

Upper Harbor Terminal Public Realm Infrastructure January 2021 Engagement Summary

WHAT ENGAGEMENT OCCURRED?

Minneapolis Public Works Department is leading the design of public realm infrastructure improvements necessary to accommodate the transition of the Upper Harbor Terminal site from its former use as a barge shipping terminal into a mixed-use development with housing, a music venue, commercial retail, park space and offices.

Public realm infrastructure improvements will include a multi-modal transportation system and accompanying public utilities that support community access to the UHT site and to the Mississippi River. To inform the design of public realm infrastructure improvements the project completed an initial round of outreach and community engagement in January 2021.



HOW DID WE GATHER FEEDBACK?

The Minneapolis Public Works department hosted a first round of public engagement from January 4th – February 1st, 2021.

Round 1 outreach and input opportunities included a project website, community survey, interactive comment map, five virtual focus groups meetings, a live virtual open house, virtual office hours, and a range of promotional strategies. Focus groups included representatives from neighborhood organizations, faith groups, local businesses, youth as well as recreational advocates.



WHO DID WE HEAR FROM?

<p>ENGAGEMENT STRATEGIES </p> <ul style="list-style-type: none"> 90 open house attendees 1 virtual open house 5 focus groups 23 focus group participants 1 office hours meeting 2 mailer notifications 1 open house meeting Traditional and social media promotion 	<p>SURVEY RESULTS </p> <ul style="list-style-type: none"> 100 survey responses 264 open-ended comments 29 interactive map comments 	<p>SURVEY DEMOGRAPHICS </p> <ul style="list-style-type: none"> Zip Code Age Gender Race/Ethnicity Language(s) spoken at home Rent or own? Education Level
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SNAPSHOT OF DEMOGRAPHIC RESPONSES:

80% of survey respondents shared demographic data

62% from North Minneapolis Zip Codes

20% from Northeast Minneapolis Zip Codes

75% are homeowners and 20% are renters

66% of respondents identify as White/Caucasian



WHAT DID WE ASK?

How can the public realm infrastructure project help to make you feel comfortable, welcomed, and want to return to the Mississippi River, future park and UHT site?

How do you imagine arriving at the river and a re-envisioned UHT area?

When you think about the experience of traveling to and through the Upper Harbor Terminal, are there examples or ideas for public art you would like to see incorporated into the project?

WHAT THEMES DID WE HEAR?

Prioritize pedestrians and bicyclists. Multimodal transportation should be safe, attractive and connected.

Public art should be welcoming and share development history of the Northside, including Dakota history.

Opportunity to **open the Mississippi River as a destination** and community asset.

Support for improvements to the entire mobility infrastructure:

- Address Dowling Ave safety issues (i.e. Lyndale Ave, I-94 bridge, Washington Ave).
- 33rd Avenue is an important access point and should provide welcoming entrance to the site.
- Connectivity with trails and road network beyond the planned improvements is a priority.

WHAT CONCERNS DID WE HEAR?

Concern about **bicycle and vehicle safety along Dowling Ave.** Especially crossing the I-94 bridge and Washington/Dowling intersection

Desire to see public infrastructure and the UHT redevelopment **meet the needs of Northside residents.**

Concern about congestion along Dowling Ave, traffic back-ups on I-94 and Washington Ave, and **future congestion with UHT traffic and events.**



WHAT SUGGESTIONS DID WE HEAR?

Improvements to I-94 bridge are important. Potential to partner with Wash. Ave business.

Foster a sense of arrival and vistas to connect the Northside to the river.

Support for green infrastructure. Capture and reuse water at the UHT site.

Public art elements could be linked together and lead you to and through the site.

Public infrastructure should include pedestrian level lighting, signage, greenery and public art.

Desire to see bikeway and walkways with physical barrier and separation from cars.