtown the Camden Bridge at 42nd Ave N. Improvements in recent years along the riverfront from Plymouth Ave to just north of West Broadway at Orvin “Ole” Olson Park have included trails and open space including native plantings guided by Above the Falls planning efforts, all of which have led to a renewed and revitalized Mississippi River at long last accessible for the North Minneapolis community.

Figure 6



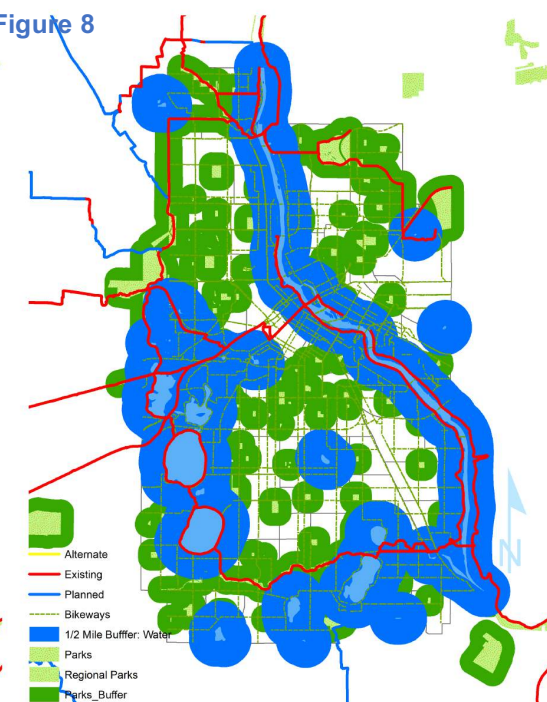
Access to Regional Parks and Trails

Figure 7



Locations within
1/2 Mile of Natural Water

Figure 8



Locations within
1/2 Mile of Natural Water or Park

Figure 9

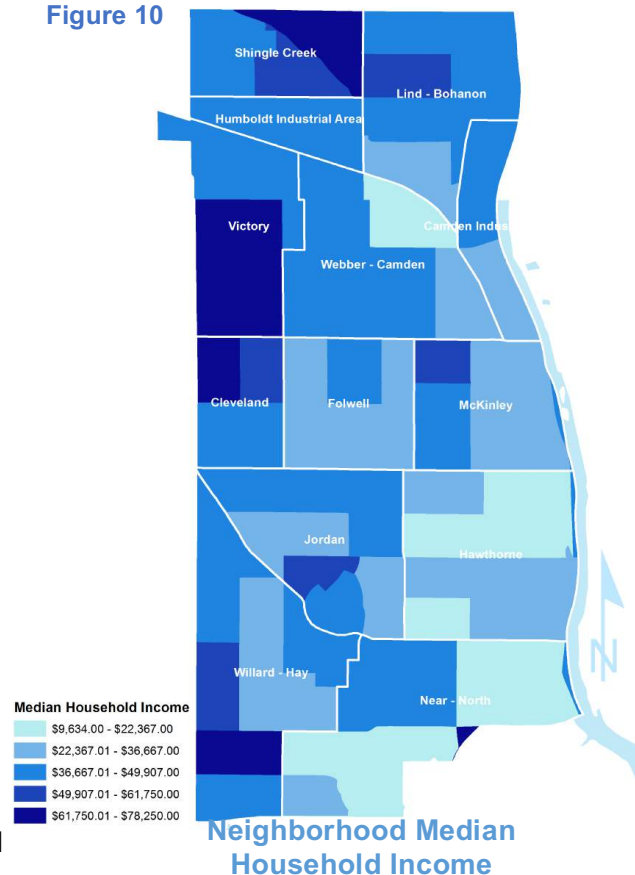


The physical and visual barriers, along with various social barriers, have deterred both the use and access of this landscape. The North Minneapolis community has long struggled with many of the problems of inequitable access in relation to many of the different social, physical, and economic opportunities that make the Twin Cities a thriving region and place to live. Lower incomes, lower homeownership rates, and the highest obesity rates in Hennepin County are a few of the many different issues impeding the north side community (Figure 10; Table 1). Developing a system of “connections” and removing barriers of access within the infrastructure accessing natural amenities for the neighborhoods in North Minneapolis is a crucial aspect of these planning efforts to ensure the social, economic, and health outcomes are equitable throughout the entire city (Figures 7-9). Addressing the perceptions of walkability alongside the physical and visual improvements needed to make this environment more pedestrian-friendly will also help to further address some of social inequities existing within the North Minneapolis community.

North Minneapolis Neighborhoods

An equitable lens has been applied throughout many of the planning documents in regards to the intended beneficiaries of these plans and the public processes used to engage the community and relevant agencies and organizations. The Above the Falls Master Plan Update and Above the Falls Regional Park Master Plan both applied substantial public participation processes to engage communities using community meetings, advisory committees, survey outreach, along with numerous open house events. Targeted outreach was used to connect with minority and other underserved populations, along with collaboration between agencies and organizations dedicated to the revitalization of the river corridor. Combining these various strategies has allowed for a more engaging and equitable process for the communities intended to benefit and be adversely impacted to the greatest extent from these plans and improvements. The City of Minneapolis also completed an Above the Falls Health Impact Assessment in 2012 as a method for ensuring health-equity in the decision-making process including themes relating to obesity and mental health, environmental quality, neighborhood

Figure 10



cohesion and safety, employment opportunities, and housing opportunities associated with changes in land use occurring with Above the Falls planning.

North Minneapolis Demographics								
Neighborhood	Pop.	Median Income	Below Poverty Level	HH Renter Occupied	No Vehicle	Walk/Bike/Work From Home	Public Transit	% of Population w Disability
Cleveland	2,990	\$53,882	18%	21.11%	8%	9.3%	3.4%	5.1%
Folwell	5,118	\$34,497	36.1%	38.77%	22.6%	6.8%	11.8%	9.3%
Harrison	3,412	\$27,698	40.7%	45.99%	29.6%	9.3%	n/a	12.6%
Hawthorne	4,166	\$23,168	41.6%	67.54%	44.7%	9.9%	19.7%	11.9%
Jordan	8,098	\$35,761	36.7%	57.00%	24.6%	9.1%	16.2%	15.5%
Lind-Bohanon	4,515	\$46,055	14.2%	33.19%	11.5%	4.2%	9.6%	4.5%
McKinley	2,877	\$34,505	40.7%	45.99%	19.4%	9.2%	6.1%	10.8%
Near North	6,199	\$25,926	41.8%	67.60%	34.8%	10.4%	19.1%	11.5%
Sumner-Glenwood	1,370	\$14,875	59.2%	87.21%	49.3%	16.8%	13.6%	11.3%
Victory	4,648	\$59,673	12.8%	18.98%	11.5%	7.9%	8.4%	5.5%
Webber-Camden	5,324	\$40,638	30.0%	44.82%	24.9%	3.5%	12.1%	14.5%
Willard-Hay	8,319	\$40,276	37.2%	42.34%	16.5%	11.8%	15.9%	14.2%
All Minneapolis	394,419	\$55,956	22.6%	47.4%	18.6%	16.9%	13.5%	10.5%

Table 1

Planning Documents

The Above the Falls area has had many plans that influence and guide development. The research for this project focuses on plans that apply between Plymouth Ave N and 42nd Ave N within North Minneapolis.

Above the Falls Plans

Beginning in 2000, the Above the Falls planning process began developing strategies and visions to reclaim the Mississippi Riverfront along the Upper Mississippi River in the City of Minneapolis. Out of these efforts came *Above the Falls- A Master Plan for the Upper River in Minneapolis*, involving a network of linear trails and parkland along the riverfront while connecting existing trails and parkland throughout the city with North Minneapolis, including a potential mix-use of housing, commercial, and employment opportunities. Benefits highlighted from the improvements in this original planning document include riverfront revitalization, access to riverfront for recreation and leisure activities, neighborhood renewal strategies, and a natural ecological restoration of the riverfront corridor. Restoring the natural ecological processes and aesthetics of the river corridor are other important aspects of these plans, which will in turn serve as a catalyst for renewed interest and engagement with the Mississippi River.

RiverFIRST Vision

The City of Minneapolis has adopted many different master and small area plans related to the Above the Falls planning efforts, many which have been developed in collaboration between Minneapolis and Mississippi River-adjacent neighborhoods and organizations. Along with the official small area, city-wide, and county-wide, a design competition was held in 2011 related to what future visions of the Upper River could contain.

The *RiverFIRST Vision* won the competition and was influential guiding updates for Above the Falls planning efforts. Visions from this concept include a wetlands park at the current Upper Harbor Terminal Site (Fig 11), a land bridge capping I-94 from 26th Ave N to 29th Ave N (Fig 12), a fishing pier and overlook where the future 26th Ave N Greenway meets the Mississippi River (Fig 13), “knot bridges,” converting the BNSF Rail Bridge for pedestrian use, and reclaiming Spirit Island. Updated versions of the Above the Falls Master Plan were completed in 2013 for both the City of Minneapolis and Minneapolis Park & Recreation Board, both agencies with an active and important role in guiding future land use along the riverfront.

Figure 11



Upper Harbor Terminal site

Figure 12



Farview Park Expansion

Figure 13

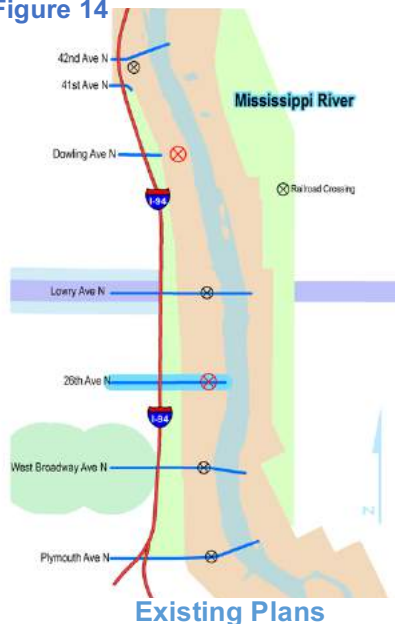


26th Ave N Fishing Pier/Overlook

Nighborhood Small Area Plans

Plans related to Plymouth Ave, West Broadway, 26th Ave N, and Lowry Ave are more detailed regarding improvements that address both the barriers and connections between Northside neighborhoods and the Riverfront at the pedestrian level (Fig 14).

Figure 14



Planning Documents

Above the Falls Master Plan
Above the Falls Master Plan Update
Above the Falls Regional Park Master Plan
Mississippi River Critical Area Plan
RiverFIRST Vision
West Broadway Alive! Plan
26th Avenue Bikeway and Greenway Plan
Lowry Avenue Strategic Plan, Rezoning Study, and Comprehensive Plan Modification
Lowry Avenue Corridor Plan
Hennepin County Pedestrian Plan

These neighborhood plans specifically address improvements needed along these “linkages,” reflecting the efforts and input of the communities in which they represent. Updated

versions to these planning efforts continue to reflect the economic and social changes that have occurred since the inception of the original ATF Master Plan, emphasizing the willingness of public agencies and the general public in considering both the “highest and best” land use, as well as the potential challenges and opportunities associated with each plan. As improvements continue to be developed and come to fruition along the riverfront, the continued updating of planning efforts to reflect visions included in the ATF plans will help ensure access and improvements are equitable. Another important aspect of these updated plans is the local knowledge that takes into consideration the challenges and needs specific to the neighborhoods and organizations developing land use plans. Regardless on the types of development occurring improving and developing better linkages and connections will ensure communities historically removed from this great natural amenity will be provided the opportunity to benefit from the revitalization of the riverfront and associated activities.

Improvements recently along Plymouth Ave N have included many of the elements the community and other plans suggest, including protected bike lanes (separate pedestrian/automobile zones) (Fig 15), colorful crosswalks that indicate a bicyclist crossing (Fig 16), and other safety barriers that enhance the safety and overall pedestrian experience.

The Near-Northside Plan offered guidance and community suggestions as how these improvements should be implemented, as did both original and updated Above the Falls planning efforts.

Figure 15



Protected bike lanes

Figure 16



Crosswalk

Connections

Figure 17



Existing Connections to Mississippi River

The existing connections linking neighborhoods in North Minneapolis and the riverfront included within the Above the Falls boundary are located approximately every six blocks, with seven connections existing in total (Fig 17).


Similar and consistent themes have been identified along each connection relating to the different barriers and recommendations for addressing these challenges. In particular, I-94 serves as a major physical and visual barrier, exacerbated by the heavy industrial use, trucks, and lack of destination points along the riverfront between Orvin “Ole” Olson Park and Camden Bridge. Other existing barriers include at-grade railroad crossings, freeway entrance and exit ramps, limited east-west public transit connections, auto-oriented environments, the presence of large semi-trucks and other hauling equipment, and air & water quality concerns related to industrial pollution. The *Mississippi River Critical Area Plan* identifies the need for lateral greenways connecting to the riverfront at each connection, which includes numerous benefits not limited to enhanced access to the riverfront, neighborhood renewal, and restoring the natural ecology of the river corridor. Socioeconomic challenges also exist relating to the desirability of such recreational uses trails, along with availability of leisure time to take advantage of such opportunities. In addition, improving transit access will ensure that equity is considered, and that elderly and disabled populations will have the same degree of access and enjoyment of this new space and amenities.

Case Studies

A variety of projects were analyzed as part of a case study to identify best practices and improvements that have been implemented and considered in addressing barriers and improved connections for accessing parks, trails, riverfronts, and other historical/cultural amenities. The cities of Portland, OR; Vancouver, WA; Denver, CO; St. Louis, MO; Pittsburgh, PA; and New York, NY were included in this analysis, with an assortment of practices and concepts taken from each case study for applying to the Upper Mississippi River in Minneapolis, MN.

Plymouth Ave N

Plans

Plan	Published Date	Figure 18
<i>Above the Falls Master Plan Update</i>	6/14/2013	
<i>Above the Falls Regional Park Master Plan</i>	6/1/2013	
<i>Mississippi River Critical Area Plan</i>	6/16/2006	
<i>Minneapolis Near Northside Master Plan</i>	3/2000	

Riverfront along Plymouth Ave

Community Presentations

Plymouth Ave N Presentations

Organization	Meeting Date	Location
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Northside Residents Redevelopment Council</i>	5/9/16	UROC in North Minneapolis

Community Feedback

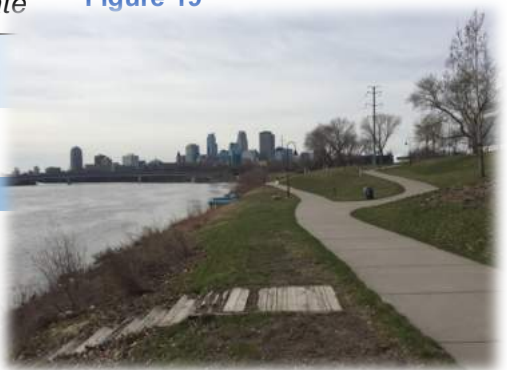
Plymouth Ave N

BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i>		<ul style="list-style-type: none"> Improved neighborhood connections 	<i>Above the Falls Master Plan Update</i>
	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> Not safe Cold, windy Distance Road work in the summer Access, safety along streets 	<ul style="list-style-type: none"> Enhance these areas (the cold, windy areas) & include public art (to mark the connections night & day) Greenway 	Northside Residents Redevelopment Council
POOR AESTHETICS	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> No transparent or colorful connections (night & day) Poor aesthetics make it undesirable 	<ul style="list-style-type: none"> Colored bike lanes & protected bike lane posts with consideration of local and cultural engagement Keep historical and attractive RR bridge 	Above the Falls Citizen Advisory Committee
			<ul style="list-style-type: none"> Beautify Plymouth w/gardens & seating Add public art to under the bridge i.e. beautiful murals Make it more aesthetically pleasing 	Northside Residents Redevelopment Council
LACK OF CLEAR WAYFINDING	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> No wayfinding or acknowledgement that the river is near 	<ul style="list-style-type: none"> Signage on trails Signage on trail to Stone Arch Bridge, Cedar Trail, etc. Corner of W. River Road & Plymouth Ave N 	Above the Falls Citizen Advisory Committee
	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> Lack of lighting & direction 	<ul style="list-style-type: none"> Wayfinding signage 	

UNSAFE BIKE LANES	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> The trails are separated but need more protection 	<ul style="list-style-type: none"> Bike crosswalk painted markers should be spaced more closely together Colored bike lanes & protected bike lane posts with an emphasis on local cultural and historical attributes 	Above the Falls Citizen Advisory Committee
	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> There is nothing welcoming about going for a walk or bike ride 	<ul style="list-style-type: none"> Separate bike lanes completely Protected pedestrian/bike space 	Northside Residents Redevelopment Council
			<ul style="list-style-type: none"> Additional space could be allocated to bicycle lanes and to pedestrian zones. 	<i>Above the Falls Regional Park Master Plan</i>
LACK OF PEDESTRIAN LIGHTING	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> Lack of lighting & direction 	<ul style="list-style-type: none"> Lighting Update fence and lighting 	Northside Residents Redevelopment Council
	Above the Falls Citizen Advisory Committee		<ul style="list-style-type: none"> Lighting under bridge Existing guardrail and roadway lighting could be renovated to create a more inviting place for pedestrians to enjoy river views 	Above the Falls Citizen Advisory Committee <i>Above the Falls Regional Park Master Plan</i>
PERCEPTION OF ACCESS TO RIVERFRONT			<ul style="list-style-type: none"> Knot bridges More pedestrian and bicycle friendly features along bridge crossing river Adequate accommodation for multi-use trails underneath to provide connectivity to riverfront 	<i>Above the Falls Master Plan Update</i>
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> No wayfinding or acknowledgement that the river is near 	<ul style="list-style-type: none"> Signage on trails Wayfinding signage Enhance connectivity between trail & bridge 	Above the Falls Citizen Advisory Committee
LACK OF AMENITIES ALONG/NEAR RIVER			<ul style="list-style-type: none"> River overlook "balconies" could be attached to the bridge structure Potential bridge enhancements at Plymouth will be possible following the City of Minneapolis project to refurbish the bridge structurally and restripe the bridge lanes 	<i>Above the Falls Regional Park Master Plan</i>
			<ul style="list-style-type: none"> Provide linkages: to the regional park system, to adjacent neighborhoods Extend north-south boulevard to Plymouth Ave and east/west connections to river 	<i>Minneapolis Near Northside Master Plan</i>
LACK OF SAFETY BARRIERS	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> Not safe Cold, windy Access, safety along streets The Emerson/Fremont intersection is not safe 	<ul style="list-style-type: none"> 	
UNFRIENDLY PEDESTRIAN ENVIRONMENT	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> Even though it is relatively close there are so many structural barriers along Plymouth that make it seem far away A lot of warehouses, factories. 	<ul style="list-style-type: none"> Beautify Plymouth w/gardens & seating Add public art to under the bridge i.e. beautiful murals Provide a destination Make it more appealing View is beautiful. Other people biking & meandering 	Northside Residents Redevelopment Council
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Cars who use bike space as parking 		

West Broadway Ave

Plans

Plan	Published Date	Figure 19
<i>Above the Falls Master Plan Update</i>	6/14/2103	
<i>West Broadway Alive! Plan</i>	3/21/2008	
<i>Mississippi River Critical Area Plan</i>	6/16/2006	

Community Presentations

West Broadway Ave Presentations

Riverfront along West Broadway Ave

Organization	Meeting Date	Location
<i>Hawthorne Neighborhood Association</i>	4/14/16	Farview Park
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Northside Residents Redevelopment Council</i>	5/9/16	UROC in North Minneapolis
<i>Jordan Area Community Council</i>	5/19/16	St. Olaf Lutheran Church

Community Feedback

West Broadway Ave N

BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i>		<ul style="list-style-type: none"> Improved neighborhood connections are needed along West Broadway Avenue, including improved sidewalks and pedestrian amenities. 	<i>Above the Falls Master Plan Update</i>
	Jordan Area Community Council	<ul style="list-style-type: none"> Dangerous intersection at 94 for pedestrians/cyclists 	<ul style="list-style-type: none"> Pursue improvements to the I-94 bridge that extend elements of the West Broadway streetscape and create an engaging gateway to the West Broadway commercial core. 	<i>West Broadway Alive! Plan</i>
	<i>West Broadway Alive! Plan</i>	<ul style="list-style-type: none"> Its unsightly appearance is an impediment to attracting commercial customers to West Broadway. It also deters pedestrian circulation to the Mississippi River from North Minneapolis. Sidewalks on the bridge are only six feet in width. They are an uncomfortable environment for 	<ul style="list-style-type: none"> Enhancing the bridge within the existing bridge width. The lanes on the bridge are wider than necessary, and if brought into alignment with minimum state aid standards several feet of width can be gained on each side of the bridge for sidewalks. And some lighting or artistic treatment could 	

		<p>pedestrians and bicyclists because of their narrow dimension and the absence of physical protection between the sidewalk and the road.</p> <ul style="list-style-type: none"> The benefit of this connection is largely lost because of the condition of the environment between the Parkway and West Broadway's commercial core. 	<ul style="list-style-type: none"> Increasing the physical width of the bridge deck, allowing a more complete set of design improvements. The structure in this instance is able to provide a much improved space to accommodate both pedestrians and bicyclists, with a sense of ample protection from the traffic. Capital monies can be pursued for aesthetic enhancement of the bridge over Interstate 94 and provide visual continuity all the way to the Mississippi River. 	
POOR SIDEWALKS	<i>West Broadway Alive! Plan</i>	<ul style="list-style-type: none"> Sidewalks on the bridge are only six feet in width. 	<ul style="list-style-type: none"> A full streetscape treatment, supporting a continuity of design that connects West Broadway all the way to the Mississippi River. 	<i>West Broadway Alive! Plan</i>
	<i>Above the Falls Master Plan Update</i>	<ul style="list-style-type: none"> Improved neighborhood connections are needed along West Broadway Avenue, including improved sidewalks and pedestrian amenities. 	<ul style="list-style-type: none"> Streetscape elements can include lighting, landscaped planters, and artistic elements 	
	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> No safety or barriers to walk along this path to river. Need more pedestrian friendly (walking mostly) once past I-94 going towards the river. 	<ul style="list-style-type: none"> Full streetscaping from Mississippi River to Girard Ave—complete streetscaping installation at the time of street reconstruction A barrier of some kind can be placed at the edge of the sidewalk to improve the sense of safety for pedestrians. 	
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Sidewalk is in disrepair, narrow, too much traffic Deadly traffic + stop + go, lots to cross Traffic, sidewalks in disrepair and too narrow for both walkers and bicyclists Horrible pedestrian environment 	<ul style="list-style-type: none"> Street reconstruction allows for the widening of sidewalks and the installation of a complete streetscape. This would allow for greening the street, create an inviting aesthetic environment, and provide visual continuity all the way to the Mississippi River. 	
	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> No protection, no crosswalks. West Broadway is not pedestrian friendly 	<ul style="list-style-type: none"> Improvements for pedestrian/cyclists—need protected space. Separated space. 	Northside Residents Redevelopment Council
	Jordan Area Community Council	<ul style="list-style-type: none"> Narrow sidewalks 		
LACK OF BIKE LANES	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> West Broadway is not pedestrian friendly 	<ul style="list-style-type: none"> It may be possible to add on-street bicycle lanes on West Broadway between West River Road and Lyndale Avenue. This would probably require the elimination of on-street parking through this stretch, and may also require some property acquisition. 	<i>West Broadway Alive! Plan</i>
	Jordan Area Community Council	<ul style="list-style-type: none"> Dangerous intersection at 94 for pedestrians/cyclists 4th St to 2nd St is not bike/pedestrian friendly 		
	Hawthorne Neighborhood Council		<ul style="list-style-type: none"> Really like the round-about for bikes along W. Broadway. Absolutely MUST have designated bike lanes along Broadway. 	Hawthorne Neighborhood Council

	Above the Falls Citizen Advisory Committee		<ul style="list-style-type: none"> • Get that elevated bike roundabout from Netherlands • Improvements for pedestrian/cyclists- need protected space • Separated spaces • Separate bike lanes • More bike/ped amenities • Dedicated and expanded pedestrian/bike infrastructure 	Above the Falls Citizen Advisory Committee Northside Residents Redevelopment Council Jordan Area Community Council
DANGEROUS TRAFFIC	Above the Falls Citizen Advisory Committee Northside Residents Redevelopment Council	<ul style="list-style-type: none"> • Deadly traffic + stop + go, lots to cross • Traffic, sidewalks in disrepair and too narrow for both walkers and bicyclists • 55,000 cars pass Broadway and Washington everyday • Car traffic on Broadway to freeway exceeds 30 mph and run red light on River Road (need light on RR bridge to slow traffic) • Broadway bridge scary... • Why would you ever walk there? • 94 connections for cars are crazy, always accidents • Traffic/speeds • Congestion • No protected spaces from automobiles 		
LACK OF WAYFINDING			<ul style="list-style-type: none"> • Branded (Hawthorne) way finding • There could be a potential gateway feature marking entrance to North Minneapolis • Wayfinding signs 	Hawthorne Neighborhood Council <i>Above the Falls Master Plan Update</i> Jordan Area Community Council
POOR LIGHTING	Hawthorne Neighborhood Council Above the Falls Citizen Advisory Committee Northside Residents Redevelopment Council Jordan Area Community Council		<ul style="list-style-type: none"> • Pedestrian lighting • Caution lights to slow people down • Lighting 	Hawthorne Neighborhood Council Above the Falls Citizen Advisory Committee Northside Residents Redevelopment Council
INADEQUATE RIVERFRONT ACCESS			<ul style="list-style-type: none"> • Access available to river bank at Broadway • "knot bridges" 	<i>Above the Falls Master Plan Update</i>

<p>LACK OF PEDESTRIAN AMENITIES ALONG RIVER CROSSING</p>		<ul style="list-style-type: none"> • More pedestrian and bicycle friendly features along bridge crossing river, with adequate accommodation for multi-use trails underneath to provide connectivity to riverfront • This plan identifies a need to explore with Hennepin County potential opportunities for new or enhanced connections and river crossing along Broadway 	<p><i>Above the Falls Master Plan Update</i></p>
<p>INADEQUATE PUBLIC TRANSIT</p>		<ul style="list-style-type: none"> • Routes 14 and 22 in particular should be considered for service improvement based on the development anticipated in this plan, along with bus service connecting across the river to connect Northeast Minneapolis to West Broadway. 	<p><i>West Broadway Alive! Plan</i></p>
<p>UNFRIENDLY PEDESTRIAN ENVIRONMENT</p>	<p>Above the Falls Citizen Advisory Committee</p> <ul style="list-style-type: none"> • Horrible pedestrian environment 	<ul style="list-style-type: none"> • To feel safer along the road 	<p>Above the Falls Citizen Advisory Committee</p>
	<p>Northside Residents Redevelopment Council</p> <ul style="list-style-type: none"> • Cold, windy • West Broadway is not pedestrian friendly. 	<ul style="list-style-type: none"> • safety • Make it more friendly to pedestrians. It's sort of a thoroughfare - cars, trucks - it doesn't feel connected to the river. 	<p>Northside Residents Redevelopment Council</p>
<p>POOR AESTHETICS</p>	<p>Northside Residents Redevelopment Council</p> <ul style="list-style-type: none"> • No transparent or colorful connections (night & day) • Lack of cohesive environment • Cold, windy • 	<ul style="list-style-type: none"> • Support the development of boulevard-style improvements to Washington Avenue that extend to West Broadway on the north. • West River Parkway: The improvement will ultimately extend the parkway-type street and trail amenities from their current terminus at approximately Plymouth Avenue north past West Broadway to around 26th Avenue North. The proposed design includes an opportunity for public art at West Broadway. • The east gateway itself includes several points that feel like entrances to Broadway—crossing the Mississippi River Bridge, traveling under the railroad bridge, and crossing the I-94 Bridge. There are opportunities for creating and placing public art at each of these points. • Enhance these areas (the cold, windy areas) & include public art (to mark the connections night & day) • Broadway Beautification • Aesthetic connection 	<p><i>West Broadway Alive! Plan</i></p> <p>Northside Residents Redevelopment Council</p>

				<ul style="list-style-type: none"> A more attractive & welcoming environment. 	<p>Hawthorne Neighborhood Council</p> <p>Jordan Area Community Council</p>
LACK OF RIVER AMENITIES	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> There really isn't much to do once you cross the freeway. Any improved River access would need to be done hand in hand with development on Washington. 			
POLLUTION	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> Pollution from Trucks & buses cars Trucks that are hauling all the things that were shipped by barge. 			
SAFETY CONCERNS	Northside Residents Redevelopment Council	<ul style="list-style-type: none"> West Broadway is not pedestrian friendly. 	<ul style="list-style-type: none"> Safety (call boxes) To feel safer along the road 		Hawthorne Neighborhood Council
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Horrible pedestrian environment 	<ul style="list-style-type: none"> Safety Make it more friendly to pedestrians. It's sort of a thoroughfare - cars, trucks - it doesn't feel connected to the river. 		Northside Residents Redevelopment Council
LACK OF GREEN	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Connections w/ parkway-style cross streets. West Broadway has an opportunity to link with "green" cross streets at several key locations including West River Road, a future Washington Boulevard, the future parkway-style Emerson/Fremont pair, and Theodore Wirth Parkway/Victory Memorial Drive. 		<i>West Broadway Alive! Plan</i>
			<ul style="list-style-type: none"> Greening of corridor 		Hawthorne Neighborhood Council

26th Ave N

Plans

Plan	Published Date	Figure 20
<i>Above the Falls Master Plan</i>	6/21/1999	
<i>Above the Falls Master Plan Update</i>	6/14/2013	
<i>Above the Falls Regional Park Master Plan</i>	6/1/2013	
<i>RiverFIRST Vision</i>	3/15/2012	
<i>26th Avenue Bikeway and Greenway Plan</i>	2004 & 2009	
<i>Mississippi River Critical Area Plan</i>	6/16/2006	

Riverfront along 26th Ave N

Community Presentations

26th Ave N Presentations

Organization	Meeting Date	Location
<i>Hawthorne Neighborhood Association</i>	4/14/16	Farview Park
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Jordan Area Community Council</i>	5/19/16	St. Olaf Lutheran Church

Community Feedback

26th Ave N

BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i>		<ul style="list-style-type: none"> Farview Park Extension The long-term vision in RiverFirst is to cap Interstate 94 with a land bridge featuring urban agriculture and public open space between 26th Ave North and 28th Ave North. Ultimately, according to the Park Board's action in March, 2012, the intent is to cap up to one mile of the highway Farview Park Expansion: This major new park extension bridges Interstate 94 and reconnects the high point of the city and communities in North Minneapolis with the Mississippi River. The proposal could 	<i>Above the Falls Master Plan Update</i> <i>Above the Falls Regional Park Master Plan</i> <i>RiverFIRST Vision</i>

			<p>ultimately cap the portion of I-94 between N 26th Avenue and 28th Avenue N with a major expansion of Farview Park and the greening of both streets.</p> <ul style="list-style-type: none"> The Farview Park Extension design proposes a land bridge farm and open space, green corridors along N 26th Avenue and 28th Avenue N, a put-in for non-motorized boats, an open space core between N 26th Avenue and 28th Avenue N corridors to promote new, denser business development, and a seasonal stream corridor at N 27th Avenue for area storm water biofiltration. The already-planned N 26th Avenue Greenway will be the first portion of this project implemented, reestablishing the connection of N 26th Avenue to the riverfront, and providing new access to a riverfront trail system for the communities of the Northside. 	
			<ul style="list-style-type: none"> 26th Avenue North connection to West River Parkway 	<i>Above the Falls Master Plan</i>
LACK OF BIKE LANES	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Needs protected lanes 	<ul style="list-style-type: none"> Linkages along 26th Ave North to the neighborhood with enhanced pedestrian and bicycle facilities 	<i>Above the Falls Master Plan Update</i>
	Jordan Area Community Council	<ul style="list-style-type: none"> 94 bridge doesn't have protected lanes. 	<ul style="list-style-type: none"> Continue protected lane across bridge Getting better but need more protected spaces 	Jordan Area Community Council
POOR LIGHTING	Hawthorne Neighborhood Council		<ul style="list-style-type: none"> Lighting 	Hawthorne Neighborhood Council
	Above the Falls Citizen Advisory Committee		<ul style="list-style-type: none"> Lighting 	Above the Falls Citizen Advisory Committee
LACK OF WAYFINDING	Hawthorne Neighborhood Council		<ul style="list-style-type: none"> Branded neighborhood wayfinding 	Hawthorne Neighborhood Council
INADEQUATE RIVERFRONT ACCESS			<ul style="list-style-type: none"> Public water access point and scenic overlook proposed at 26th Ave N 	<i>Above the Falls Master Plan Update</i>
	<p>Hawthorne Neighborhood Council</p> <p>Jordan Area Community Council</p>	<ul style="list-style-type: none"> Removal of Aggregate Industries No access to riverfront Not a very good connection to the river from 26th 	<ul style="list-style-type: none"> More actual activities along river ex) parasailing, rent paddle boats or kayak Direct access to river by both vehicle & walking or biking. 	Hawthorne Neighborhood Council
POOR RIVER CROSSING			<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>

<p>POOR SIDEWALKS</p>			<ul style="list-style-type: none"> Construct Green Corridor on the North Side of 26th Avenue. Construct Green Corridor in a Median in 26th Avenue. Greening More sidewalks 	<p><i>26th Avenue Bikeway and Greenway Plan</i></p> <p>Hawthorne Neighborhood Council</p> <p>Jordan Area Community Council</p>
	<p>Jordan Area Community Council</p> <p><i>Above the Falls Master Plan Update</i></p>	<ul style="list-style-type: none"> Lack of sidewalks on 2nd St N existing active rail crossings, particularly those "at-grade" 		
<p>POLLUTION</p>	<p><i>Above the Falls Master Plan Update</i></p>	<ul style="list-style-type: none"> In the absence of such acquisition or access of land for trail/river access, MPRB and the City should explore opportunities to enhance North Pacific Street or other existing streets to serve as interim parkway and trail connections. 	<ul style="list-style-type: none"> Bicycle facilities along 2nd Street North adjacent to river in this area to provide North/South connectivity 	<p><i>Above the Falls Master Plan Update</i></p>
	<p>Jordan Area Community Council</p>	<ul style="list-style-type: none"> Cemstone 	<ul style="list-style-type: none"> A less industrial presence near the river & 26th Site acquisition Changes help see better 	<p>Jordan Area Community Council</p>

Lowry Ave N

Plans

Plan	Published Date	Figure 21
<i>Above the Falls Master Plan Update</i>	6/14/2013	
<i>Above the Falls Regional Park Master Plan</i>	6/1/2013	
<i>Mississippi River Critical Area Plan</i>	6/16/2006	
<i>Lowry Avenue Strategic Plan, Rezoning Study and Comprehensive Plan Modification</i>	4/19/2011	
<i>Lowry Avenue Corridor Plan</i>	7/12/2002	
<i>RiverFIRST Vision</i>	3/15/2012	
<i>Hennepin County Pedestrian Plan</i>	9/14/2013	

Riverfront along Lowry Ave N

Community Presentations

Lowry Ave N Presentations

Organization	Meeting Date	Location
<i>Hawthorne Neighborhood Association</i>	4/14/16	Farview Park
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Folwell Neighborhood Association</i>	5/2/16	Folwell Neighborhood Association
<i>Jordan Area Community Council</i>	5/19/16	St. Olaf Lutheran Church

Community Feedback

LOWRY AVE N


BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i> <i>Lowry Avenue Strategic Plan, Rezoning Study, and Comprehensive Plan Modification</i>		<ul style="list-style-type: none"> Future plans for the Above the Falls area calls for an improved connection to the river between Interstate 94 and the Mississippi River, and redevelopment of this three block stretch along on both sides of Lowry Avenue. 	<i>Above the Falls Master Plan Update</i> <i>Lowry Avenue Strategic Plan, Rezoning Study, and Comprehensive Plan Modification</i>

LACK OF RIVER CROSSING ACCESS OR AMENITIES	<i>Above the Falls Master Plan Update</i>	<ul style="list-style-type: none"> Connecting bridge and park/trails Additional connectivity between new Lowry Bridge structure and the surface routes is still needed; these can be completed as part of West River Parkway extension 	<ul style="list-style-type: none"> It is likely that short segments of trail will be constructed and that wayfinding signs will direct users to alternative routes on local streets, as an interim measure. On the west bank, trail development will evolve primarily with the extension of West River Parkway as well as the acquisition of contiguous properties or easements. Short-term connections via streets, however, over long term some type of vertical pedestrian/bicycle connection from parkway directly to bridge is desired Connections to the Mississippi River and associated green spaces and linkages envisioned in the Upper River Master Plan Below-bridge space at west end of Lowry developed as park and possible commercial along with remodeled storm water detention 	<i>Above the Falls Regional Park Master Plan</i>
	<i>Above the Falls Regional Park Master Plan</i>	<ul style="list-style-type: none"> Collaboration with the City of Minneapolis and Hennepin County is needed at the Lowry bridge to determine how best to connect the park trails. 		
	<i>Lowry Avenue Strategic Plan, Rezoning Study, and Comprehensive Plan Modification</i>	<ul style="list-style-type: none"> Canadian Pacific Railroad (addressing roadway approaches to new Lowry Bridge) 		<i>Above the Falls Master Plan Update</i>
	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> No connection to river 		<i>Lowry Avenue Corridor Plan</i>
<i>RiverFIRST Vision</i>				
INADEQUATE RIVERFRONT ACCESS	Hawthorne Neighborhood Council	<ul style="list-style-type: none"> No connection to river 	<ul style="list-style-type: none"> Stone Arch Bridge and/or public space Parks Activities 	Folwell Neighborhood Association
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Connections from Lowry to Pacific St 	<ul style="list-style-type: none"> Connect to the bridge, safely 	Above the Falls Citizen Advisory Committee
	Jordan Area Community Council	<ul style="list-style-type: none"> Can't get to river 	<ul style="list-style-type: none"> Connections from bridge/street to river. 	Jordan Area Community Council
LACK OF BIKE LANES	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Not protected bike & sidewalks, bike lanes end Missing bike lane segment 	<ul style="list-style-type: none"> Remote bicycle lanes for recreational bicyclists on parallel routes north or south of the Lowry corridor, following Minneapolis and neighborhood plans (not Hennepin County) 	<i>Lowry Avenue Corridor Plan</i>
	Jordan Area Community Council	<ul style="list-style-type: none"> Not very bike/pedestrian friendly Heavy traffic making it feel less safe to bike on Lowry 	<ul style="list-style-type: none"> Paint lanes on bridge 	
			<ul style="list-style-type: none"> Pedestrian friendly environment including protected walk & boulevards 	Jordan Area Community Council
				Above the Falls Citizen Advisory Committee

SAFETY	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> No crosswalk across 2nd Street 	<ul style="list-style-type: none"> Development should include creating a stronger pedestrian realm on Lowry Avenue, with enhanced pedestrian crossings at intersections 	Above the Falls Master Plan Update
	Folwell Neighborhood Association	<ul style="list-style-type: none"> No walking or pedestrian paths Lack of safety measures No safety barriers 	<ul style="list-style-type: none"> Curb extensions for pedestrian safety Safety measures and barriers Repair sidewalks Pedestrian friendly environment including protected walk & boulevards 	Hennepin County Pedestrian Plan
			<ul style="list-style-type: none"> Paths are a great way to get to and reason to go to the river 	Above the Falls Citizen Advisory Committee
				Folwell Neighborhood Association
LACK OF WAYFINDING	Above the Falls Citizen Advisory Committee		<ul style="list-style-type: none"> Add signage Branded neighborhood wayfinding 	Above the Falls Citizen Advisory Committee Hawthorne Neighborhood Council
POOR LIGHTING	Hawthorne Neighborhood Council			
LACK OF CLEAR NEIGHBORHOOD IDENTITY			<ul style="list-style-type: none"> The intersection of Lowry and Washington is expected to serve as a North Minneapolis gateway Establish a brand identity for the area north of the Lowry bridge and to the east of I-94 	Lowry Avenue Strategic Plan, Rezoning Study, and Comprehensive Plan Modification RiverFIRST Vision
LACK OF GREEN SPACE	Folwell Neighborhood Association	<ul style="list-style-type: none"> Hills 	<ul style="list-style-type: none"> Visually appealing greenage along the Lowry corridor Greening Land bridge 	Folwell Neighborhood Association Hawthorne Neighborhood Council Jordan Area Community Council
POLLUTION	Hawthorne Neighborhood Council Above the Falls Citizen Advisory Committee Folwell Neighborhood Association Jordan Area Community Council	<ul style="list-style-type: none"> Pollution from Northern Metals Air quality Pollution rumored to be in or near the river Industrial blight along the riverfront Industry along river 	<ul style="list-style-type: none"> Close GAF 	Jordan Area Community Council

Dowling Ave N

Plans

Plan	Published Date	Figure 22
<i>Above the Falls Master Plan Update</i>	6/14/2013	
<i>Above the Falls Regional Park Master Plan</i>	6/1/2013	
<i>RiverFIRST Vision</i>	3/15/2012	
<i>Mississippi Critical Area Plan</i>	6/16/2006	

Riverfront along Dowling Ave N

Community Presentations

Dowling Ave N Presentations

Organization	Meeting Date	Location
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Folwell Neighborhood Association</i>	5/2/16	Folwell Neighborhood Association
<i>Victory Neighborhood Association</i>	5/25/16	Warren Habitat

Community Feedback

DOWLING AVE N


BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i>		<ul style="list-style-type: none"> Neighborhood connections along Dowling, including improved bicycle and pedestrian amenities are needed 	<i>Above the Falls Master Plan Update</i>
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Squashed in between cars Not safe to bike or walk 	<ul style="list-style-type: none"> Parkway connections from UHT site along Dowling and north on Washington at Dowling 	<i>Above the Falls Master Regional Park Master Plan</i>
INADEQUATE RIVERFRONT ACCESS	Folwell Neighborhood Association	<ul style="list-style-type: none"> Dangerous traffic intersections and highway entrances 	<ul style="list-style-type: none"> Land bridge 	Victory Neighborhood Association
			<ul style="list-style-type: none"> Boating access 	Folwell Neighborhood Association

POOR SIDEWALKS	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Sidewalks need to be repaired and widened Sidewalks in disrepair 	<ul style="list-style-type: none"> Neighborhood connections along Dowling, including improved bicycle and pedestrian amenities are needed 	Above the Falls Master Plan Update
	Folwell Neighborhood Association Victory Neighborhood Association	<ul style="list-style-type: none"> Lack of crosswalks Lack of safety measures, no safety barriers, no walking or pedestrian paths Unclear pedestrian crossings Bad sidewalks No crosswalks No crosswalk pedestrian signal Sidewalks so close to crazy traffic Feel exposed 	<ul style="list-style-type: none"> Crosswalks Safer sidewalks 	Victory Neighborhood Association
UNSAFE BIKE LANES	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Bike lanes weave in and out of traffic lanes- end suddenly Bike death trap- worst bike lane in the city 	<ul style="list-style-type: none"> Need straight and continuing protected bike lanes 	Above the Falls Citizen Advisory Committee
	Victory Neighborhood Association	<ul style="list-style-type: none"> Poor bike lanes Unprotected bike lanes No separation of traffic from bike/pedestrians There is no way anyone would use that bike lane When developing bike lanes – <u>NO</u> cars merging or swerving to follow curving lines or go around bike lanes. Cars are not exact and this is dangerous for unprotected bike lanes (see Dowling Bike lane between Penn & Fremont, etc. for example of what not to do) 	<ul style="list-style-type: none"> Neighborhood connections along Dowling, including improved bicycle and pedestrian amenities are needed Clear + dedicated routes for bikes + pedestrians Barriers for bikers 	Above the Falls Master Plan Update Victory Neighborhood Association
POOR LIGHTING	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Lighting 	<ul style="list-style-type: none"> Pedestrian lighting need to enhance this connection 	Above the Falls Citizen Advisory Committee
	Folwell Neighborhood Association	<ul style="list-style-type: none"> Pedestrian lighting 	<ul style="list-style-type: none"> More lighting Pedestrian ground-up broken lighting example 	Victory Neighborhood Association
LACK OF WAYFINDING	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Wayfinding 		
TRAFFIC	Victory Neighborhood Association	<ul style="list-style-type: none"> Heavy, fast moving, highway-minded traffic Sidewalks so close to crazy traffic Green light continues highway speed, going 45 mph by the intersection Truck trouble turning to Lyndale Cars coming around corner too fast to enter 94. 		

POOR AESTHETICS			<ul style="list-style-type: none"> Washington Avenue should be enhanced as a strong connection from the Dowling node to the Camden / Lyndale Avenue Node, potentially with a multi-modal street design. 	<i>Above the Falls Master Plan Update</i>
	Victory Neighborhood Association	<ul style="list-style-type: none"> Very sterile 	<ul style="list-style-type: none"> Aesthetics Sound break Wind break Nicer fencing 	Above the Falls Citizen Advisory Committee
POLLUTION	<i>Above the Falls Master Plan Update</i>	<ul style="list-style-type: none"> At-grade rail crossings 	<ul style="list-style-type: none"> Existing rail crossings will be key access points 	<i>Above the Falls Master Plan Update</i>
	Folwell Neighborhood Association	<ul style="list-style-type: none"> Air pollution is a barrier 	<ul style="list-style-type: none"> The existing rail crossings at N. Dowling Avenue and N. 33rd Avenue could be key access points. 	<i>Above the Falls Master Regional Park Master Plan</i>

41st Ave N

Plans

Plan	Published Date	Figure 23
<i>Above the Falls Master Plan Update</i>	6/14/2013	
<i>RiverFIRST Vision</i>	3/15/2012	
<i>Mississippi River Critical Area Plan</i>	6/16/2006	

Riverfront along 41st Ave N

Community Presentations

41st Ave N Presentations

Organization	Meeting Date	Location
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Lind-Bohanon Neighborhood Association</i>	5/5/16	Webber Park
<i>Victory Neighborhood Association</i>	5/25/16	Warren Habitat

Community Feedback

41ST AVE N

BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i> <i>Above the Falls Citizen Advisory Committee</i>	<ul style="list-style-type: none"> Sidewalks too narrow and in disrepair crossing bridge over freeway 	<ul style="list-style-type: none"> Sidewalk repair Clear distinction b/w bike lane and shoulder Better lighting 	<i>Above the Falls Citizen Advisory Committee</i>
INADEQUATE RIVERFRONT ACCESS			<ul style="list-style-type: none"> Similar to Dowling, this access to the Camden Boat Launch could be improved as a community and river gateway 	<i>RiverFIRST Vision</i>
LACK OF WAYFINDING	<i>Victory Neighborhood Association</i>		<ul style="list-style-type: none"> Better wayfinding Boat launch signage Clearly define route to river. Wayfinding – many people don't know there is a boat launch 	<i>Above the Falls Citizen Advisory Committee</i> <i>Victory Neighborhood Association</i>

POOR LIGHTING	<p><i>Victory Neighborhood Association</i></p> <ul style="list-style-type: none"> • Pedestrian lighting 	<i>Victory Neighborhood Association</i>
POOR SIDEWALKS	<p><i>Victory Neighborhood Association</i></p> <ul style="list-style-type: none"> • Crosswalks 	
OTHER CONNECTIONS	<ul style="list-style-type: none"> • Washington Avenue should be enhanced as a strong connection from the Dowling node to the Camden / Lyndale Avenue Node, potentially with a multi-modal street design. 	<i>Above the Falls Master Plan Update</i>
INDUSTRIAL ACTIVITY	<p><i>Above the Falls Master Plan Update</i></p> <ul style="list-style-type: none"> • The existing, narrow railroad viaduct on Soo Avenue is a significant constraint on connections to the north from this area. • I don't think of this as an access, it seems like it only serves the industrial area. <p><i>Victory Neighborhood Association</i></p>	

42nd Ave N

Plans

Plan	Published Date
<i>Above the Falls Master Plan</i>	6/21/1999
<i>Above the Falls Master Plan Update</i>	6/14/2013
<i>RiverFIRST Vision</i>	3/15/2012
<i>Mississippi River Critical Area Plan</i>	6/16/2006

Figure 24



Riverfront along 42nd Ave N

Community Presentations

42nd Ave N Presentations

Organization	Meeting Date	Location
<i>Above the Falls Citizen Advisory Committee</i>	4/26/16	Minneapolis Park & Recreation Board Headquarters
<i>Lind-Bohanon Neighborhood Association</i>	5/5/16	Webber Park
<i>Victory Neighborhood Association</i>	5/25/16	Warren Habitat

Community Feedback

42nd AVE N

BARRIER	Source of Barrier	Additional Barrier Information from the Plan	OPPORTUNITY	Source of Opportunity
I-94	<i>Above the Falls Master Plan Update</i>			
	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> Sidewalks too narrow and in disrepair 	<ul style="list-style-type: none"> Crosswalks Lighting Reconstruction of infrastructure 	Above the Falls Citizen Advisory Committee
	Lind-Bohanon Neighborhood Association	<ul style="list-style-type: none"> Horrible crossing Unsafe 	<ul style="list-style-type: none"> Safer crosswalks Stormwater retention protected bike lanes 	Lind-Bohanon Neighborhood Association
LACK OF BIKE LANES	Above the Falls Citizen Advisory Committee	<ul style="list-style-type: none"> No bike lanes 	<ul style="list-style-type: none"> Needs to be including bike lanes 	Above the Falls Citizen Advisory Committee
	Victory Neighborhood Association	<ul style="list-style-type: none"> No clear pedestrian or bike lanes 	<ul style="list-style-type: none"> Stormwater retention protected bike lanes Full trail with path to park. (bike lanes & wider sidewalk) 	Lind-Bohanon Neighborhood Association
				Victory Neighborhood Association
POOR LIGHTING	Lind-Bohanon Neighborhood Association	<ul style="list-style-type: none"> No lighting 	<ul style="list-style-type: none"> More lighting on bridge, in park, under bridges Lighting 	Lind-Bohanon Neighborhood Association

				Victory Neighborhood Association
DISCONNECTION FROM PUBLIC ART	Lind-Bohanon Neighborhood Association	<ul style="list-style-type: none"> • Art is great, but not if you get killing going there 	<ul style="list-style-type: none"> • Enhance public art at this location 	Above the Falls Citizen Advisory Committee
SIDEWALKS	Victory Neighborhood Association	<ul style="list-style-type: none"> • Horrible sidewalks 	<ul style="list-style-type: none"> • Crosswalks 	Victory Neighborhood Association
INADEQUATE RIVERFRONT ACCESS			<ul style="list-style-type: none"> • "knot bridges" 	Above the Falls Master Plan Update
			<ul style="list-style-type: none"> • Knot bridge or Camden bridge walkway essential to complete the loop 	RiverFIRST Vision
			<ul style="list-style-type: none"> • Use the path under the bridge in N Mississippi Park 	Above the Falls Citizen Advisory Committee
	Lind-Bohanon Neighborhood Association	<ul style="list-style-type: none"> • No connections to stairs or bike path 	<ul style="list-style-type: none"> • Bring back Camden Dock • MPRB should acquire rights to the land under the CP Rail Bridge and make a nicer path 	Lind-Bohanon Neighborhood Association
TRAFFIC	Victory Neighborhood Association	<ul style="list-style-type: none"> • Traffic very heavy 		
WAYFINDING	Victory Neighborhood Association	<ul style="list-style-type: none"> • Many know the regional park is there, but don't know how to get there. • Many don't know the regional park is there 		
UNFRIENDLY PEDESTRIAN ENVIRONMENT	Victory Neighborhood Association	<ul style="list-style-type: none"> • There is no reason to go there now. • We bike down to Webber Park & north regional park all the time, but would head south of 42nd if there was a destination. 	<ul style="list-style-type: none"> • Washington Avenue should be enhanced as a strong connection from the Dowling node to the Camden/Lyndale Avenue Node, potentially with a multi-modal street design. • Trail connections with North Mississippi Regional Park 	Above the Falls Master Plan Update
				Above the Falls Master Plan
POLLUTION	Above the Falls Master Plan Update	<ul style="list-style-type: none"> • existing active rail crossings, particularly those "at-grade" • The existing, narrow railroad viaduct on Soo Avenue is a significant constraint on connections to the north from this area. 		

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>
	<i>Above the Falls Master Regional Park Master Plan</i> <i>RiverFIRST Vision</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 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 	<i>RiverFIRST Vision</i> Victory Neighborhood Association Northside Residents Redevelopment Council
35 th Ave N				

34 th Ave N	<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>
Perkins Hill Park Bridge	<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>
29 th Ave N	<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>		
	<i>Above the Falls Master Regional Park Master 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>
		<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

My Recommendations

Each of the connections in North Minneapolis to the Mississippi River require many similar, and at times specific, improvements to cultivate a more pedestrian-friendly environment and enhance the access and linkage between neighborhoods in North Minneapolis and the Mississippi River.

Along **Plymouth Ave N** (Figure 26), many improvements have been implemented that enhance the pedestrian environment along this connection. Protected bike lanes span Plymouth Ave N, while colorful crosswalks for bicyclists are in place where Plymouth Ave N intersects both Lyndale Ave N and West River Road. While pedestrian-friendly features and safety barriers have been included as part of these improvements, building upon these improvements further will help to enhance the pedestrian experience along this connection. As identified in the *Above the Falls Regional Park Master Plan*, including public gathering spaces and overlook balconies along Plymouth Ave Bridge and allocating additional and separated spaces for pedestrian and bicycle usage will be useful strategies for both enhancing the pedestrian environment and providing destination opportunities to attract and engage residents.

Community input for this connection provided similar themes for enhancing this connection, with cultivating an aesthetically pleasing environment through updating chain-link fencing, and including methods for enhancing cold and windy areas through the usage of public art and other creative tactical urbanism techniques, similar to those in use along the Lowry Bridge (Fig 26.1). Developing, or enhancing the existing destination point along the riverfront, and creating scenic viewpoints along the Plymouth Ave Bridge were proposed ideas well received by communities. Pedestrian-oriented lighting, colorful protected bike lanes [posts] & crosswalks, and improved wayfinding and signage connecting to the different trails and amenities will further enhance the pedestrian environment and make this connection more accessible and equitable for nearby neighborhoods and communities.

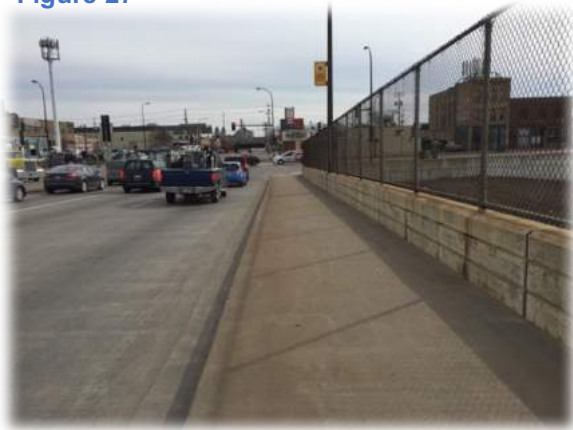
Figure 26



Figure 26.1



Figure 27



Along **West Broadway** (Fig 27), the shared pedestrian and automobile spaces make this connection and unwelcoming and at times, often unsafe environment for pedestrians and bicyclists. Improvements for this connection should address making West Broadway a safer and pedestrian-friendly environment linking the commercial core along West Broadway with the Mississippi Riverfront. As envisioned in the *Above the Falls* plans and the *West Broadway Alive! Plan*, cultivating a pedestrian-friendly environment that includes implementing a “complete streetscape” along West Broadway including protected and separated bicyclist and pedestrian zones, public

art, street furniture, “green” cross streets, and extending elements already included along West Broadway east across I-94 to the riverfront will serve to enhance this connection and make more accessible for residents living in North Minneapolis.

Figure 28



Figure 29



Recommendations from the community focused on similar themes of cultivating a safer and more accessible pedestrian environment. Elements identified include pedestrian-oriented lighting and the inclusion of “caution lights” as a method for traffic-calming and as a safety device will help to improve this linkage, particularly in locations where the separation of pedestrians and automobiles is difficult or not attainable. Overall, the beautification of West Broadway Ave could serve as a catalyst for both the commercial activity along West Broadway, as well as developing a connection more aesthetically pleasing and accessible to the Mississippi Riverfront and other trails and parkland currently separated as a result of the unfriendly pedestrian environment along West Broadway.

The Hovenring (Fig 30) is a suspended circular bicycle path in the Netherlands that contains separated spaces for pedestrian and bicycle use from the heavy automobile traffic flowing beneath. The Hovenring was developed to overcome an increase in population and potential conflict between automobile and bicyclist at this once ground-level crossing, providing safe and protected spaces for pedestrian movement and automobiles. The protected spaces provided and the aesthetically pleasing design was very well-received during community presentations as a concept fitting for a busy commercial corridor like that on West Broadway.

Figure 30



Along **26th Ave N** (Fig 31), improvements west of I-94 have been implemented recently, and have included many aspects that directly make this connection more pedestrian-friendly while addressing barriers and including safety features and enhancements. An off-road bike trail along the northern edge of 26th Ave N has been implemented, which will serve to connect nearby neighborhoods with Farview Park and the Mississippi Riverfront as improvements begin for the stretch of land pinched between I-94 and the river along this connection. Input from the community suggested including different “greening” aspects along this connection while improving the aesthetics moving closer to the riverfront to the east of I-94. Pedestrian-oriented lighting and improved wayfinding are two methods for improving both the safety and access for nearby neighborhoods and communities.

Figure 31



The proposed 26th Ave Pier/Overlook from the will serve as a vital attraction and destination point for this connection, attracting people to the riverfront, as will the proposed 26th Ave Greenway & Bikeway. As a result of the existing industrial activity occurring within this area, design and safety elements should be included that minimize the visual and physical contact with these industrial activities and spaces. Conducting additional outreach with community members and other professionals dedicated to building safer streets may be useful in addressing how to most effectively and safely connect 26th Ave N and Lowry Ave N in the interim along Pacific St.

The St. Louis Riverfront Trail, which is an urban trail in St. Louis, MO running along the Mississippi River, includes many design aspects

Figure 33



used for overcoming similar barriers present along the 26th Ave N connection, specifically in methods for addressing the harsh, industrial land uses present. Utilizing public art along a floodwall (Fig 32) helps soften the environment, while clear wayfinding and signage (Fig 33) ensures that contact between pedestrians and activities associated with the industrial land uses are minimized.

Figure 32



Along **Lowry Ave N** (Fig 34), improvements have been implemented along portions of this connection, though the area stretching from I-94 to the Mississippi River is void of any of these enhancements or safety features. A well-developed streetscape along Lowry Ave from Theodore Wirth Parkway to I-94 on the western edge have been implemented and include many pedestrian and bicycle-friendly features. On-road bike lanes, pedestrian zones separated from automobiles by “green spaces,” and sidewalk improvements have created a more welcoming and safe environment along this connection west of I-94.

The section of Lowry Ave N from I-94 to the Mississippi River is lacking any similar features or design elements, and thus feels unwelcoming and disconnected from the nearby neighborhoods, streetscape, and riverfront. Recommendations for improving this connection should address improving this section with specific improvements for enhancing access and the safety of pedestrians. Protected bike lanes, pedestrian lighting, and crosswalks using vibrant colors are recommendations provided by the community as to how to improve this connection most effectively, as is the aesthetic improvement of this corridor for branding strategies.

Another challenge present along this linkage will be connecting south from Lowry Ave to 26th Ave N and connecting with the new trails, parks, and amenities in this area. An interim trail has been proposed for making this connection along Pacific St., which will require methods for developing a safe and protected zone for pedestrian movement along this route. A lack of a physical connection between surface-streets and the Lowry Bridge presents another obstacle for creating a cohesive and connected trail system and streetscape. Along the Eastbank Esplanade in Portland, OR, bicyclist and pedestrian paths are present and provide vertical connections to trails and parkland adjacent to the Willamette River from existing bridges crossing over the interstate.

Figure 34



Figure 35



Along **Dowling Ave N** (Fig 35), bicycle lanes have been implemented in recent years, though a lack of many of the safety features and barriers recommended by the community have been included. The creation of separate zones for pedestrian and automobiles while reconfiguring the existing bike lane so that it is “straight and protected,” along with the widening and repair of sidewalks are improvements identified by the community as to how to make the pedestrian environment along Dowling Ave N more accessible. Improving the aesthetic environment by including “greening” and lighting, along with enhancing

the bridge over I-94 with sound and wind breaks will further help to foster an environment conducive to pedestrian and bicyclist access and movement. Improving the environment along Washington Ave N to both the south and north of Dowling Ave N will help link together the existing trails and connections along the northern boundaries of the Above the Falls planning area. Addressing the approach to freeway entrance and exit ramps through a variety of safety improvements is an essential aspect of fostering a safer and connected linkage. Including these different improvements will serve to link the neighboring communities with the new opportunities and amenities being introduced at the former Upper Harbor Terminal site.

The Upper Harbor Terminal site, which is currently in a state of transition from its former industrial uses, offers an opportunity for providing direct access to the riverfront along this connection, with improvements needed along Dowling Ave N to make this linkage accessible and safe for pedestrian movement. Existing “at-grade” rail crossings dissect through the Upper Harbor Terminal site, and will serve as key access points to the riverfront. Including safety measures such as caution lights and signage approaching these crossings should be included to ensure a pedestrian-friendly and safe environment.

The Highland Bridge at Commons Park in Denver, CO applies various methods in overcoming existing barriers within the built landscape, utilizing pedestrian bridges and a

complete network of trails connecting adjacent neighborhoods with downtown amenities, parks, and other open spaces within the city applicable to the Dowling Ave N connection.

Along **41st Ave N** (Fig 36), specific improvements needed for enhancing this connection includes addressing the narrow sidewalks that are in disrepair, developing a clear distinction between pedestrian zones and automobile zones, and improving upon the existing signage and wayfinding elements connecting with the Camden Boat Launch, North Mississippi Regional Park, and the new trails and amenities being implemented further south.

Figure 36



Along **42nd Ave N** (Fig 37), many different improvements have been identified to make this connection more accessible and pedestrian-friendly. Most recommendations provided by the community related to enhancing safety features along this connection, which include a need for vibrant and effective crosswalks, pedestrian lighting needed in parks and along trails running under bridges, and bicycle lanes along 42nd Ave N connecting with nearby neighborhoods. Improvements implemented should take into consideration the use of environmentally-friendly elements, while also strengthening the connection to the public art along Lyndale Ave N and 41st Ave N to the south. The Camden Boat Launch is a great nearby amenity, and thus connections should be enhanced and improved to cultivate public gathering and recreational spaces along the riverfront.

Figure 37



A more direct and clear access point to the Camden Bridge from existing trails should be considered as improvements at the Upper Harbor Terminal site begin to come to fruition. Similar to along Lowry Ave N, the concept of “knot bridges” from the *RiverFIRST Vision* for providing vertical connections will complete the linkage connecting North Mississippi Regional Park, the Mississippi Riverfront, and communities in north and northeast Minneapolis.

Connection

Plymouth Ave N



Recommendations

- Update chain-link fencing
- Enhance the cold and windy areas through the implementation of public art and other creative tactical urbanism techniques along bridge over I-94
- Improve pedestrian lighting
- Focus on aesthetics and cultivating friendly environment



West Broadway



- Cultivate a safer and pedestrian-friendly environment linking the commercial core along West Broadway with the Mississippi Riverfront
- Implementing a "complete streetscape" along West Broadway
- Protected and separated bicyclist and pedestrian zones
- Public art
- Street furniture
- "Green" cross streets
- Pedestrian-oriented lighting
- Inclusion of "caution lights" as a method for traffic-calming, particularly in locations where the separation of pedestrians and automobiles is difficult or not attainable



26th Ave N



- Utilize design and safety elements that minimize the visual and physical contact with these industrial activities and spaces
- Different "greening" aspects along this connection
- Improving the aesthetics of the landscape moving closer to the riverfront east of I-94.
- Pedestrian-oriented lighting
- Improved wayfinding and signage



Lowry Ave N



- Enhancing access and the safety of pedestrians between I-94 and riverfront (focus on section between N 3rd St and N 2nd St)
- Protected bike lanes
- Pedestrian lighting
- Crosswalks using vibrant colors
- Aesthetic improvement of this corridor as a branding strategy



Dowling Ave N



- "Straight and protected" bike lane reconfiguration
- Widening and repair of sidewalks
- Improving the aesthetic environment along this connection
- "Greening" of the corridor
- Pedestrian-oriented lighting
- Enhancing the bridge over I-94 with sound and wind breaks to foster an environment conducive to pedestrian and bicyclist access and movement



41st Ave N



- Address the narrow sidewalks that are in disrepair
- Developing a clear distinction between pedestrian zones and automobile zones
- Improve the existing signage and wayfinding elements



42nd Ave N



- Pedestrian-oriented lighting
- The use of vibrant and effective crosswalks
- Pedestrian lighting needed in parks and along trails running under bridges
- Bicycle lanes along 42nd Ave N connecting with nearby neighborhoods
- Strengthening the connection to the public art along Lyndale Ave N and 41st Ave N
- Connections should be enhanced and improved to the Camden Boat Launch to cultivate a public gathering and recreational spaces along the riverfront
- A more direct and clear access point to the Camden Bridge from existing trails should be considered as improvements at the Upper Harbor Terminal site begin to come to fruition



Other Connections

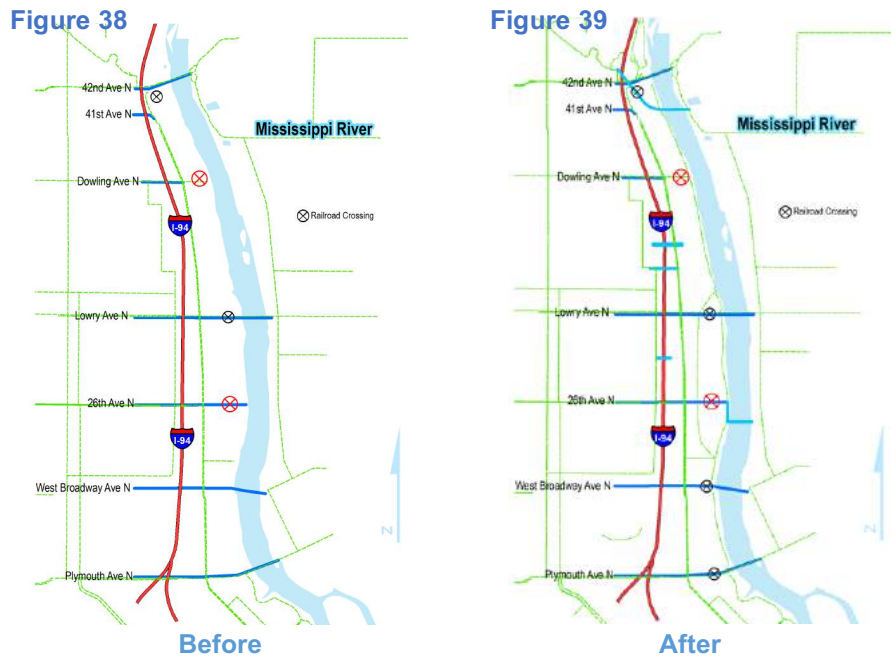


- Begin developing 2nd St. as a bike highway so people will be there to see and use the parks as they are developed
- The St. Anthony Bridge is being preserved and could be used somehow
- Improve trails on Webber Parkway that goes under highway trail is in poor condition
- Trail @ 45th + Lyndale Ave N needs improvement
- Combining aspects of nature with technology
- Flex power/solar de-icing/human energy as ways to further engage public
- "Eyes on the street"
- Interactive spaces should be important component



Conclusion

Complete Streets



With a series of changes set to occur in and around the Above the Falls area in Minneapolis, improving the existing connections will ensure that the access to these new opportunities is strengthened for the community of North Minneapolis. To effectively provide the social, economic, and health outcomes highlighted in the planning documents as key benefits, it will be important to create a pedestrian-friendly environment with multi-modal transportation options, separated spaces, and the use of other safety barriers at key locations along each of these connections. On top of the physical improvements intended to improve the pedestrian experience, improving the aesthetic environment and visual experience along these connections is another important consideration in developing a pedestrian-friendly built environment.

As changes along the riverfront begin to occur, it will be important to continue to engage with community and neighborhood organizations and the public in North Minneapolis to both stir excitement about these exciting developments, and to gather feedback and ideas as to how these improvements will best serve the communities in North Minneapolis. The changes and opportunities arising along the riverfront will be much less equitable and as effective if the existing connections over I-94 and through some of the heavy industrial landscape are not improved with an emphasis on the pedestrian experience. Addressing many of the other physical and social barriers that exist and developing effective methods to overcome these challenges with the continued assistance of the public

Both the planning documents meant to influence and guide this development, along with the feedback from the community all suggest that there are much needed improvements needed along these connections to enhance the pedestrian environment and make the linkage to the Mississippi River more transparent. By addressing key access points and existing barriers within the built landscape connecting to the riverfront, the residents living in North Minneapolis will be provided the opportunity to enjoy one of the greatest amenities long enjoyed by people living within other parts of Minneapolis- the Mississippi River.

APPENDIX:

Methodology

Conducting this research involved an examination of the existing planning documents related to the Above the Falls study area and pedestrian environment along the existing connections in North Minneapolis. Along with the three official Above the Falls plans, both small-area neighborhood plans and other city/county-wide plans were examined to identify the existing barriers and the opportunities discussed for overcoming these various challenges. Other aspects of the plans examined related to the public participation process that occurred in developing each plan, and who the intended key beneficiaries identified are within these planning documents to examine whether an emphasis on equitable and inclusive strategies and plans have been developed.

Upon compiling information from these planning documents, a presentation was developed and presented to various community and neighborhood organizations to determine whether the plans identified the same barriers and opportunities in which the public perceived as major challenges in accessing the Mississippi River. Feedback taken during these presentations was used to influence and guide my recommendations included within this report, along with being used as a method for further identifying existing barriers and opportunities as to how to overcome these challenges.

A series of case studies were also researched to identify strategies and best practices that have used elsewhere in overcoming similar barriers and challenges present within the built landscape. Industrial land uses, increasing riverfront and water access, and the presence of freeway and/or railroad tracks were some of the main elements considered when identifying relevant case studies and best practices. The best practices used and methods for overcoming barriers emphasized in these case studies were applied within the context of the Above the Falls area in Minneapolis as suggestions and mechanisms for overcoming similar barriers and challenges existing in the built landscape.

The final aspect of this research involved compiling the barriers and recommendations from the plans and community feedback into tables (Tables 2-8) to be used for continued community outreach and identifying consistent themes and challenges identified in both the planning documents and from community feedback. Each of the existing seven connections and proposed new connections are included in these tables and are used to identify the relevant planning documents, barriers, opportunities, and community feedback taken during the community outreach presentations. The created table will be used as a template for conducting further additional research and outreach for engaging the public and gathering feedback as to how most effectively improve and strengthen access to the Mississippi Riverfront. Suggestions taken from the community highlight which improvements within the planning documents have the most community “buy-in,” useful local knowledge to be applied when further developing plans and strategies for improving these connections. Continued outreach to further examine these physical barriers, along with beginning to develop an understanding of the social and cultural barriers present and further exacerbating these physical challenges, will be further important considerations for cultivating a pedestrian-friendly environment conducive to pedestrian movement that provides safe and easily accessible routes and linkages to the Mississippi River.

As part of this research and to more effectively relate the plans and the intended improvements spatially, an online tool resource was developed using ArcGIS Online Story Maps. This resource will provide the opportunity to see how improvements identified in the existing plans relate to or contradict one another, along with ensuring improvements are distributed equitably. Another benefit of this resource will be it's use in generating further excitement in regards to the new improvements and opportunities occurring along the riverfront which people may not currently be aware. Part of the difficulty of long-term planning efforts requires the engagement, continued interest, and excitement of the public, which is more attainable when they are informed and excited about the future plans of their communities.

Figure 40

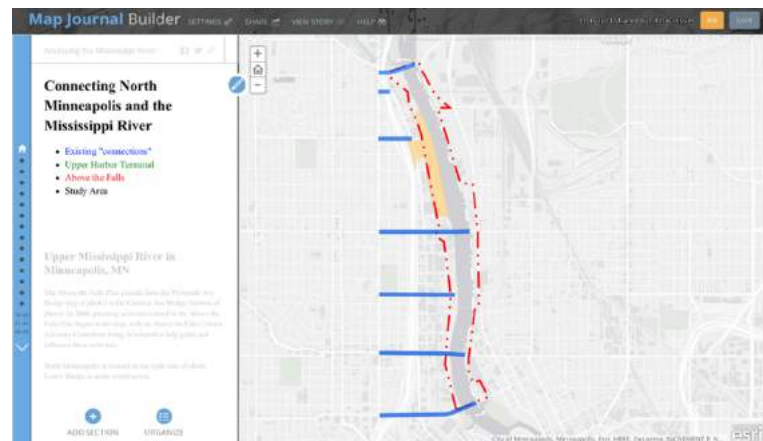


Figure 41

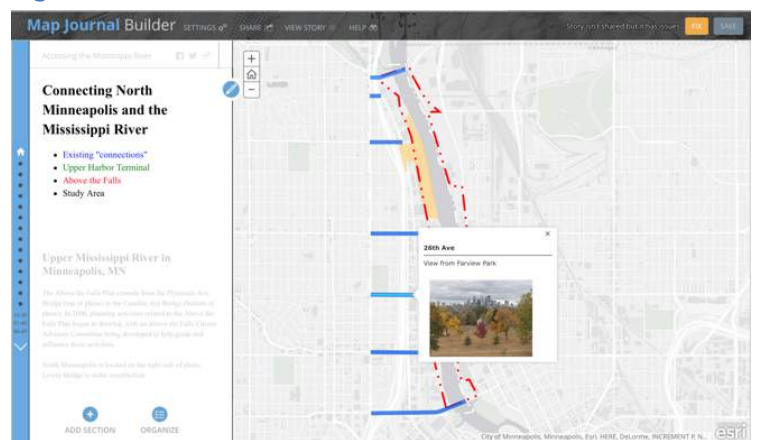
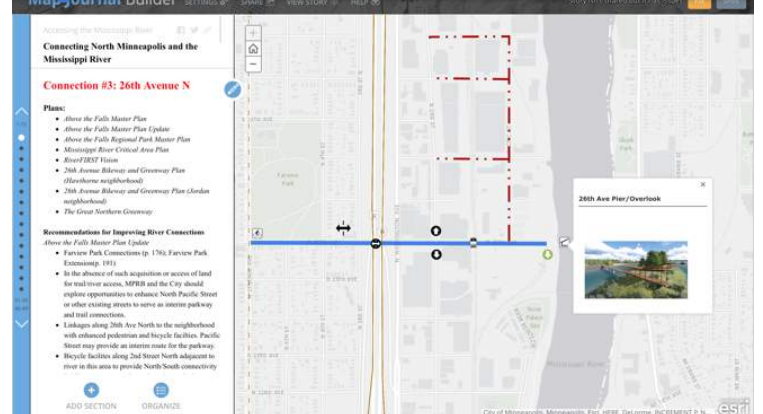


Figure 42



Case Studies

A variety of projects were analyzed as part of a case study to identify best practices and improvements that have been implemented and considered in addressing barriers and improved connections for accessing parks, trails, riverfronts, and other historical/cultural amenities. The cities of Portland, OR; Vancouver, WA; Denver, CO; St. Louis, MO; Pittsburgh, PA; and New York, NY were included in this analysis, with an assortment of practices and concepts taken from each case study for applying to the Upper Mississippi River in Minneapolis, MN.

Portland, OR- Eastbank Esplanade

Plans: *Eastbank Riverfront Park Master Plan*

Barriers:

Freeway
Railroad crossing

Applicable Connections:

Lowry Ave N
42nd Ave N
26th Ave N

The Eastbank Esplanade is series of parks and trails running along the eastern banks of the Willamette River in Portland, OR. Access is provided at appropriate intervals along the riverfront, using existing structures such as freeway/highway bridges as key access for connecting pedestrians with this amenity. A converted rail bridge (Fig 45) for pedestrian use linking these parks and trails with civic amenities and the riverfront are present, along with other methods for overcoming existing barriers within the built landscape.

Figure 44



Figure 43



The Floating Bridge (Fig 44) is used to circumvent areas in which the freeway directly runs adjacent to the riverfront,

Figure 45



providing a continuous linear trail along the river. Many of the strategies used connecting pedestrians with the riverfront and parkland is applicable for improving the connections in Minneapolis, notably the use of “knot bridges” (Fig 43) connecting from the existing bridges to the trails and parks, establishing linkages between north-south and east-west trails and routes.

Vancouver, WA- Vancouver Land Bridge
Plans: *The Confluence Project*
Fort Vancouver National Historic Site General Management Plan

Barriers:

Freeway
Railroad crossing

Applicable Connections:

26th Ave N
Dowling Ave N
Proposed connections between Dowling Ave N
and Lowry Ave N

The Vancouver Land Bridge in Vancouver, WA is a land bridge connecting historic and cultural sites with the Columbia River. This land bridge spans over a section of freeway and briefly passes underneath an existing railroad crossing before connecting

historic and cultural amenities with the riverfront (Fig 46, 47). Various techniques were utilized to create an engaging and aesthetic pleasing environment, with public spaces for seating (Fig 48), native plantings, and the inclusion of important historical and cultural elements specific to the region. Land bridges serve multiple purposes, providing a safe and natural passage for humans and animals alike. A local Native American artist was used as part of a public art implementation, serving as a method to further engage communities and provide equitable outcomes for those enjoying this amenity.

Figure 46



Figure 47



Figure 48



Denver, CO- Highland Bridge at Commons Park

Plan: *Denver Moves: Making Bicycle and Multi-Use Connections*

Barriers:

Freeway

River

Applicable Connections:

26th Ave N

Lowry Ave N

Dowling Ave N

Figure 49



The Highland Bridge at Commons Park in Denver, CO applies various methods in overcoming existing barriers within the built landscape, utilizing pedestrian bridges and a

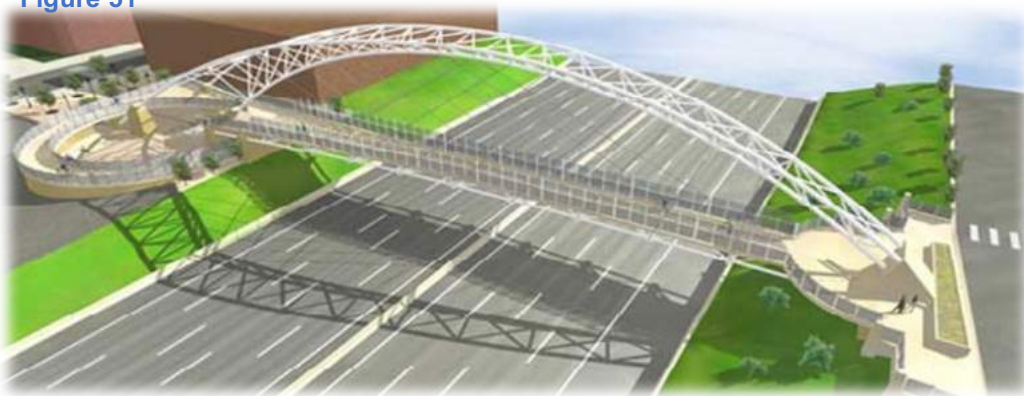
Figure 50



complete network of trails connecting adjacent neighborhoods with downtown amenities, parks, and other open spaces within the city. The City of Denver implemented this project in an effort to expand non-motorized transportation, access, and recreational opportunities throughout the city while also connecting and linking the existing parks and trails. Many of the benefits mentioned within the planning documents contain similar positive outcomes and themes as Above the Falls plans, particularly in relation to the beneficial physical, social, and health outcomes. Nearby

downtown-adjacent neighborhoods gained an increase in access as a result of this grade-separation between pedestrians and automobiles crossing a busy freeway in a densely populated area.

Figure 51



St. Louis, MO- St. Louis Riverfront Trail

Plans:

St. Louis Riverfront Trail Enhancements Plan (2001)
North Riverfront Park Master Plan (2014)
North Riverfront Open Space and Redevelopment Plan (2015)

Barriers:

Railroad
Industrial land uses

Applicable Connections:

26th Ave N
Dowling Ave N
Lowry Ave N

The St. Louis Riverfront Trail is an urban trail in St. Louis, MO running along the Mississippi River and includes many design aspects used for overcoming similar barriers present along connections in Minneapolis, specifically in addressing the harsh, industrial land uses in existence. The St. Louis Riverfront Trail links the North Riverfront Park to network of parks in downtown St. Louis- the Jefferson National Memorial; City Garden; multiple plazas; and the St. Louis Union Station. The trail dissects through various land uses lining the riverfront, including heavy industrial & commercial uses, as well as along-and-next-to railroad tracks.

Figure 54



Figure 52



Figure 53



The Old Chain of Rocks Bridge (Fig 53) is a former railroad bridge converted for pedestrian and bicyclist use and includes many different public art implementations, public seating, and wayfinding in creating an aesthetically pleasing and safe environment (Fig 54). Utilizing public art along a floodwall (Fig 52) helps soften the environment, while clear wayfinding and signage ensures that contact between pedestrians and activities associated with the industrial land uses are minimized.

Pittsburgh, PA- Allegheny Riverfront Park
 Plans: Original plans envisioned by Olmsted Brothers in 1911
Allegheny Riverfront Vision Plan (2011)

Barriers:

Freeway
 Narrow strip of land to develop (pinched between river and freeway)

Applicable Connections:

All connections
 Plymouth Ave N
 West Broadway Ave

The Allegheny Riverfront Park is a multi-tier, linear park running along the Allegheny River in Pittsburgh, PA meant to reconnect the City and its residents with the riverfront (Fig 55). The upper level follows a more traditional urban corridor approach, implementing elements typically included in public spaces throughout Pittsburgh and provides river crossings and access. The lower level maintains a natural atmosphere that includes native plantings, which are resilient and can regenerate themselves in cases of flooding or ice-flows. While on lower level, river crossings are non-existent, creating a more scenic and natural atmosphere along this portion in comparison to the upper level trail (Fig 57).

Figure 55

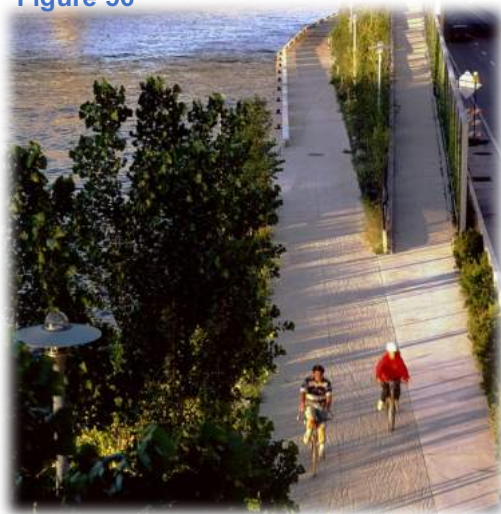
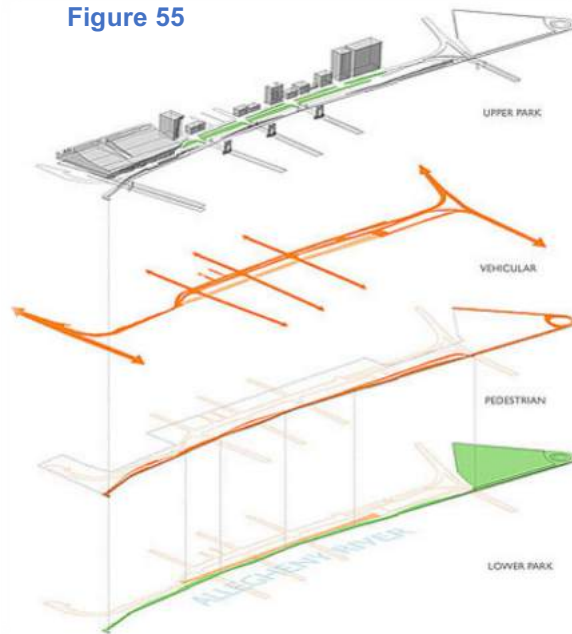


Figure 57



Eindhoven, Netherlands- The Hovenring

Barriers:
Freeway

Applicable Connections:
West Broadway Ave
Dowling Ave N

The Hovenring is a first-of-it's-kind suspended circular bicycle path in the Netherlands that contains separated spaces for pedestrian and bicycle use from the heavy automobile traffic flowing beneath (Fig 58). The Hovenring was developed to overcome an increase in population and potential conflict between automobile and bicyclist at this once ground-level crossing, providing safe and protected spaces for pedestrian movement and automobiles. The protected spaces provided and the aesthetically pleasing design was very well-received during community presentations as a concept fitting for a busy commercial corridor like that on West Broadway.

Figure 58



Community Feedback

Organization:
Hawthorne Neighborhood
Association

Date:
4/14/16

Location:
Farview Park

Connection

Barriers

Opportunities

<p>West Broadway</p>	<ul style="list-style-type: none"> • Pollution from <u>Trucks</u> & buses cars • Trucks that are hauling all the things that were shipped by barge. • There really isn't much to do once you cross the freeway. Any improved River access would need to be done hand in hand with development on Washington. • No safety or barriers to walk along this path to river. Need more pedestrian friendly (walking mostly) once past I-94 going towards the river. 	<ul style="list-style-type: none"> • Really like the round-about for bikes along W. Broadway. • Absolutely MUST have designated bike lanes along Broadway. • Green • Lighting • Branded (Hawthorne) way finding • Safety (call boxes) • Esthetic connection
<p>26th Ave N</p>	<ul style="list-style-type: none"> • Removal of Aggregate Industries • No access • Some place to go once you get there. 	<ul style="list-style-type: none"> • More actual activities along river ex) parasailing, rent paddle boats or kayak • Direct access to river by both vehicle & walking or biking. • Green • Lighting • Branded (Hawthorne) way finding • Safety • Esthetic connection
<p>Lowry Ave N</p>	<ul style="list-style-type: none"> • No connection to River • Pollution from Northern Metals 	<ul style="list-style-type: none"> • Actual connections to the River • Green • Lighting • Branded (Hawthorne) way finding • Safety • Esthetic connection

Organization:
Above the Falls Citizen
Advisory Committee

Date:
4/26/16

Location:
Minneapolis Park &
Recreation Board
Headquarters

Connection	Barriers	Opportunities
Plymouth Ave N	<ul style="list-style-type: none"> No wayfinding or acknowledgement that the river is near Cars who use bike space as parking No issue. Use it all the time (prefer to Broadway) The trails are separated but need more protection 	<ul style="list-style-type: none"> Signage on trails Signage on trail to Stone Arch Bridge, Cedar Trail, etc. Corner of W. River Road & Plymouth Wayfinding signage Lighting under bridge Colored bike lanes & protected bike lane posts (purple!) Keep historical and attractive RR bridge Bike crosswalk painted markers should be spaced more closely together Enhance connectivity btw trail & bridge
West Broadway	<ul style="list-style-type: none"> Horrible ped Deadly traffic + stop + go, lots to cross Traffic, sidewalks in disrepair and too narrow for both walkers and bicyclists 55,000 cars pass Broadway and Washington everyday Car traffic on Broadway to freeway exceeds 30 mph and run red light on River Road (need light on RR bridge to slow traffic) Broadway bridge scary... Why would you ever walk there? 94 connections for cars are crazy, always accidents Sidewalk is in disrepair, narrow, too much traffic I don't ride my bike there anymore I bike Dowling instead despite the extra 20 minutes each way 	<ul style="list-style-type: none"> To feel safer along the road Get that elevated bike roundabout from Netherlands Caution lights to slow people down

26th Ave N	<ul style="list-style-type: none"> • Quickest way for me- so I suck it up and go • Needs protected lanes 	<ul style="list-style-type: none"> • What can we do with the RR tracks? • Getting better but need more protection! • Lighting!
Lowry Ave N	<ul style="list-style-type: none"> • Please connect to the bridge- safely • Not protected bike & sidewalks, bike lanes end • Missing bike lane segment • No crosswalks across 2nd • Air quality • Connection from Lowry Bridge to Pacific Street 	<ul style="list-style-type: none"> • Ped friendly, protected walk & blvds • How do we connect to 26th? • Repair sidewalks, add signage, protected bike lanes • <u>Safety</u>
Dowling Ave N	<ul style="list-style-type: none"> • Squashed between cars • Not safe to bike or walk • Sidewalks in disrepair • Bike lanes weave in and out of traffic lanes- end suddenly • Bike death trap- worst bike lane in the city • Bad sidewalks 	<ul style="list-style-type: none"> • Expand the bike lane • Need "straight and continuing protected bike lanes, sidewalks need to be repaired and widened • Lighting • Wayfinding • Aesthetics • See river from river bridge?? • Sound break • Wind break • Nicer fence
41st Ave N	<ul style="list-style-type: none"> • Sidewalks too narrow and in disrepair 	<ul style="list-style-type: none"> • Better wayfinding • Better lighting • Wayfinding • Boat launch sign • Lighting • Sidewalk repair • Mark bike lane vs. shoulder • Playground crossing
42nd Ave N	<ul style="list-style-type: none"> • Use the path under the bridge in N Misspi Park • Closed on the MS side? • No bike lanes 	<ul style="list-style-type: none"> • New reconstruct of infrastructure • Needs to be including bike lanes! • Lighting, crosswalks improvement • Crosswalks • Lighting • Enhance public art
Proposed New River Connections	<ul style="list-style-type: none"> • Like green bridge • Martin Sabo is a great bridge 	<ul style="list-style-type: none"> •
All River Connections	<ul style="list-style-type: none"> • Need to be attractive • Need to be useful • Need to be accessible for all 	

	<ul style="list-style-type: none"> • Lighted • Barriers: All seven corridors suffer a deficit in public realm elements essential to making them more active, pedestrian and bike friendly spaces, i.e.: street lighting particularly at highway and bridge underpasses; street striping; wayfinding; bus stops/shelters; and protected bike lanes. They don't look inviting by the daylight photos so I can only imagine how scary they must look at night. • Opportunities: All seven corridors would benefit from some form of greening (trees or planters); furnishings (benches and waste containers); replacement of chain link fences with historically appropriate, locally designed wrought iron fences; "eye candy" (sculptures, murals on blank walls or crosswalks); and many of the options provided in Eric's presentation IF FUNDING PERMITS!!
Other Comments	<ul style="list-style-type: none"> • Aesthetics/Portland Bridge Design? They're all difficult?! LIGHTING LIGHTING LIGHTING!!

Organization:
Folwell Neighborhood
Association

Date:
5/2/16

Location:
Folwell Neighborhood
Association

Connection	Barriers	Opportunities
Lowry Ave N	<ul style="list-style-type: none"> • Hills • There is nothing to bike or walk to on Lowry (northside of bridge) • Pollution rumored to be in or near the river • Lack of safety measures. No safety barriers. No walking or pedestrian paths • Businesses • High traffic, speedy traffic • It's the primary right-hand turn to Washington & 2nd • Heavy truck traffic along Pacific 	<ul style="list-style-type: none"> • I would like to see a structure like "Stone Archer Bridge" on or near Lowry or a public space to hang out with family • Paths are a great way to get to and reason to go to the river • Parks • Activities • Crosswalks • Biking • Visually appealing greenage along the Lowry corridor
Dowling Ave N	<ul style="list-style-type: none"> • Dangerous traffic intersections and highway entrances • Lack of crosswalks • Not bike or pedestrian friendly • Lack of safety measures, no safety barriers, no walking or pedestrian paths • The bike lanes west of 94- dangerous, dangerous area 	<ul style="list-style-type: none"> • If those are provided (safety barriers, and pedestrian paths) • Build parks on the bridges, the examples shown are beautiful (referencing the user-friendly spaces in OR or WA)
Proposed New River Connections	<ul style="list-style-type: none"> • Include some boating access • Pedestrian friendly lighting • Visually appealing greenage along the Lowry Corridor • There is no need for bridges until there is somewhere to go • There is industrial corruption • There is nowhere for us to bike to • Need restaurants • Lounge chairs would be cool • Air pollution is a barrier (GAF & N. Metals) 	

Organization:
Lind-Bohanon
Neighborhood
Association
Connection

Date:
5/5/16

Location:
Webber Park

	Barriers	Opportunities
42 nd Ave N	<ul style="list-style-type: none"> • Horrible crossing • More lighting on bridge or in park, under bridges • Safer crosswalks • No connections to stairs or bike path • Art is great, but not if you get killing going there • No lighting • Unsafe 	<ul style="list-style-type: none"> • Want to fish there at the dock • MPRB should acquire rights to the land under the CP Rail Bridge and make a nicer path • Love the stormwater retention protected bike lane example • Bring back Camden Dock
North Mississippi Regional Park River Connections	<ul style="list-style-type: none"> • Trees in middle of sidewalk • Not easy to find wayfinding • Very few people • No lighting 	<ul style="list-style-type: none"> •
Other River Connections Thoughts?	<ul style="list-style-type: none"> • That trail is great under the CP Rail Bridge • Nature and technology as a merge (e.g. wifi hotspots) – would be cool for millenials and kids • North Mississippi Regional Park connection at 45th & Lyndale Ave N need lighting for underpass- it's scary down there- lots of folks avoid this entrance + need crosswalks! 	

Organization:
Northside Residents
Redevelopment Council

Date:
5/9/16

Location:
UROC

Connection	Barriers	Opportunities
<p>Plymouth Ave N</p>	<ul style="list-style-type: none"> • Even though it is relatively close there are so many structural barriers along Plymouth that make it seem far away. • Poor aesthetics make it undesirable • There is nothing welcoming about going for a walk or bike ride • Not safe • Cold, windy • No transparent or colorful connections (night & day) • Distance • Lack of pedestrian friendliness • I do it regularly. It's easier than one thinks. • A lot of warehouses, factories. • Road work in the summer. • Access, safety along streets • Lack of lighting & direction • Arrival at destination (art) 	<ul style="list-style-type: none"> • Separate bike lanes completely • Beautify Plymouth w/gardens & seating • Add public art to under the bridge ie beautiful murals • Make it more aesthetically pleasing • Provide a destination • Make it more appealing • Update fence and lighting • Enhance these areas (the cold, windy areas) & include public art (to mark the connections night & day) • Protected pedestrian/bike space • Lighting • Eating/entertainment • The intersection at Emerson/Fremont is not very friendly • View is beautiful. • Greenway • Lighting • Other people biking & meandering • Ice cream stand
<p>West Broadway Ave</p>	<ul style="list-style-type: none"> • Broadway is <u>too</u> congested • Traffic/speeds • Cold, windy • No transparent or colorful connections (night & day) • West Broadway is not pedestrian friendly. • No protection, no crosswalks. • Too much traffic. • Broadway has segments. It's sort of chopped into pieces. Hard to get from Washington Ave to river. • Traffic is fast. Feel not safe. 	<ul style="list-style-type: none"> • Enhance these areas (the cold, windy areas) & include public art (to mark the connections night & day) • Broadway Beautification, safety. • Improvements for pedestrian/cyclists- need protected space. Separated space. • Lighting • Bike lanes • Barriers

Proposed New River Connections

- Make it more friendly to pedestrians. It's sort of a thoroughfare - cars, trucks - it doesn't feel connected to the river.
- Separate bike lane.
- Anne Long (PYC)- Camp Capri with Greta Oglesby will perform "A Rhythm Runs Through It" on August 11 at Capri. We should connect.
- We need the land bridge; we need innovative financial mechanisms that create a realistic approach to getting something built!
- Something between Lowry & Dowling
- Using the rail bridge @ 26th to cross the river

Organization:
Jordan Area Community
Council

Date:
5/19/16

Location:
JACC

Connection	Barriers	Opportunities
West Broadway Ave	<ul style="list-style-type: none"> • Dangerous intersection at 94 for pedestrians/cyclists • Narrow sidewalks • Time – so busy • 4th St → 2nd St is not bike/pedestrian friendly • Light • Cleaning water • By walking river goodie 	<ul style="list-style-type: none"> • Dedicated and expanded pedestrian/bike infrastructure • A more attractive & welcoming environment. • More bike/ped amenities or wayfinding signs in other areas • Good bike for changes
26 th Ave N	<ul style="list-style-type: none"> • 94 bridge doesn't have protected lanes. • Not a very good connection to the river from 26th • Cemstone • Lack of sidewalks on 2nd St N • Be good connection • You walking biking. 	<ul style="list-style-type: none"> • Continue protected lane across bridge. • A less industrial presence near the river & 26th • Site acquisition • More sidewalks • Opportunities changes help see better
Lowry Ave N	<ul style="list-style-type: none"> • Industry along river. Can't get to river. • Heavy traffic making it feel less safe to bike on Lowry • Similar to w bro [not very bike/pedestrian friendly] • Blight river comes Mississippi 	<ul style="list-style-type: none"> • Paint lanes on bridge • Connections from bridge/street to river. • Close GAF. • NE side is much more park like & welcoming. • Land bridge
Proposed New River Connections	<ul style="list-style-type: none"> • Bridge over Mississippi to NE. 	

Organization:
Victory Neighborhood
Association

Date:
5/25/16

Location:
Warren Artist Habitat

Connection	Barriers	Opportunities
Dowling Ave N	<ul style="list-style-type: none"> • Panhandlers, no bike lanes or pedestrian crossings that are clear. • Unprotected bike lanes • Rougher area • Nothing – I bike that route • No separation of traffic from bike/ped. • Heavy, fast moving, highway-minded traffic • Very sterile, not green, feel exposed • Bad sidewalks • No crosswalks • Cars coming around corner too fast to enter 94. • No crosswalk pedestrian signal • Panhandling • Sidewalks so close to crazy traffic-I wouldn't feel safe there • Green light continues highway speed, going 45 mph by the intersection • There is no way anyone would use that bike lane • Truck trouble turning to Lyndale 	<ul style="list-style-type: none"> • More lighting clear + dedicated routes for bikes + peds. • Crosswalks • Lighting • Make Washington Av and then 2nd street a bike highway • Land bridge • Barriers for bikers • Safer sidewalks • Lighting • More lights • Amphitheater • Crosswalk • Everyone at the meeting liked the pedestrian ground up lighting example – lots of ooohs and ahhs
41 st Ave N	<ul style="list-style-type: none"> • This is so far the safest way to river less traffic. Same problems as the rest through. • Nothing – I bike that route • I don't think of this as an access, it seems like it only serves the industrial area. 	<ul style="list-style-type: none"> • Clearly define route to river. • Crosswalks • Lighting • Wayfinding – many people don't know there is a boat launch • I would tell my kid to use this connection over Dowling.
42 nd Ave N	<ul style="list-style-type: none"> • No clear pedestrian or bike lanes, traffic very heavy. • No bike lane • Rebuilt Camden Bridge is good, but 42nd needs crosswalks and better recognition that there are peds & bikes there • Clearer crosswalks • Horrible sidewalks • 42nd is a glorified parking lot 	<ul style="list-style-type: none"> • Take parking away from 42nd @ Lyndale there is plenty in the lot behind the building. • Full trail with path to park. (bike lanes & wider sidewalk) • Option to get on 2nd when going east for commuters • Lighting

	<ul style="list-style-type: none"> • I disregard the nearby “walk your bikes” sign • Cars can’t see you if you’re biking toward the intersection from the north side of the Camden Bridge because of the concrete barricade. They can turn right into you if you’re going straight. • I usually go under the Lyndale bridge as a pedestrian because it’s easier. (middle aged, white male) • Many know the regional park is there but not how to get there. Many also don’t know it’s there. • If you’re coming towards the river on 42nd, you have to go to 41st to get down to the river. Only the north side of the bridge has access to the River. • Having a place to go to!
Proposed New River Connections	<ul style="list-style-type: none"> • Land bridge over highway. • 26th is far from this neighborhood – a bike & pedestrian friendly route needed up here too. • Make attractions/trails/destinations less hidden/not hidden from highway and access roads so that people know they’re there • I’ve been to that Vancouver bridge. It’s beautiful.
Other River Connection Thoughts?	<ul style="list-style-type: none"> • Improve trails on Webber Parkway that goes under highway trail is in poor condition. Trail @ 45th + Lyndale needs improvement. • When developing bike lanes – <u>NO</u> cars merging or swerving to follow curving lines or go around bike lanes. Cars are not exact and this is dangerous for unprotected bike lanes (see Dowling Bike lane betwn. Penn & Fremont, etc. for example of what not to do) • We bike down to Webber Park & north regional park all the time, but would head south of 42nd if there was a destination. • The St. Anthony Bridge is being preserved and could be used somehow. • There is no reason to go there now. • Get 2nd to be a bike highway so people will be there to see and use the parks when they go in.

Maps





