

Pedestrian Advisory Committee Resolution

To: Minneapolis City Council, Minneapolis Public Works

From: Minneapolis Pedestrian Advisory Committee

Date: February 3, 2021

Subject: Upper Harbor Terminal Draft Coordinated Plan

Upper Harbor Terminal Draft Coordinated Plan

The Pedestrian Advisory Committee largely supports the changes to the Upper Harbor Terminal Draft Coordinated Plan. In particular, we support the following strategies, listed on page 31 of the plan, and hope they will be reflected in the final plan as well as the signed community benefits agreement:

- Continue to work with Metro Transit to expand new local, limited stop, and/or express service to the Upper Harbor site
- Build accessible pedestrian and bike connections between Northside neighborhoods and the site
- Upgrade bicycle lanes to off-street trails that are separated from sidewalks and pedestrian paths
- Provide wide boulevards that offer separation from vehicle traffic and allow for healthy trees, landscaping, furnishings, public art, and pedestrian level street lighting
- Design safe streets that prioritize and encourage safe travel behaviors

We offer conditional support for the following strategy, again on page 31, but urge all entities to commit to removing urban highways entirely as part of restorative justice and climate action, rather than continuing to invest money and effort into token measures to address both.

- Continue to explore funding and partnership opportunities with MnDOT to reconfigure the Dowling Avenue Bridge and construct a new nonmotorized bridge across I-94.

We are also excited about the planned multi-modal hub that integrates biking and other sustainable modes on the site. We remind the City that true walkability requires the ubiquitous presence of seating/benches (not affiliated with transit stops) and public restrooms, shelter/shade, water, charging stations for electric wheelchairs and food sources.

Additionally, the PAC is disappointed that the plan continues to incentivize driving by planning for and providing parking. We strongly oppose the 420-stall parking ramp on parcel 7A. With 586 parking stalls identified in the plan, it continues to provide incredible incentives for driving. To comply with its own Complete Streets policy, Transportation Action Plan, Climate Action Plan, and climate emergency declaration, the City must remove the vast majority of this parking from the plan (retaining parking for people with disabilities). We support keeping any remaining parking near the edge of the site in order to reduce conflicts between people driving and people walking, using wheelchairs, or biking.

Reserving so much space for cars is especially egregious given that the parking ramp is not planned to be operational until at least 2025, when the City should be well into massive emissions reductions. Approving a parking structure of this nature would set the City back decades and would represent a massive failure to act on the policies that are the first steps necessary to slow climate change globally and create resiliency locally.

Lastly, the PAC strongly urges the City to ensure a small maximum block size in this rethinking of the urban grid. While we support high density, mixed use development for the benefits to walkability, super-blocks, as seen in stadia around the Twin Cities and in much of the North Loop, discourage walkability.