Overview

The 48-acre Upper Harbor Terminal (UHT) site will soon be transformed from its original operation as a barge shipping terminal to a mixed-use development with housing, a music venue, commercial retail, park space, and offices. To accommodate this transition, public infrastructure improvements are necessary to support access to the site and redevelopment. This includes transportation and utility infrastructure.

The City of Minneapolis, in close coordination with Minneapolis Park and Recreation Board (MPRB), proposes to reconstruct Dowling Avenue North and construct a new segment of parkway to provide access and circulation to the Upper Harbor Terminal site. Dowling Avenue North has been planned to be the primary access point to the site and will serve as the gateway to nearby neighborhoods. This project provides a significant opportunity to design public infrastructure that aligns with the vision of the site.

Scope

The scope of the project will encompass the entire right-of-way and include full removal of the existing street, subgrade correction, new pavement, curb and gutter, driveways, sidewalks, trails, pedestrian-level lighting, utility work, pavement markings, signals, and signage. Public Works will also be working closely with project partners to identify opportunities to integrate streetscape improvements, such as planted boulevards and green infrastructure.

Throughout the planning process Public Works will be working closely with partner agencies such as Hennepin County, MnDOT, Mississippi River Watershed Management Organization, and Metro Transit, as well as Xcel Energy, Canadian Pacific Railroad, and the United Properties development team. Public Works relies upon adopted planning and policy guidance, while incorporating feedback from residents, neighborhoods, advisory committees, and project stakeholders.

Contact

To learn more about the proposed project or sign up for email updates, please visit the project website or contact the project team using the contact information below:

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Project website: http://upperharbormpls.com/
Opportunities and Challenges
The UHT site poses a variety of exciting opportunities and challenges that need to be resolved.

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve access and connectivity to neighborhood</td>
<td>Active railroad crossing</td>
</tr>
<tr>
<td>Replace failing infrastructure</td>
<td>Relocation of overhead transmission lines</td>
</tr>
<tr>
<td>Improve multimodal infrastructure</td>
<td>Limited public transit access</td>
</tr>
<tr>
<td>Establish new right-of-way</td>
<td>Intersection of Dowling &amp; Washington</td>
</tr>
<tr>
<td>Address design and operational deficiencies</td>
<td>Dowling Avenue bridge over I-94</td>
</tr>
<tr>
<td>Coordinate infrastructure with major redevelopment</td>
<td>Competition for space</td>
</tr>
<tr>
<td>Reorganize street to reduce conflicts between modes</td>
<td>Grade change between neighborhood and river</td>
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</tbody>
</table>

Transportation Overview

*Streets*

Dowling Avenue North is a local city street that serves as the primary access to the interchange at and over I-94. The current configuration includes sidewalks, bike lanes, and three vehicular travel lanes. The bridge over I-94 is owned and maintained by the Minnesota Department of Transportation (MnDOT). Public Works will continue to work with MnDOT as a part of the I-94/TH 252 MnPASS project to seek opportunities to implement improvements along the bridge. Washington Avenue North is a Hennepin County street that serves as a primary north-south route adjacent to I-94, with access to businesses along the river. The current configuration includes limited sections of sidewalks, bike lanes, and two vehicular travel lanes.

*Parkway and trails*

The parkway and trails along the river are planned to eventually extend along the river north and south of the site and to connect to the larger network of parkways, trails, and city streets. It is expected to take years to develop the parkway along the entire riverfront, but the most immediate alignment will connect Dowling Avenue North and 33rd Avenue North.
Dowling Avenue North has been identified in the City’s Pedestrian and Vision Zero Crash Studies as a priority corridor for improvements due to the frequency and severity of vehicle and pedestrian-related crashes as documented over the last 10 years. The City of Minneapolis committed to Vision Zero in September 2017 through adoption of a City Council resolution to eliminate fatalities and life-altering injuries on streets by 2027.

Transit

Metro Transit’s current service is limited to express routes 721, 724, and 762 serving the McKinley neighborhood. Future service improvements are dependent on development creating enough demand to justify additional bus routes and/or extended service hours. It is the City’s goal to provide transit service to the site’s housing and employment opportunities between the neighborhood and downtown Minneapolis. Transit, ride-sharing, and mobility hubs will be play a critical role in meeting the anticipated demands for the music venue and to reduce the demand of vehicle trips during major events.

Vision Zero Network

Dowling Avenue North has been identified in the City’s Pedestrian and Vision Zero Crash Studies as a priority corridor for improvements due to the frequency and severity of vehicle and pedestrian-related crashes as documented over the last 10 years. The City of Minneapolis committed to Vision Zero in September 2017 through adoption of a City Council resolution to eliminate fatalities and life-altering injuries on streets by 2027.
Utilities Overview

Most utility infrastructure is below-ground and often goes unnoticed, but plays a large role in the day to day operational and functional needs for residents and businesses. Public Works must consider how to accommodate drinking water, sanitary sewers, storm water runoff and treatment, electric, gas, and communications infrastructure within the public right-of-way.

The graphics below highlight the necessary utility network that will be developed within the UHT site.