



Minneapolis
City of Lakes



CITY OF MINNEAPOLIS

20 Year Streets FUNDING PLAN

December 2016



Project Information

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Executive Summary

BACKGROUND

The **Neighborhood Park and Street Infrastructure Ordinance** enacted by the Minneapolis City Council in April 2016 partially closed the identified long-term gap in the maintenance of and investment in neighborhood parks and city streets. Beginning in 2017 the capital street paving budget, which is a part of the City's Capital Improvement Plan (CIP), will be increased by \$21.2 million per year annually for 20 years. The amount of this additional funding will be adjusted annually for inflation. The main purpose of the additional funding is to maintain the pavement condition of City streets, but the funding will be used in opportunistic ways in order to achieve multiple City goals.

THE PROCESS

To allocate the additional funding equitably, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects.



QUANTITATIVE ANALYSIS

ASSET CONDITION

These criteria and data sources are all about the **physical condition** of the streets.

- Infrastructure condition
- Safety
- Utility needs

EQUITY — COMMUNITY DEMOGRAPHICS

These criteria and data sources are all about the **people** using the streets.

- Non-white majority
- Concentrated poverty
- Vehicle availability
- Potential users

EQUITY — USES AND MODES

These criteria and data sources are all about **how many** people use the streets and on **what modes**.

- Modal needs
- Total users

QUALITATIVE SCREENING

Are there **other nearby projects** that will also be under construction?

Can projects be **combined** to reduce disruption or cost?

Is this the **right fix** at the **right time**?

How does this project fit with **known city priorities and goals**?

Do other **agencies or utilities** have **projects that can be coordinated**?

This **qualitative screening** provides the needed detailed evaluation to deliver a balanced and well-thought capital program.

This process will be used annually to develop the street paving portion of the CIP.

THE RESULTS

The City of Minneapolis CIP defines what types of streets projects (reconstruction, renovation, rehabilitation, resurfacing) will be done on which streets and when. The projects will be selected using the criteria-based process with a focus on racial and economic equity.

The funding provided by the Neighborhood Park and Street Infrastructure Ordinance partially closed the identified long-term gap in the maintenance of and investment in city streets. The 2017-2022 Amended CIP reflects the pavement management needs while seizing and creating opportunities to achieve other city priorities and goals. Public Works is currently working to gather new data on the baseline pavement condition and will use the baseline to evaluate the impacts of the additional funding going forward.



NEXT STEPS

The framework that was used in this first year (2016) will continually be reviewed and refined as new data sources become available or community priorities shift.

Some themes that Public Works heard during the stakeholder engagement and around which continued discussions will occur include:

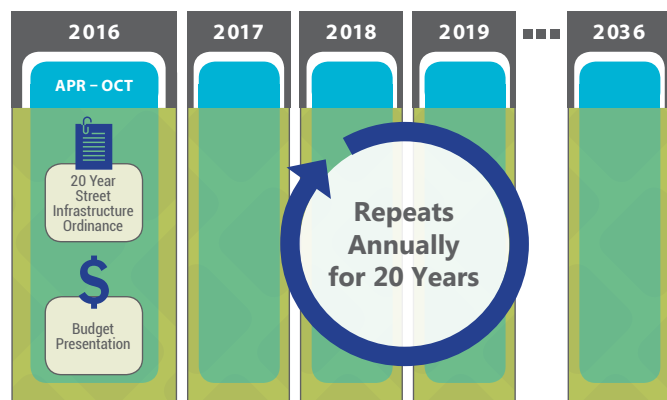
- Innovative and intentional community engagement is needed during design and construction
- Demographics and use patterns must be incorporated into project design
- Project workforces may not reflect the diversity of the population
- Assessment policies

46 miles of streets are planned to be reconstructed – which represents a 178% increase in the reconstruction mileage between the original CIP and the Amended CIP.

6 miles of streets have a planned future protected bicycleway on them, accelerating implementation of the Bicycle Master Plan. Approximately 2 miles is due to the increase in funding from the Neighborhood Park and Street Infrastructure Ordinance.

33 miles of reconstruction projects provide opportunities for improvements to the pedestrian realm, a 94% increase over the original CIP.

About 23% of city streets are in areas of concentrated poverty where residents are mainly persons of color. More than 40% of projects in the Amended CIP are in these areas.

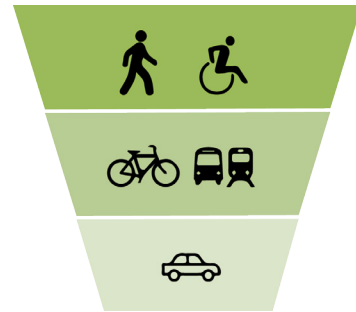


1. Background

1. Background

INTRODUCTION

As part of the urban core of the Twin Cities region, the City of Minneapolis transportation network is the backbone for multiple modes and millions of users that make the region thrive. Asset management, cost-effective repair strategies, and adequate maintenance are all needed to maintain the city's streets in fair condition. The Minneapolis City Council enacted the Neighborhood Park and Street Infrastructure Ordinance in April 2016 to narrow the identified long-term gaps in maintenance of and investment in neighborhood parks and city streets. Planning will ensure that those funds are allocated in the right places at the right time. The history and process outlined in this document – called the 20 Year Streets Funding Plan – is the first step of a multi-year, iterative, data-driven process designed to bring street funding and program planning together to enable Minneapolis to create and seize opportunities for all users and all modes for years to come.



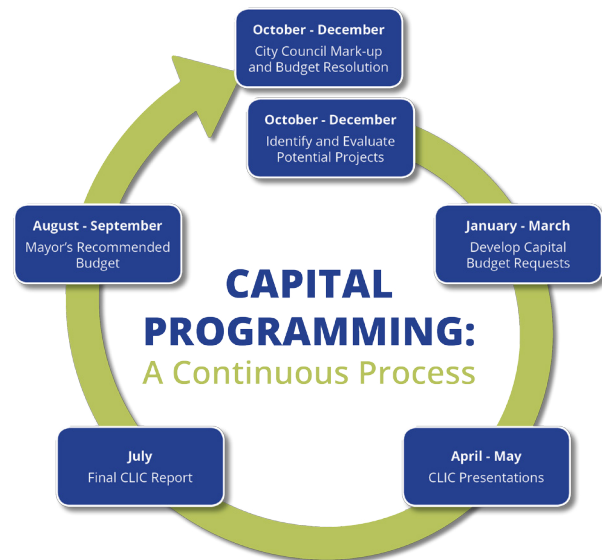
CAPITAL IMPROVEMENT PLAN OVERVIEW

The Capital Improvement Plan (CIP) consists of construction projects planned by the City of Minneapolis and is updated annually. These projects include street resurfacing, paving, alley renovation, bridge maintenance, bikeway planning and construction, storm drain and tunnel maintenance, sidewalk maintenance, traffic signal and lighting improvements, ADA ramp replacement, and more.

Each year, Minneapolis Public Works prepares capital budget requests (CBRs) that are then reviewed by the Capital Long-Range Improvement Committee (CLIC), a resident advisory committee to the Mayor and City Council. CLIC is comprised of 33 appointed members, including two members per Council Ward and seven at-large members appointed by the Mayor. The CLIC members receive and review all CBRs, Public Works staff present the CBRs and answer questions from the CLIC members, and then CLIC rates all proposed projects. Highest-ranking projects, as determined by CLIC, are then balanced against proposed available resources by year to arrive at a CIP recommendation to the Mayor and City Council.

CLIC's recommendations serve as the starting point from which the Mayor and City Council's decisions are made. The Mayor makes recommendations on the capital budget as well as the operating budget.

Figure 1-1: The capital programming process occurs annually, and involves Public Works, residents, the Mayor, and City Council to develop and adopt a plan for investments.



1. Background

The 20 Year Streets Funding Plan deals with the selection and prioritization of projects in only one part of the CIP – street paving projects. Street paving projects in the CIP may be funded through a combination of net debt bonds, assessments to benefiting properties, state and federal funds, and other grants. Street paving projects made possible by the additional funding may create opportunities to improve other types of city infrastructure, such as sidewalks, street lighting, or the storm water system. However, independent projects that are not part of the 20 Year Streets Funding Plan will also continue to be completed to improve pedestrian/bicycle, water, surface water/sewer, traffic signal, lighting, bridge, and other infrastructure.

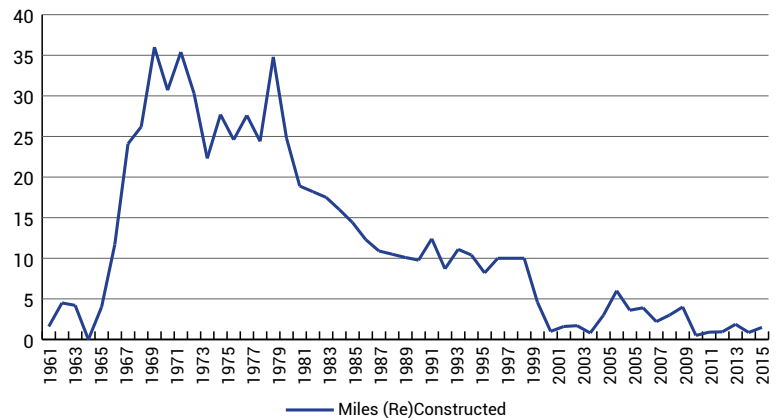
NEED FOR ADDITIONAL FUNDING

History of Residential Paving

The need for additional funding is largely due to the history and existing conditions of city-maintained streets. In 1966, there were 580 miles of unpaved Minneapolis residential streets, 64% of all city street mileage. The very poor street condition and significant maintenance costs of unpaved streets prompted the City to start a 30-year residential paving program. This program would eventually pave nearly all City streets over 30 years, neighborhood by neighborhood. The streets that were originally paved at the same time are still maintained in the same groups, known as paving project areas. The paving project areas include only the residential streets, and do not include other types of city streets such as major commercial streets.

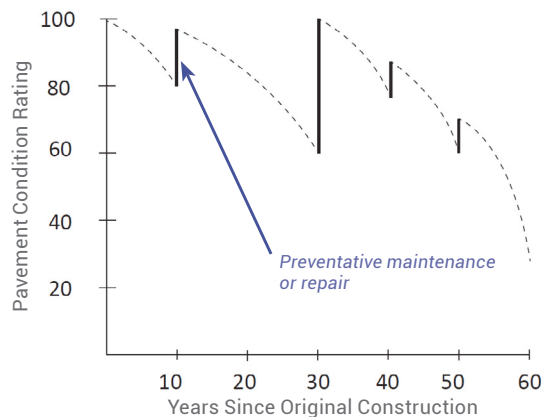
The residential paving program was a significant investment in streets that has served the City well for more than 50 years. However, the streets first paved in the 1960s are now reaching the end of their useful life. These streets paved over 50 years ago are requiring increased maintenance, and many require reconstruction.

Figure 1-2: History of Residential Paving



Source: City of Minneapolis Public Works

Figure 1-3: Typical Pavement Life Cycle



1. Background

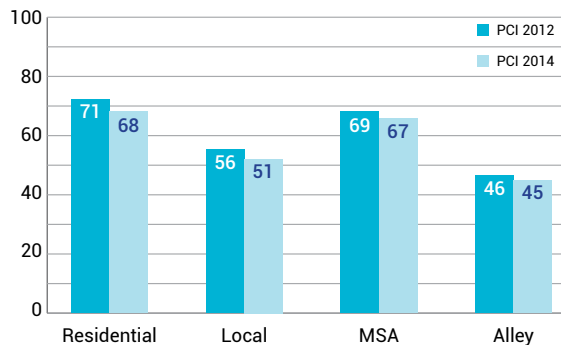
Minneapolis Infrastructure Study

Declining Pavement Condition

The surface condition of city streets is typically reported as its pavement condition index (PCI). The condition of the city's streets, the deteriorating street condition, and need for additional funding for reconstruction are formally documented in great detail in the Minneapolis Infrastructure Study. Originally published in 2012, this study presented the existing condition of the major transportation infrastructure assets throughout the city and identified the funding levels needed to maintain the pavement infrastructure in an average fair condition. At the time of the study, the citywide average PCI was 65.

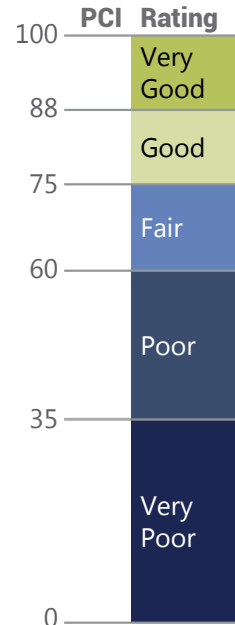
The citywide average pavement condition rating of "fair" has remained relatively unchanged since the establishment of the residential resurfacing program in 2008. The implementation of this program slowed the long-term decline in the overall citywide pavement conditions. The average PCI of city-maintained streets had declined further when an update to the Infrastructure Study was completed in 2014 (Figure 1-5). The financial and pavement condition analysis in the updated study predicted that if current (2014) funding levels were maintained for 20 years, the citywide average pavement condition would deteriorate to "poor."

Figure 1-5: Pavement Condition Index by city-maintained street type



Source: 2012 and 2014 Infrastructure Study, City of Minneapolis

Figure 1-4: City of Minneapolis PCI Ratings



This street would be considered a "fair" asphalt pavement condition



This intersection shows a "poor" asphalt pavement condition

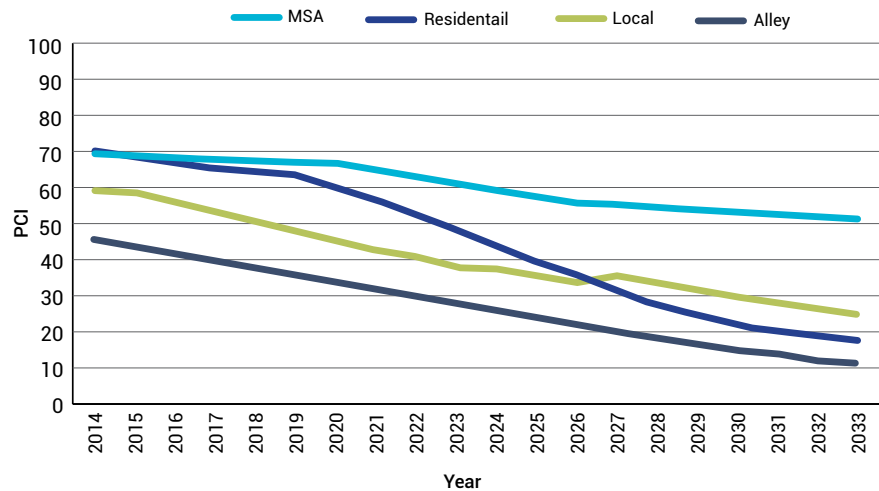
1. Background

Funding Scenarios

Many funding scenarios were analyzed in the 2012 and 2014 Infrastructure Study to determine the levels of investment necessary to maintain the city's street network. The analysis was needed to guide difficult decisions on infrastructure investments, given inadequate funding. Some of the budget scenarios included current (pre-ordinance) funding, an average citywide PCI of 70, prioritization of higher volume (MSA) streets, and maintaining a minimum average pavement condition citywide. The studies identified that an additional \$30 million dollars per year would be needed over current funding levels for the next 10 years to maintain an average citywide PCI of approximately 70 (fair condition).

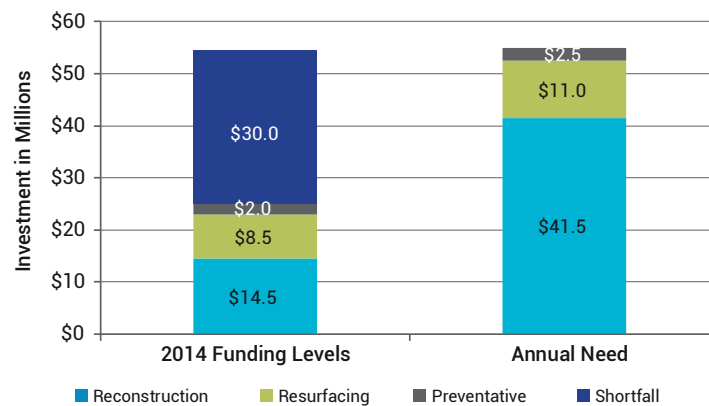
There were eight scenarios presented in the 2012 study; those eight scenarios were revisited in the 2014 update and again in 2016.

Figure 1-6: Modeled PCI with Previously Projected Funding Levels



Source: 2012 Infrastructure Study and 2014 Infrastructure Study, City of Minneapolis

Figure 1-7: Annual Street Paving Funding Gap (with a goal of average PCI = 70)



1. Background

EXISTING CONDITIONS

Street Types

There are 904 miles of streets under City of Minneapolis jurisdiction:

- Residential streets: 631 miles citywide. Residential streets primarily provide access to homes and businesses. Examples of this type of street are Dupont Ave N and 17th Ave S.
- Municipal State Aid (MSA) streets: 207 miles citywide. MSA streets typically have higher volumes of users and connect areas of the city. Examples of MSA streets are Lyndale Avenue N and 38th Street E. State funding (gas tax) can be used on MSA streets.
- Local streets: 66 miles citywide. Local streets are not part of residential paving project areas and typically serve light industrial areas. Examples of this type of street are 3rd St N in the North Loop and Traffic St NE in Northeast Minneapolis.

The city also has 378 miles of alleys citywide. Alleys typically run between other streets and provide access for garages and services such as deliveries and trash collection.

The designation of city streets as residential, local, or MSA is done for the purposes of funding and asset management. The street design types shown in [Figure 1-8](#), defined in Access Minneapolis, are based on the land use context of the street and its functionality.

There are many other streets in the city that are owned and maintained by other agencies. These streets are maintained and primarily funded by other agencies, and therefore are not included for consideration in the 20 Year Streets Funding Plan:

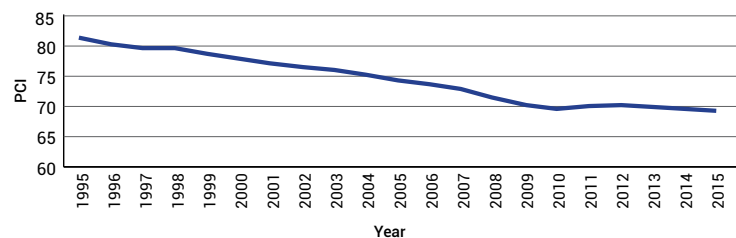
- Interstate and state highways (Minnesota Department of Transportation). Examples of these types of streets include I-35W and Olson Memorial Highway (MN-55).
- County roads (Hennepin County). Examples of these types of streets include Penn Avenue North (County Road 2) and Lake Street (County Road 3).
- Parkways (Minneapolis Park and Recreation Board). An example of this type of street is West River Parkway.
- Private streets (Miscellaneous). An example of this type of street is Church Street on the University of Minnesota campus.

Minneapolis does maintain all traffic signals in the City, some of the street lights on other agencies' streets, and pavement markings on City and County streets. However, these elements are not part of the paving portion of the CIP.

Pavement Condition

The PCI measured over time shows the outcomes of the City's financial and policy decisions on street maintenance and construction funding. The chart below shows PCI history since 1995 and indicates an overall declining trend. The chart in [Figure 1-9](#) below shows that this trend will continue without additional investments in street infrastructure and maintenance, as previously shown in [Figure 1-6](#).

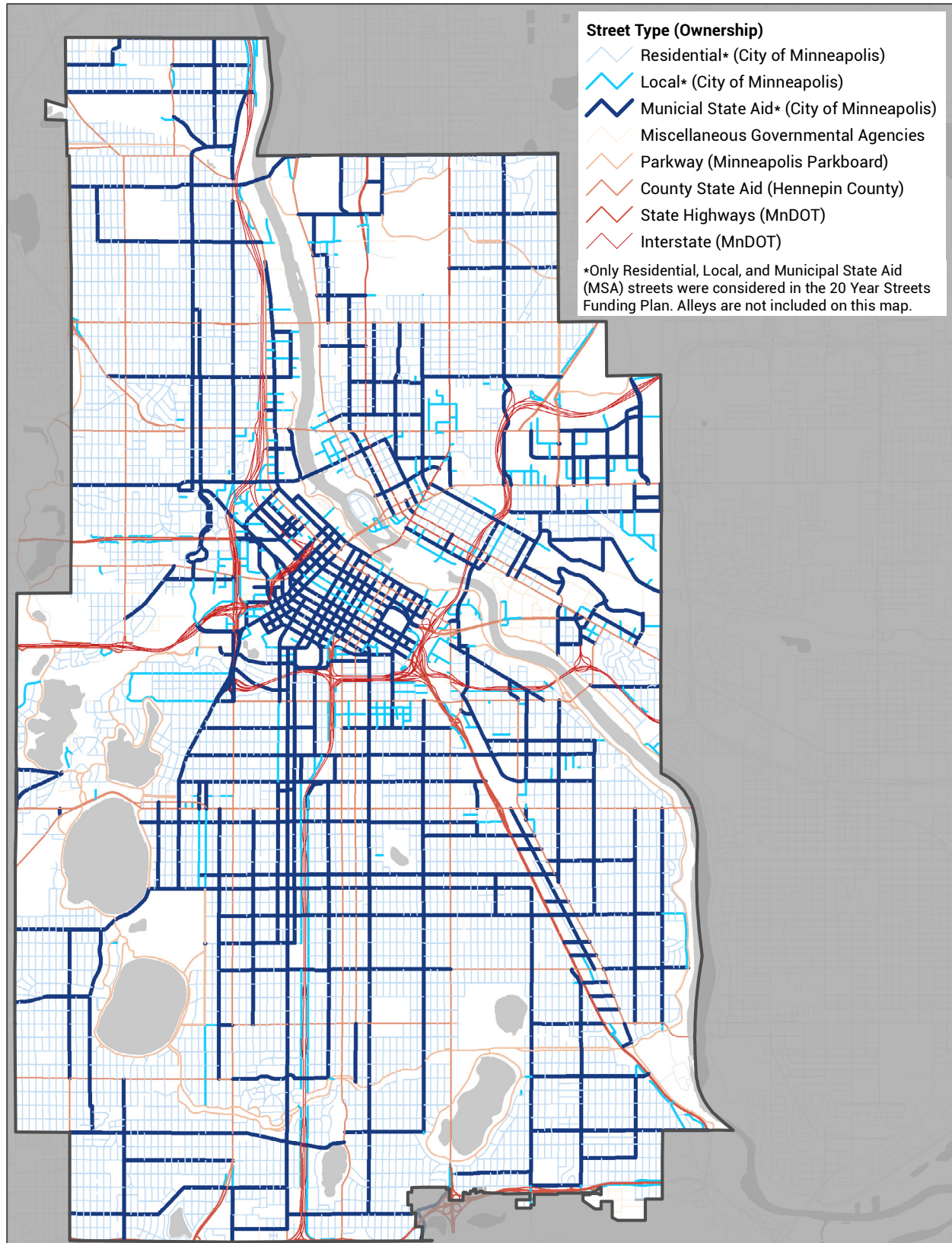
Figure 1-9: Average PCI – All Streets Under City Jurisdiction



Source: City of Minneapolis pavement condition data

1. Background

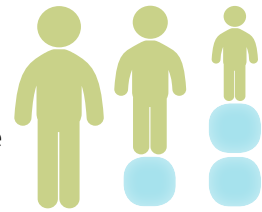
Figure 1-8: Street Types



1. Background

Equity

Equity means meeting different levels of need, as defined by the people involved. To inform the 20 Year Streets Funding Plan, existing transportation data was mapped and stakeholder engagement (see [Chapter 2](#)) was initiated to identify potential inequities in the transportation system. The data evaluated do not define equity or the full spectrum of potential transportation inequities, but were a starting point for discussion in the public engagement process. The information gathered was used to develop criteria for project selection and prioritization, as discussed in [Chapter 4](#).



ACP50s

City infrastructure data was first mapped and overlaid with mapping of “ACP50” areas — over areas where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold. The ACP50s in the City of Minneapolis are shown in [Figure 1-10](#).

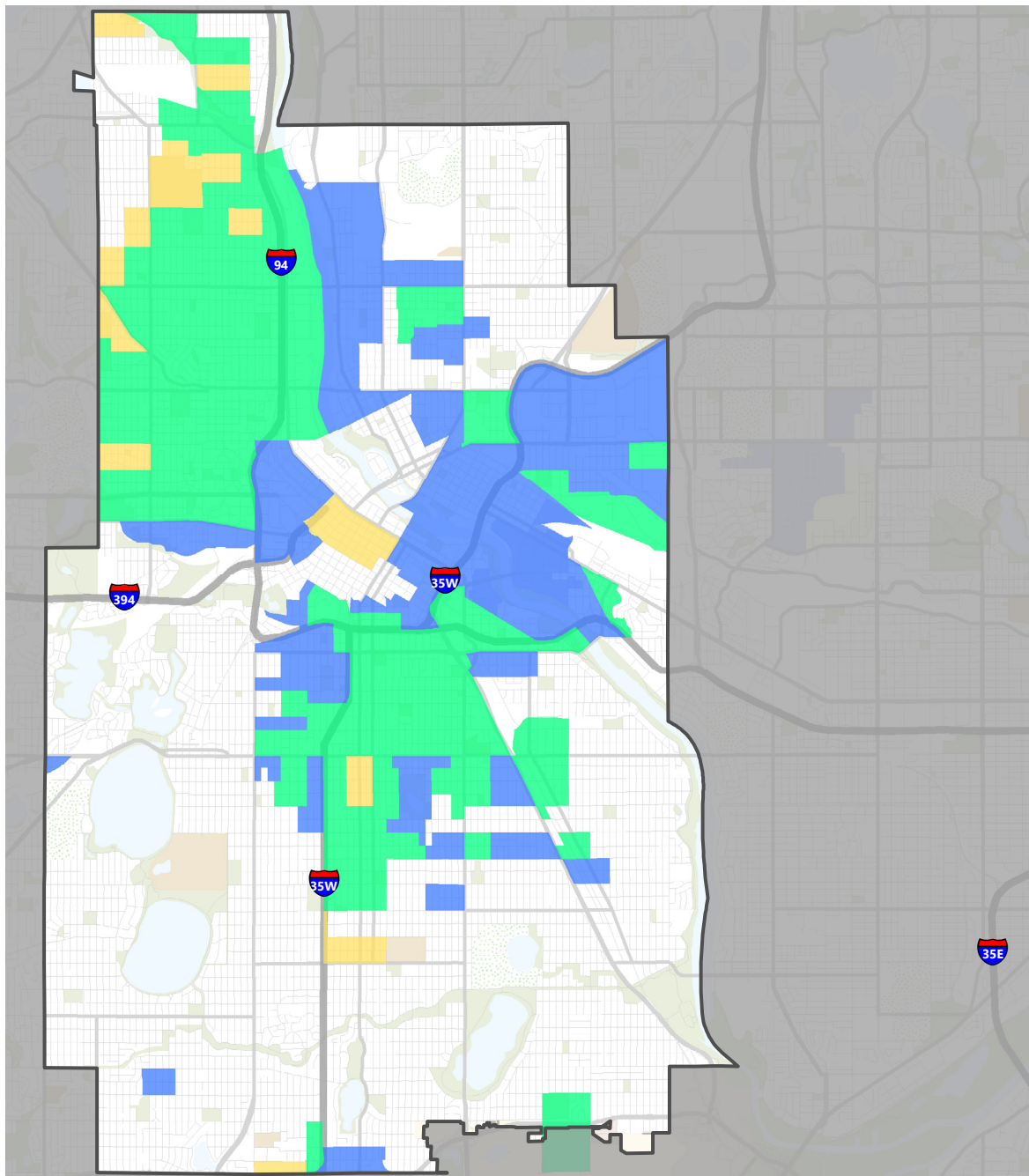
Additional infrastructure data were mapped and overlaid with ACP50 areas, which are provided in [Appendix A](#). This mapping was conducted to:

- Inform staff and the public about the current data available
- Understand the limitations of data currently available
- Be cognizant of any inequitable transportation trends that can be measured as it relates to the geographic locations of the ACP50s

The maps on the following pages represent a sample of the data that was evaluated and some of the findings of the analysis. The data chosen for mapping were those that were readily available and provided a snapshot of city transportation infrastructure investments across the city. They also reflect potential transportation needs and city modal priorities. Equity is a complex topic. **In no way does this analysis fully describe or attempt to address all aspects of equity in transportation in the City of Minneapolis.** Instead, it was a useful tool to inform the development of the quantitative criteria, with a focus on racial and economic equity.

1. Background

Figure 1-10: ACP50 Areas in the City of Minneapolis



- 40 % or more of the population is in poverty*
- 50% or more of population identifies as a person of color
- Poverty & Race Criteria Overlap (ACP50 Area)

*Defined as residents having family income at or below 185% of federal poverty threshold

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

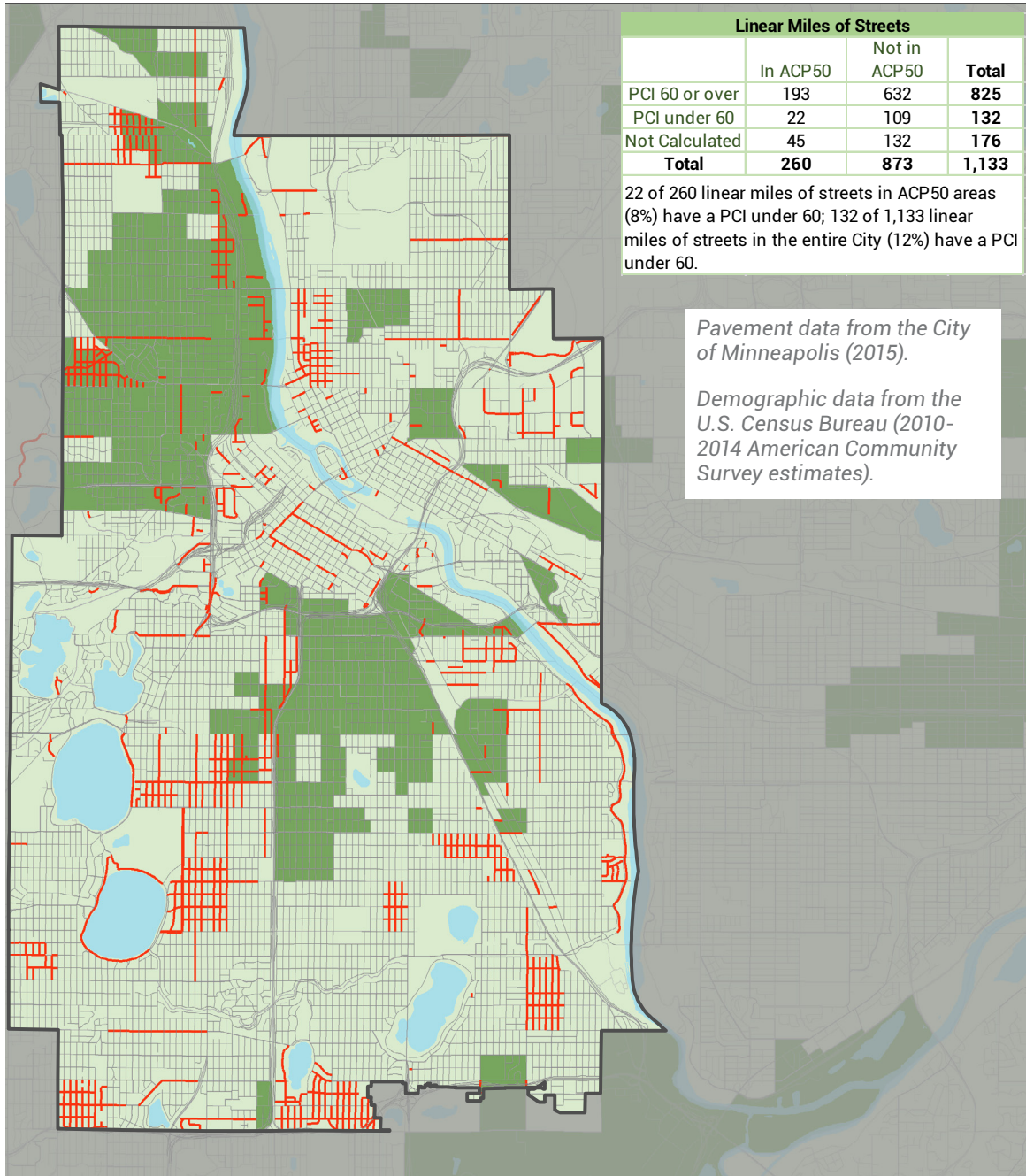
Demographic data from U.S. Census Bureau (2010-2014 American Community Survey estimates).

1. Background

Pavement Condition Index (PCI)

Streets in poor condition are defined as having a Pavement Condition Index (PCI) less than 60. Around 8% of the linear miles of streets in ACP50 areas have a PCI less than 60, while citywide around 12% of the linear miles of streets have a PCI less than 60.

Figure 1-11: Pavement Condition and ACP50 Areas



Block Groups

- Census Block Group is an ACP50
- Census Block Group is not an ACP50

Pavement Status

- PCI Under 60
- PCI at or Above 60

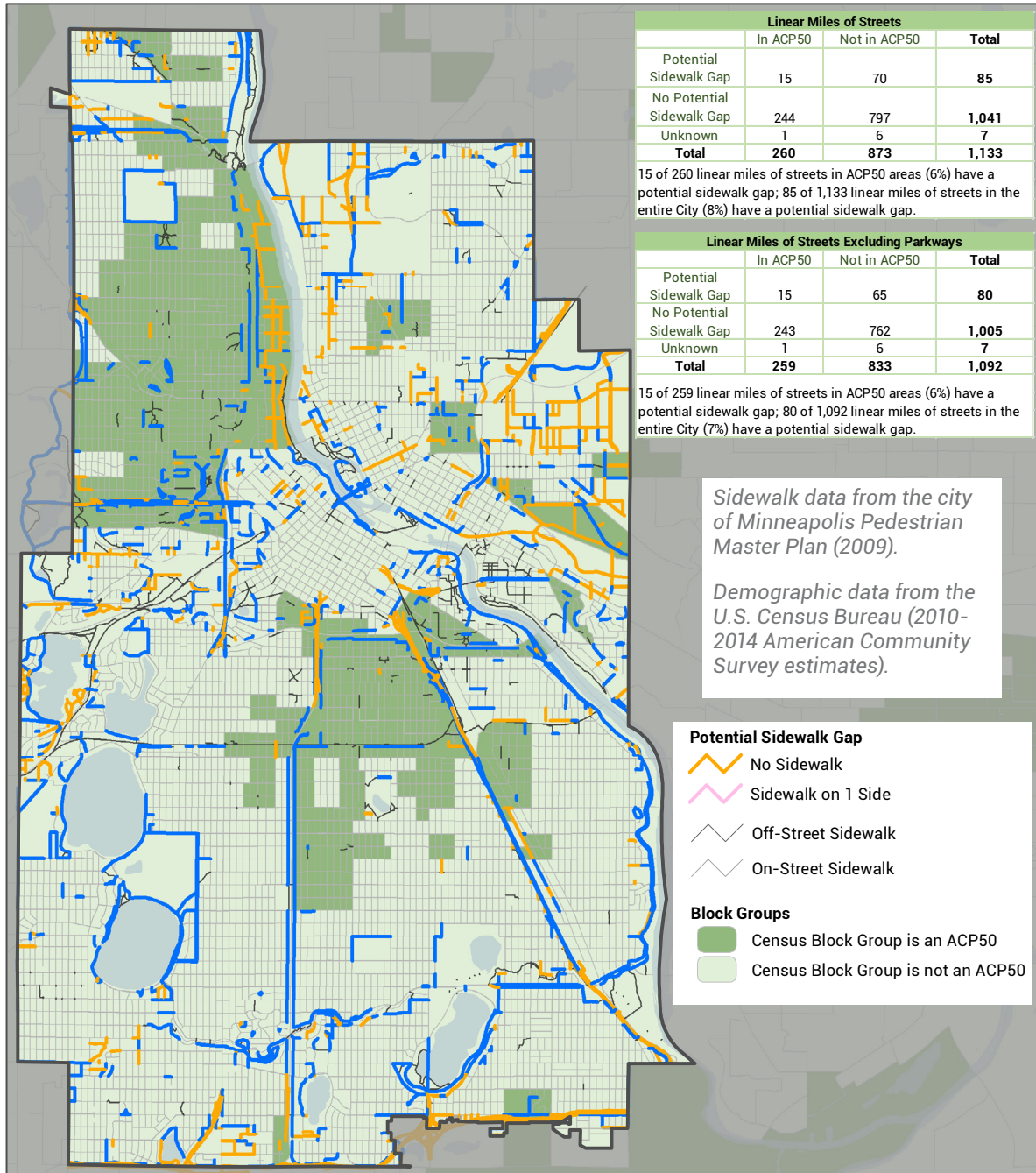
PCI less than 60 indicates that the pavement is in poor condition

1. Background

Sidewalk Gaps

Potential sidewalk gaps are locations where sidewalks do not exist on either one or both sides of the street. Sidewalks are needed to provide access to properties or to provide a direct connection between other sidewalks. Almost all streets (92%) in Minneapolis have sidewalks, and the City has a goal to complete the sidewalk network. The remaining sidewalk gaps may be difficult to fill due to physical constraints or adjacent properties such as parks, cemeteries, and railroads. The rate of potential sidewalk gaps citywide (8%) is greater than the rate of potential sidewalk gaps in ACP50 areas (6%).

Figure 1-12: Potential Sidewalk Gaps and ACP50 Areas

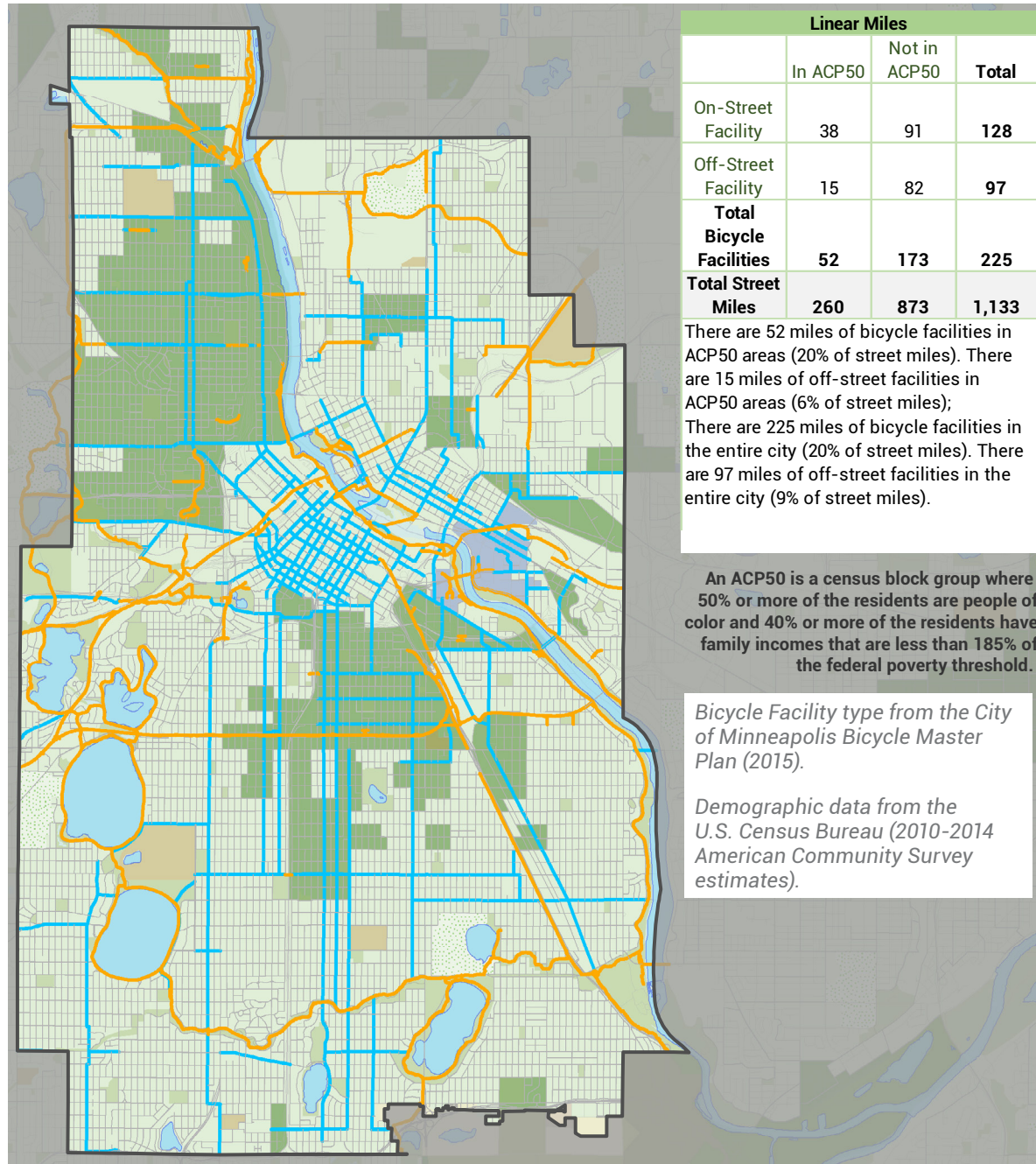


1. Background

Bicycle Facilities

While there are bicycle facilities available across the city, ACP50 areas have fewer miles of off-street bicycle facilities. Citywide, 9% of the linear miles of streets have off-street bicycle facilities; in ACP50 areas, only 6% of the linear miles of streets have off-street bicycle facilities. The percentage of streets with bicycle facilities (on-street and off-street) are the same citywide and in ACP50 areas (20%).

Figure 1-13: Bicycle Facilities and ACP50 Areas



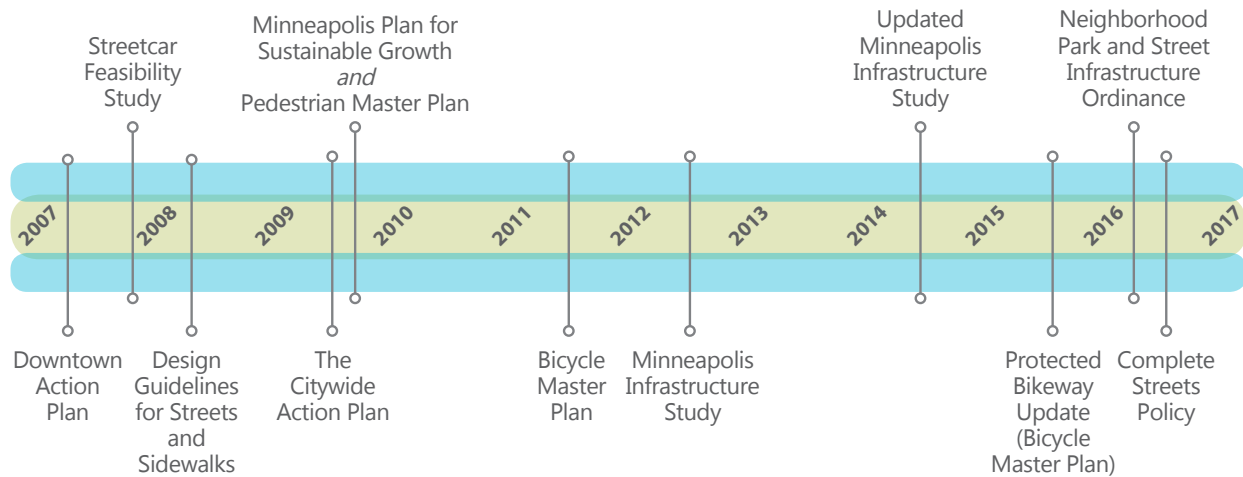
- | | |
|-----------------------------|-----------------------------|
| Bike Facility | Block Groups |
| On-Street Bicycle Facility | Block Group is an ACP50 |
| Off-Street Bicycle Facility | Block Group is not an ACP50 |
| No Bicycle Facility | |

1. Background

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2. Policies and Priorities

The 20 Year Streets Funding Plan builds on the foundation of several established city policies, priorities, and plans. The key foundational pieces are described in this chapter.



CITY POLICY

Access Minneapolis

Access Minneapolis is the City of Minneapolis's 10-year Transportation Action Plan. Its key purpose is to identify actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) must take within the next ten years to implement the transportation policies articulated in the city's comprehensive plan (The Minneapolis Plan for Sustainable Growth). Access Minneapolis was adopted in parts, starting in 2007.

Access Minneapolis is comprised of six documents:

- Downtown Ten-Year Transportation Action Plan – June 2007
- Streetcar Feasibility Study – December 2007
- Design Guidelines for Streets and Sidewalks – February 2008
- The Citywide Ten-Year Transportation Action Plan – July 2009
- Pedestrian Master Plan – October 2009
- Bicycle Master Plan – June 2011 (Protected Bikeway Update, July 2015)

Access Minneapolis recognizes that the city's transportation systems are important to both the economic stability and livability of the city. The plan emphasizes that the future transportation system must be multimodal and designed for all types of users and contexts. Walking, bicycling, and transit ridership all must continue to be high priorities. Growth is to be concentrated in high density corridors and in identified activity centers.

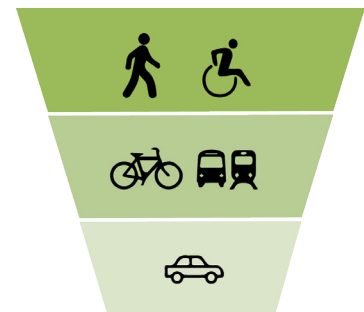
2. Policies and Priorities

The objectives in the Citywide Ten-Year Transportation Action Plan are directly applicable to the 20 Year Streets Funding Plan by either providing data or direction for criteria:

- **Objective 1:** Make transportation design decisions based on place type in addition to street function.
- **Objective 2:** Ensure that all streets in the city are safe, convenient, and comfortable for walking.
- **Objective 3:** Provide a well-connected grid of bicycle lanes.
- **Objective 4:** Provide the best possible transit service on a Primary Transit Network (PTN).
- **Objective 5:** Encourage people to walk, bicycle and take transit rather than drive.
- **Objective 6:** Optimize the use, safety, and life of the street system.
- **Objective 7:** Manage and operate streets to support all modes of transportation.
- **Objective 8:** Make consistent decisions for curbside uses.

Complete Streets Policy

The City of Minneapolis passed a Complete Streets Policy in May of 2016. This policy establishes a modal priority framework that prioritizes public right-of-way use in the following order: walking, biking or taking transit, and driving motor vehicles. This policy is intended to be consistent with – and build on – the guidance in Access Minneapolis and the Minneapolis Plan for Sustainable Growth.



All city transportation related decisions – including but not limited to phases of projects, programming, planning, design, construction, operation, and maintenance – must follow the Complete Streets policy. The process by which the Complete Streets policy is applied is to be scaled appropriately for each individual project or initiative. For the 20 Year Streets Funding Plan, all modes were considered and weighting decisions were made reflecting the Complete Streets modal priority.

Neighborhood Park and Street Infrastructure Ordinance

The Neighborhood Park and Street Infrastructure Ordinance was enacted by Minneapolis City Council and signed by Mayor Hodges on April 29, 2016. It is the formal policy foundation for this 20 Year Streets Funding Plan process. The ordinance states that beginning in 2017 and continuing for 20 years, the City will provide a guaranteed minimum annual amount of funding for City capital street paving projects. The guaranteed minimum annual amount will be an increase of \$21.2 million over the current City capital fund expenditures. This amount will be adjusted annually for inflation. The ordinance also states that the City will increase its ongoing street maintenance budget by \$800,000.

2. Policies and Priorities

The new ordinance specifies the use of a criteria-based system with a focus on racial and economic equity to annually select projects for the capital improvement plan. The data-driven project evaluation and prioritization process that has a focus on racial and economic equity will continue to be reviewed and refined. With those refinements incorporated, the process will repeat annually to select projects and update the CIP. Public Works will provide annual reports to the City Council on the status of all projects in the CIP, the utilization of a criteria-based system to determine equitable distribution of funding, and the new projects undertaken.

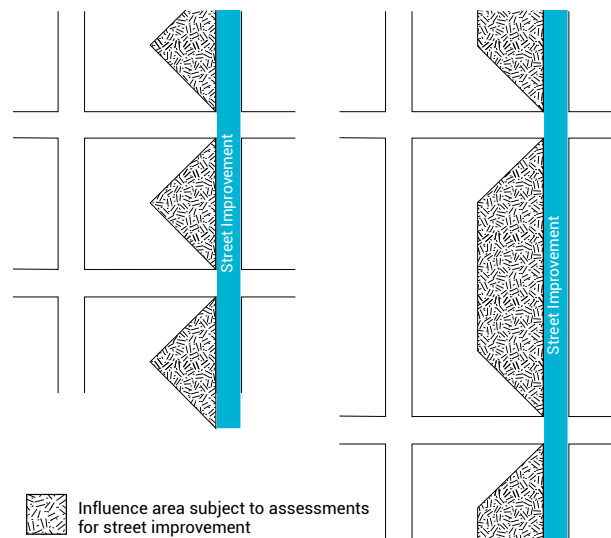
Uniform Assessment Policy

The City of Minneapolis has a uniform assessment policy. Whenever a street is improved the benefitting property owners are assessed a uniform rate for part of the construction cost.

The uniform rates are established by the City Council each year, and are based on the type of street improvement and the type of property. The assessments are levied against the portion of each property that is within the "influence area" for the project and can be spread over several years. **Figure 2-1** shows examples of how a project influence area is calculated.

The 20 Year Streets Funding Plan does not change the Uniform Assessment Policy or how it is applied to street projects.

Figure 2-1: The influence areas are calculated for each block and assessments are based on the property area within the influence area



Source: City of Minneapolis Public Works

Table 2-1: City of Minneapolis 2017 Assessment Rates by Project Type

Type of Improvement	Expected Improvement Life (years)	Assessment Length (years)	2017 Residential Rate (\$ per square foot of property in the influence area)	2017 Non-Residential Rate (\$ per square foot of property in the influence area)
Reconstruction	40	20	\$0.87	\$2.60
Renovation	20	10	\$0.44	\$1.30
Resurfacing	10	5	\$0.22	\$0.65
Concrete Rehabilitation ²⁻¹			\$0.22	\$0.65

2-1 Concrete Rehabilitation is a new program in 2017. An evaluation of the expected improvement life and appropriate assessment length are ongoing.

STAKEHOLDER ENGAGEMENT

The Process

Stakeholder input was gathered in July and August of 2016 to introduce the Neighborhood Park and Street Infrastructure Ordinance, to define and understand transportation equity in the city, and to gather feedback on community priorities as they relate to selection and prioritization of projects.

The 20 Year Streets Funding Plan had three main public input opportunities.

Workshop #1

3 Big Questions

July 25, 2016: Workshop #1

The first small group workshop helped define transportation equity and form the remainder of the engagement process. Representatives of key organizations and staff from various city departments throughout Minneapolis that focus on equity participated in this workshop.

Open House + Online Survey

850 Total Votes

August 2016: Open House and Online Survey

A public open house highlighted the discussion from Workshop #1 and gave attendees a chance to weigh in on the same three transportation equity questions. An online survey with the same questions was also available for most of the month.

Workshop #2

10 Criteria Ranked

August 8th, 2016: Workshop #2

The second small group workshop helped decipher the results of the engagement process to date and refine the relative importance of the various equity criteria for project selection and prioritization.

2. Policies and Priorities

The 20 Year Streets Funding Plan also sought input from three City of Minneapolis advisory committees on the data and prioritization process.

- The Pedestrian Advisory Committee (**PAC**) noted the importance of good sidewalk data, and also suggested that both ends of a trip (home and activity center) be included in the criteria.
- The Bicycle Advisory Committee (**BAC**) suggested that the location and PCI of on-street bicycle facilities be considered in the pavement condition criteria.
- The Minneapolis Advisory Committee on People with Disabilities (**MACOPD**) emphasized the use of the ADA Transition Plan as a data source for project prioritization.

Mode Condition and **Potential Users** were important criteria to these committees.

The Outcomes

At the first workshop, attendees participated in small group discussions on three different topics. Between each discussion topic, the groups were mixed up so that everyone heard multiple points of view. The most common responses from Workshop 1 were used as prompts for the same three questions at the Open House and on the online survey. The findings from Workshop #1, the Open House, and the online survey are shown by question. Full summaries of the stakeholder engagement activities are shown in **Appendix B**.



2. Policies and Priorities

Question #1: What does equity mean relative to city transportation?



Some common words used in Workshop 1 to answer the question “What does equity mean relative to city transportation?” were **Access, System, and Needs**. The discussion from Workshop #1 was used to formulate five potential responses at the Open House and in the online survey.

The online survey respondents chose **the availability of multimodal infrastructure** throughout the city as a defining

Responses to Question #1

Multimodal infrastructure is available throughout the city so all people can travel easily by any mode

Transportation solutions are tailored to the community and users

The pavement quality throughout the city is the same; no matter where you go it is indistinguishable

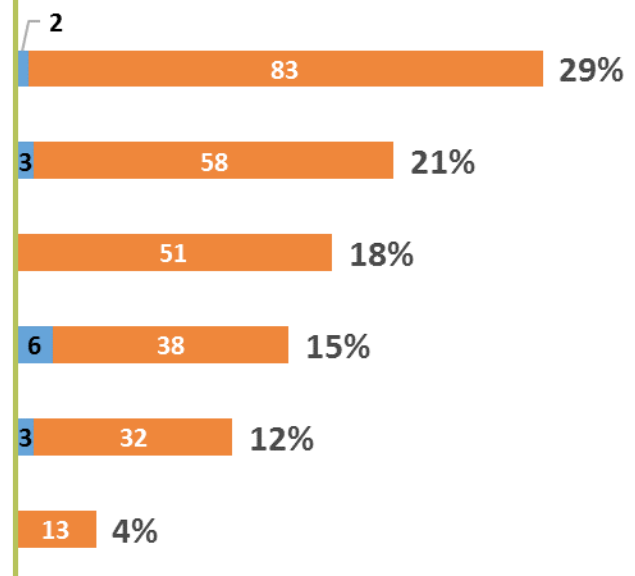
Average transit dependency or household income are factors in decision-making

The decision-making process is clear and accessible to all

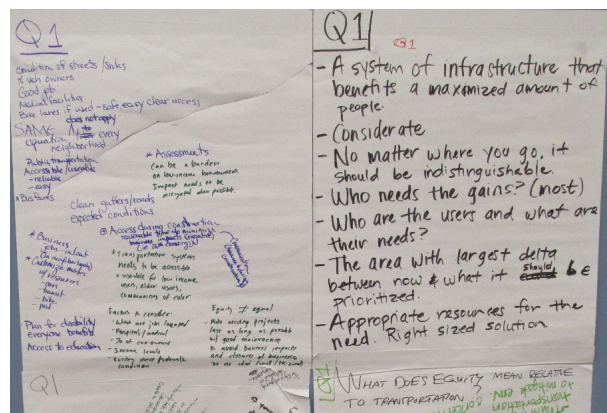
Other

Votes cast for Question #1

■ Open House ■ Online Survey



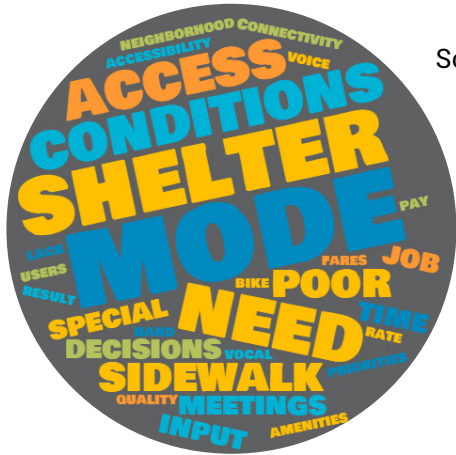
characteristic of equitable transportation.



Workshop #1 responses to the question “What does equity mean relative to city transportation?”

2. Policies and Priorities

Question #2: What inequities exist in the transportation system today?



Some common words used in Workshop 1 to answer the question “What inequities exist in the transportation system today?” were **Mode**, **Shelter**, and **Need**. The discussion from Workshop #1 was used to formulate four potential responses to this question at the Open House and in the online survey.

Responses to Question #2

Not all modes are accessible or convenient throughout the network (users should not have to rely on a car to get them where they need to go)

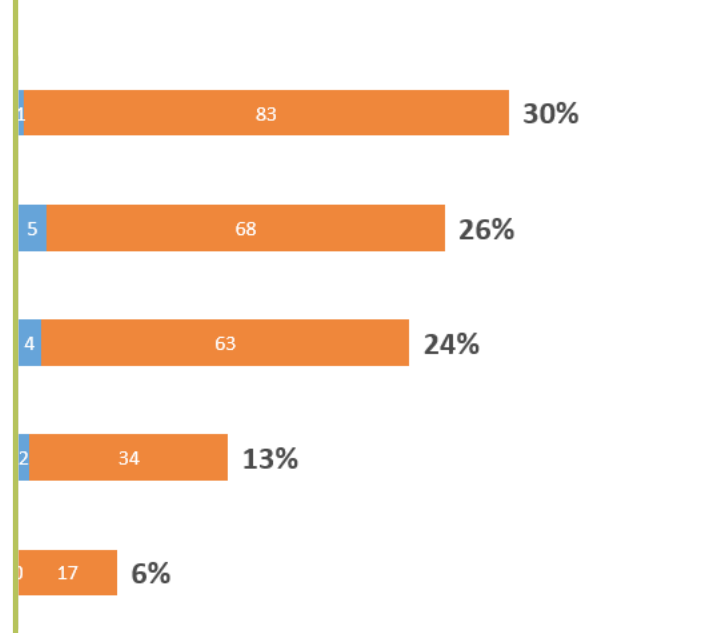
The loudest voices get the improvements instead of those most in need (the complaint-based system favors those with time to be engaged)

Amenities are not balanced throughout the system (examples: crosswalks, pavement types, sidewalk widths, lighting)

Many times a user’s ability to pay determines who receives improvements (examples: special service districts or assessment rates)

Other

Votes cast for Question #2 ■ Open House ■ Online Survey



The online survey respondents chose **not all modes are accessible or convenient** throughout the network as an existing inequity.




The public open house was held at the Central Library and included table discussions, as well as ranking stations for each equity question.



2. Policies and Priorities

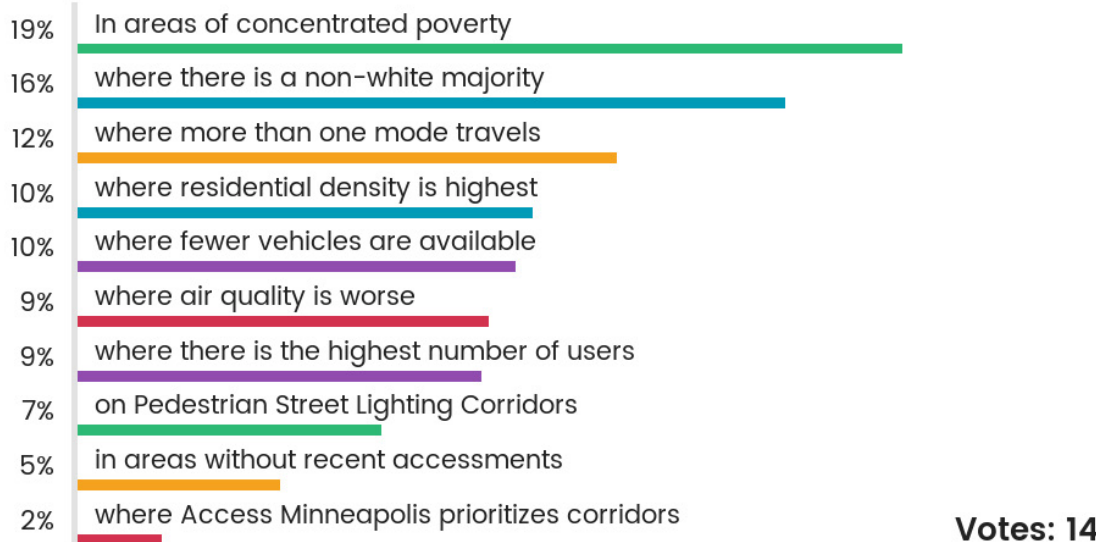
Setting the direction: Workshop #2 interprets the ongoing conversation

Workshop #2 had several elements:

- Interpret the findings from previous engagement efforts (Workshop #1, the Open House, and the online survey) 
- **Outcome:** Members of Workshop #2 wanted to see more engagement opportunity, so the online survey remained live for two additional weeks, allowing many more voices to be heard.
- Prioritize criteria for project selection based on these efforts to date and based on their personal judgement 
- **Outcome:** When attendees were asked to rank the existing criteria by spending \$100 on streets, areas of concentrated poverty, non-white majority, and modal needs rose as top priorities. In fact, those three criteria combined received nearly half of the votes.
- Identify data sources and appropriate methodology that would produce equitable results in the project selection process 
- **Outcome:** Public, staff, BAC, PAC, and MACOPD input was incorporated into the prioritization framework, and those voices will continue to be heard as the process continues.

How should we equitably spend \$100 on roads?

 Mentimeter






2. Policies and Priorities

Themes

... and how they've been incorporated into this process

There were many recurring themes and comments that emerged from the engagement process. Some of these items were directly incorporated into the project selection process.

	Common theme we heard	Incorporated by:
	Factors to consider are locations of jobs and where people want to go; their day-to-day activities.	Regional (and local) activity centers are part of the equity criteria.
	Demographics, more than planned corridors, are important. Poverty concentration and communities of color in particular should be considered.	Households in poverty and percent of non-white residents are significant criteria in project evaluation.
	Mode is important. Mode needs to be considered both as we choose projects and during the design.	The condition of existing modal facilities, safety of all modes, users of all modes, and future modal needs are all incorporated into the criteria.

... that are now on the bicycle rack

Some of the recurring themes heard during the engagement process cannot be addressed directly by the 20 Year Streets Funding Plan and have been "parked" for future consideration. The City will continue to discuss these themes.

1. A workforce that is representative of the community it serves

Noted Issue: Contractors, vendors, and staff may not reflect the diversity of the population.

2. Consider demographics and use patterns in design

Noted Issue: There is no one-size fits all option for transportation.

3. Inequitable Impacts

Noted Issue: There needs to be an understanding that the impacts may be greater for some than others.

4. Inequities appear to be location-based

Noted Issue: There is a perception of differences in amenities citywide. Bus stops, sidewalk condition, and maintenance practices (plowing) were cited commonly.

5: Innovative, intentional, community engagement

Noted Issue: Today, we hear from the most vocal and "the ones in the know", not necessarily from the users or the people in most need.

3. Investment Framework

The surface condition of street pavement is typically reported in terms of its pavement condition index (PCI). The PCI is a numeric rating system that was initially developed by the U.S. Army Corps of Engineers in 1976 and ranges from 100 for a newly surfaced street to 0 for failed pavement. PCI measures only the surface condition of a street, not the underlying base conditions. However, some types of pavement distress can indicate issues with the pavement section or base below the surface. **Figure 3-1** shows the general PCI guidelines used by the City of Minneapolis.

The expected useful life of a street with proper maintenance is 50 to 60 years (as shown in **Figure 3-2**). The City uses multiple preventative maintenance and repair strategies based on the condition of the pavement, pavement type, and the past history of maintenance and repairs on the street.

Figure 3-1: City of Minneapolis PCI Ratings

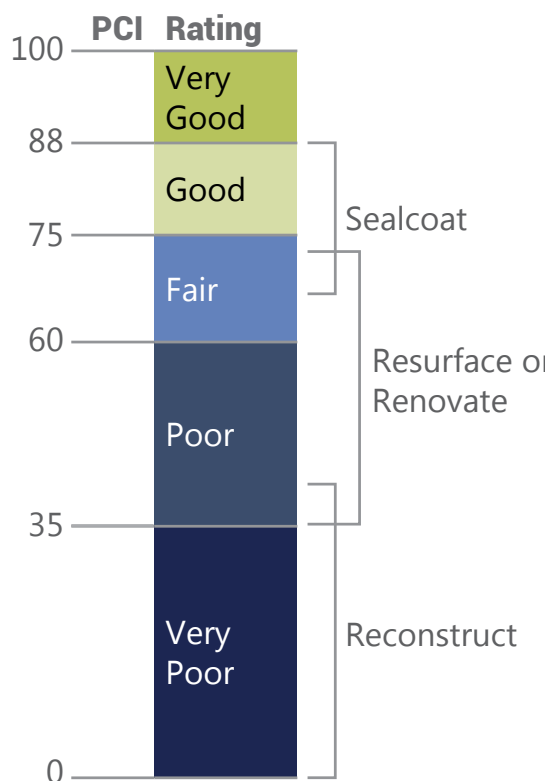
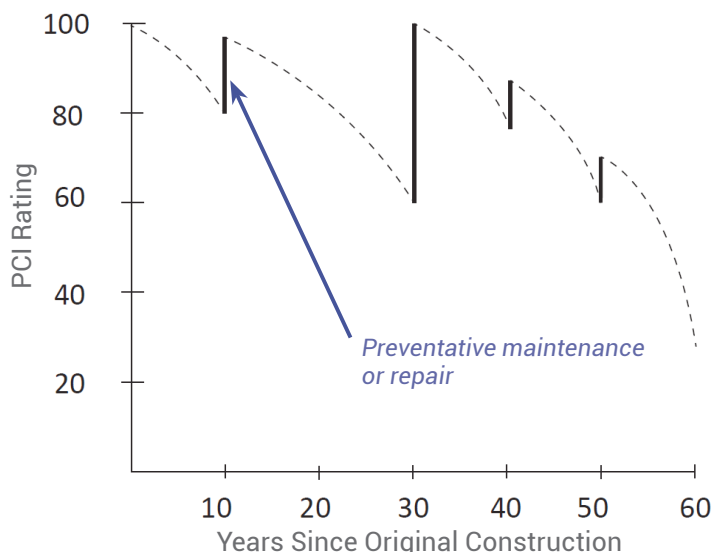


Figure 3-2: Typical Pavement Life Cycle



PAVEMENT REPAIR STRATEGIES

Figure 3-1 shows the pavement condition ranges typically used to select the repair strategies for asphalt and concrete streets. Each repair type is described further in the following sections.

Asphalt and Concrete Reconstruction



Reconstruction of an asphalt street is needed when a street has reached the end of its useful life, meaning the pavement condition shows numerous cracks and potholes, curb and gutter is failing, grades do not allow for proper drainage, and additional preventative maintenance treatments such as resurfacing and sealcoating are no longer cost effective. Reconstruction of a concrete street is needed when the pavement joints have deteriorated, concrete panels are uneven, settled, and cracked, and

concrete begins to crumble at the joints. There are also approximately five miles of streets in Minneapolis that are unpaved or consist of brick and granite pavers—these streets are candidates for new street construction.



Reconstruction of a street with asphalt or concrete pavement typically includes replacing all street pavement, correcting curb and gutter and drainage, and replacing sidewalks that are impacted by street construction. These projects may also include replacement of traffic signals and street lighting. Street reconstruction projects provide opportunities to evaluate and redefine the allocation of space with the public right-of-way for other improvements

such as bicycle facilities, curb extensions for improved pedestrian crossings, filling of sidewalk gaps, and installation of street lighting in new corridors. Newly constructed asphalt streets typically have a sealcoat applied the year after construction, which helps protect the new pavement and slow its deterioration. With proper maintenance, as illustrated in **Figure 3-2**, the expected life of a new street is approximately 50 to 60 years. Benefitting properties are assessed for street improvements at the uniform assessment rate established each year (see **Chapter 2** - Policy and Priorities).

3. Investment Framework

Asphalt Renovation/Resurfacing



Renovation or resurfacing of a street involves milling off the top inches of pavement and applying a new layer of asphalt. This type of repair improves the smoothness of the pavement and extends its life at a significantly lower cost than reconstruction. A renovation project includes additional repairs such as select replacement of failing curb and gutter, improvements to surface drainage, and replacement of small areas of pavement failure; resurfacing projects typically include only limited curb and

gutter repairs. The determination of whether a street should be renovated or resurfaced is based on a field review of the street as well as an evaluation of the maintenance history. The field review identifies street needs that are not captured solely by PCI measurements (which only capture the pavement surface). Some streets may not be suitable for renovation or resurfacing because of the type of pavement distress or the existing pavement type, such as asphalt overlaid on concrete; when appropriate, these streets would be considered for reconstruction.

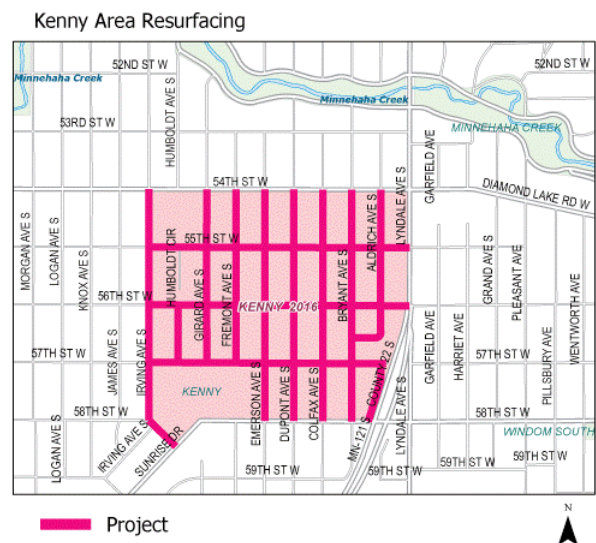
Minneapolis typically budgets \$7 million per year for resurfacing of approximately 30 miles of residential and MSA streets. When a neighborhood is resurfaced the project mainly includes the residential streets and typically does not include high-volume streets that go through the neighborhood.

Resurfacing is typically done for residential streets by paving project area, which is a group of residential streets that were originally constructed together, as illustrated in **Figure 3-3**. Residential paving project areas only include residential streets, and do not capture MSA streets that may go through or on the boundary of the paving project area.

Renovated streets typically have a sealcoat applied the year after construction, which helps to protect the new pavement and slow its deterioration. Due to the long-term benefits and relatively low costs of a sealcoat, Public Works is considering including a sealcoat the year after a resurfacing project.

A street will usually be renovated or resurfaced one time in the life of the pavement, about 25 years after reconstruction. Benefitting properties are assessed for street improvements at the uniform assessment rate established each year (see **Chapter 2**).

Figure 3-3: Example of Neighborhood Resurfacing Project



3. Investment Framework

Sealcoat

The purposes of a sealcoat are to protect the surface asphalt from sunlight and air, add or restore pavement friction, keep water out of the pavement, and extend the pavement's life. Preparation for the sealcoat includes crack sealing, pothole filling, and other pavement repairs. The sealcoating process then involves a thin layer of hot liquid asphalt emulsion spread on the street, followed by a layer of rock chips being evenly distributed over the hot asphalt. The rock layer is pressed in the asphalt layer using rollers, and then the excess loose rock is swept up and can be reused.

A sealcoat is effective for pavements where cracking is not too severe and where distresses are limited to deterioration of the surface only.

An asphalt street typically needs a sealcoat applied every 7 to 10 years, or a total of about five times over the life of the pavement.

STEPS WHEN A STREET IS SEALCOATED:

1. The pavement cracks are sealed
2. A thin layer of liquid asphalt emulsion is applied
3. A layer of rock chips is applied



3. Investment Framework

Concrete Rehabilitation

The purpose of concrete rehabilitation is to extend the life of concrete pavements by repairing and sealing joints; repairing cracks; replacing limited curb and gutter and some concrete panels; and performing grinding of the pavement surface. These repairs slow the intrusion of water into the pavement joints and extend the life of the pavement.

The city is embarking on a Concrete Streets Rehabilitation Program starting in 2017, and will be looking to refine the program and establish best practices over the coming years.



FUNDING STRATEGIES

With limited funds and an aging street network, funds are allocated to the various repair strategies to achieve the following:

- Address short-term needs
- Create opportunities to achieve other City priorities
- Maintain a fair average citywide pavement condition (PCI 60 - 75)

Allocating significantly more funding to resurfacing and renovation is one way to increase the average citywide PCI in the short term. However, this strategy would not address the growing backlog of streets paved 50 or more years ago and in the long term would result in a significant decrease in the citywide average pavement condition.

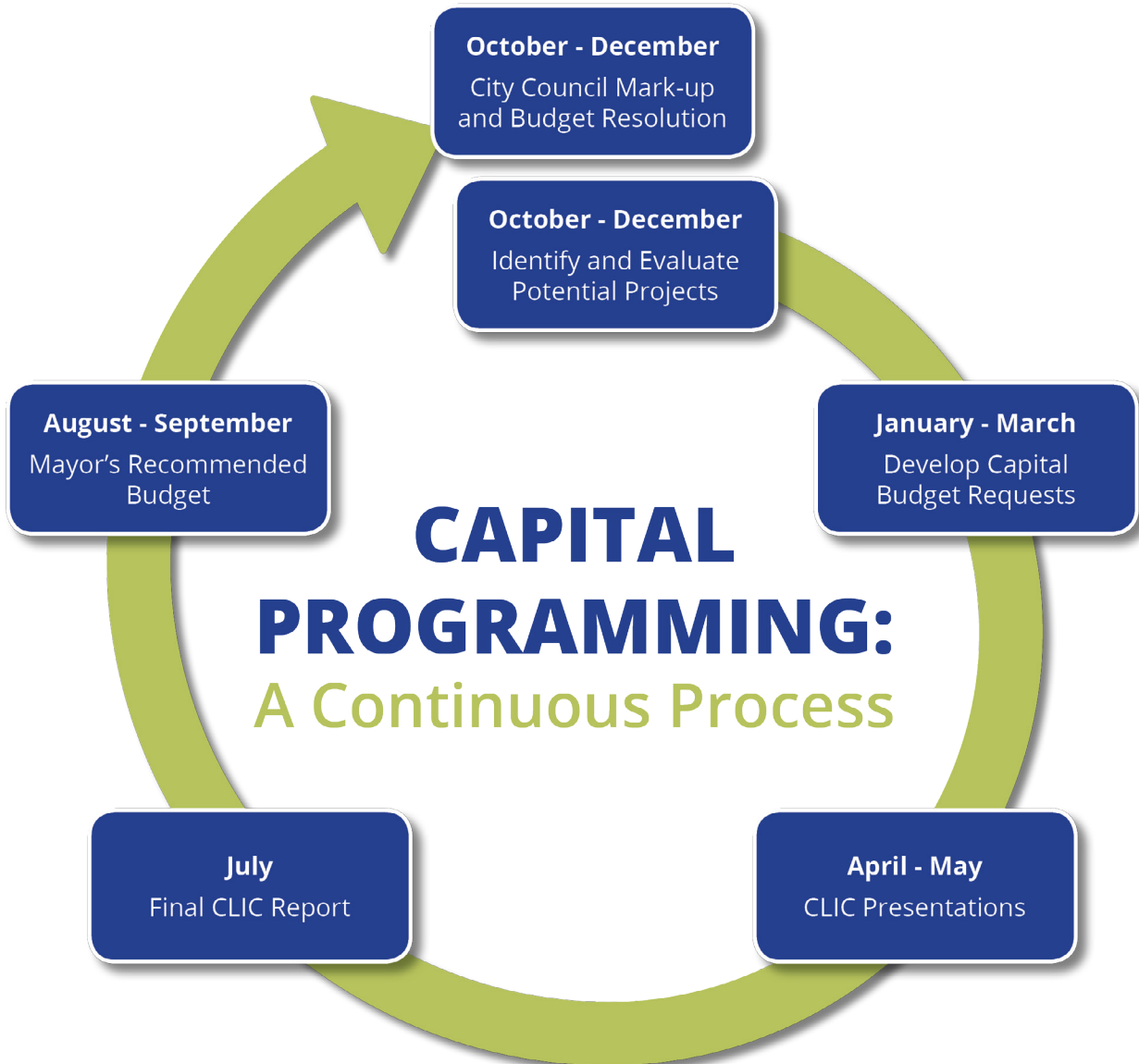
Most of the new funding has been focused on reconstruction because that part of the City's pavement management strategies has been most lacking, due to past funding constraints. The Asphalt Resurfacing Program will be maintained at its current level of about 30 miles per year, and the Concrete Streets Rehabilitation Program will be started. The allocation of funds among these repair strategies will need to continue to be assessed and refined as the city improves its collection of pavement condition data, updates the CIP on an annual basis, and strives to meet its pavement management goals.

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4. Capital Project Prioritization

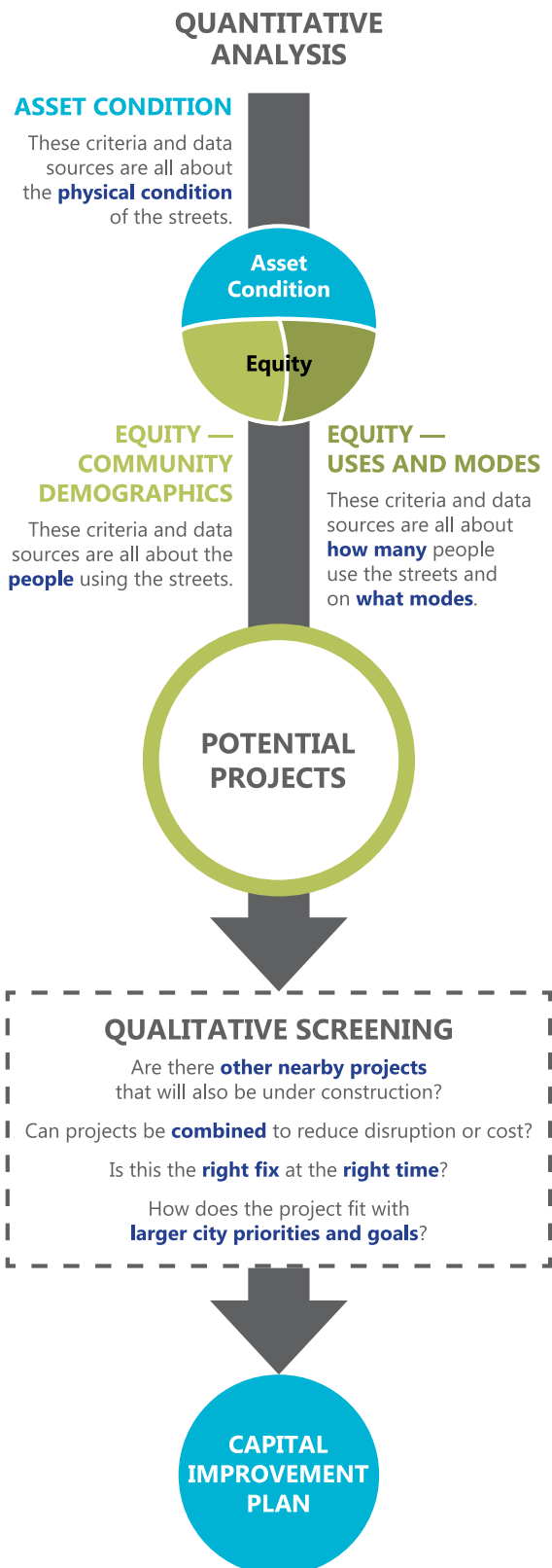
Public Works has developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The resulting framework is data-driven, but is also opportunistic to create and capitalize on potential projects to achieve larger city goals and priorities. The following pages detail criteria used to select projects for the 2017-2022 Amended CIP. This criteria-based evaluation process will be incorporated as part of the annual development of the CIP, as illustrated in **Figure 4-1**. The framework used for the 2017-2022 Amended CIP will be reviewed and refined, with continued opportunities to dialogue with the community. Public Works will provide annual reports to the City Council on the status of the CIP and the criteria-based system used to establish the CIP.

Figure 4-1: Annual CIP Process



4. Capital Project Prioritization

Figure 4-2: The project selection process for street paving projects is illustrated as a multi-step system, including both quantitative and qualitative analysis.



PROJECT SELECTION PROCESS

Quantitative analysis is important to provide an objective basis of comparison of the more than 900 miles of city streets. The rigorous quantitative analysis includes more than 20 pieces of data for each street. The results of the quantitative analysis identifies some clear priorities for investment, but don't tell the full story.

The criteria-based analysis is supplemented by **qualitative project screening**. This evaluation is where opportunities are identified, created, and seized. Qualitative screening also makes sure that the CIP is balanced financially year-to-year with available funds and is coordinated with other projects locally and regionally.

The specifics of the quantitative and qualitative analysis are discussed in greater detail on the following pages.

4. Capital Project Prioritization

QUANTITATIVE PROJECT CRITERIA

The City of Minneapolis has developed a set of criteria for prioritizing capital street projects. These criteria are intended to capture the key characteristics for each of the more than 900 miles of City streets:

- **Asset Condition:**
 - What is the condition of the street surface? is it in need of physical improvement?
 - What is the underground utility condition?
- **Equity:**
 - **Community Demographics:** What are the neighborhood characteristics of the street? Who are the people that use the street and what are their needs? Who will use the street in the future?
 - **Uses and Modes:** How many people use the street and what travel modes do they use or want to use? What travel modes are planned for the future?

Each section of city street is evaluated using these considerations and prioritized based on its needs. The quantitative criteria were selected based on data that reflected transportation needs and community priorities, as well as data that were readily available and easy to understand. Based on the condition, some streets may need a new surface to extend the life of the pavement, while others may need to be rebuilt. Street reconstruction provides opportunities to design a brand new facility and add or improve multimodal facilities such as sidewalks, bikeways, and transitways. The qualitative criteria described later in this document help to determine the actual project scope and timeline for implementation, and also seize and create opportunities. Community input, in combination with city policies and plans, played a role in developing this framework and will also guide the design of each project.

A summary of each group of quantitative project criteria is provided on the following pages. [Table 4-1](#) below summarizes the criteria and associated points.

Maps for each of the criteria data are shown in [Appendix C](#).

Table 4-1. Quantitative Criteria Summary

Criteria	Points	Location of Mapped Data
Asset Condition	88	
Pavement Condition - Vehicle and Bicycle	66	Appendix C-3
Pedestrian Facilities	4	Appendix C-4
Safety	12	Appendix C-5
Utility Needs	6	Appendix C-6 and C-7
Equity	78	
Community Demographic Conditions	44	
Non-White Majority	12	Appendix C-8
Low-Income Population	12	Appendix C-9
Vehicle Availability	8	Appendix C-10
Potential Users	12	Appendix C-11

4. Capital Project Prioritization

Table 4-1. Quantitative Criteria Summary

Criteria	Points	Location of Mapped Data
Use and Mode Conditions	34	
Pedestrian Needs	12	Appendix C-12
Bicycle Needs	8	Appendix C-13
Transit Needs	8	Appendix C-14
Freight Needs	2	Appendix C-15
Existing Users	4	Appendix C-16

Asset Condition: 88 points

These criteria prioritize the condition of the street for all users.

INFRASTRUCTURE CONDITION [70 POINTS]

Pavement Condition – Vehicle and Bicycle [66 points]

What is measured: Pavement Condition Index (PCI), presence of on-street bicycle facilities.

Data source: City of Minneapolis pavement surface data collection, updated every three years. City of Minneapolis existing on-street bicycle network.

Mapped data: Appendix C-3.

Why this measure is important: PCI is an important measurement in determining the condition of a street and whether repairs or reconstruction are needed. A street with a PCI less than 60 is considered to be in poor condition. The pavement condition of these streets impacts vehicle ride quality, but may also impede comfortable bicycle travel. This criterion has the most points associated with it to align with the City's primary charge to maintain a street network in good condition. This criterion also reflects past investments in each street, such as prior resurfacing or reconstruction projects that improved the pavement condition.

Pavement Condition Index (PCI)	Points Awarded	Extra Points
Street with PCI 0-10	60 points	+6 points for existing on-street bicycle facilities
Street with PCI 11-20	54 points	+6 points for existing on-street bicycle facilities
Street with PCI 21-30	48 points	+6 points for existing on-street bicycle facilities
Street with PCI 31-40	42 points	+6 points for existing on-street bicycle facilities
Street with PCI 41-50	36 points	+6 points for existing on-street bicycle facilities
Street with PCI 51-60	30 points	+6 points for existing on-street bicycle facilities
Street with PCI 61-70	24 points	
Street with PCI 71-80	18 points	
Street with PCI 81-90	12 points	
Street with PCI 91-99	6 points	
Street with PCI 100	0 points	

4. Capital Project Prioritization

Pedestrian Facilities [4 points]

What is measured: Pedestrian zone width (sidewalk plus boulevard), pedestrian ramp inventory, and sidewalk obstructions (obstruction inventory to be completed in the future).

Data source: City of Minneapolis Pedestrian Master Plan (Appendix A), City of Minneapolis ADA Transition Plan, and sidewalk obstruction data (to be gathered in the future).

Mapped data: Appendix C-4.

Why this measure is important: The functionality of a street for pedestrians is most impacted by the provision of ramps at intersections (for access by all people, including those using assistive devices or with strollers or carts), the width of the pedestrian zone (wider zones are more comfortable and allow pedestrians to pass each other), and sidewalk obstructions. In addition, all local governments are required to meet the requirements of the American Disabilities Act (ADA) and the city has an ADA Transition Plan in place. The City does not currently have an inventory of existing sidewalk obstructions, but plans to collect this information in the future. A street can score points in multiple categories listed below, based on its condition.

Pedestrian Facility	Points Awarded
Street with non-compliant ADA ramps	+2 points
Street with pedestrian zone less than 10 feet	+1 point
Street with sidewalk obstruction (criteria to be scored when data becomes available)	+1 point (not yet available)

SAFETY [12 POINTS]

What is measured: Three years of vehicle, pedestrian, bicycle, and transit crash data, normalized against the number of existing users.²⁻¹

Data source: City of Minneapolis Crash Management System.²⁻²

Mapped data: Appendix C-5.

Why this measure is important: The number of crashes indicates the potential need for safety improvements on a street. Crashes are correlated with the volume of users on a street, and the streets with the highest volumes would be expected to have the highest number of crashes. The number of crashes are divided by the number of users to produce a crash rate that accounts for this and allows for identification of potential safety issues even on lower volume streets. Street improvement projects provide opportunities to address safety issues.

Street Average Crash Rate	Points Awarded
Street average crash rate of >5 crashes per million users per year	12 points
Street average crash rate of 2.5-4.9 crashes per million users per year	8 points
Street average crash rate of 1.0-2.5 crashes per million users per year	4 points
Street average crash rate of 0-0.9 crashes per million users per year	0 points

- 2-1 Crash rates were calculated using crashes at all intersections in a segment, and the number of users of the segment. For simplicity, the number of users on the cross streets and the length of the segment were not part of the calculation. Therefore, these rates are not comparable to crash rates published by other agencies, such as the Minnesota Department of Transportation.
- 2-2 The most recent three years of complete crash data were used (2012-2014). The availability of crash data typically lags, due to the need for post-processing of crash reports and the need for the full year's data.

4. Capital Project Prioritization

UTILITY NEEDS [6 POINTS]

What is measured: Public and private utility planned capital projects or needs.

Data source: Data and mapping of planned utility projects that will impact a street's pavement (provided by the public and private utilities).

Mapped data: Appendix C-6 and C-7.

Why this measure is important: Underground utility projects (drainage, sewer pipes, water, tunnels, natural gas, etc.) typically result in cuts and patching in the street pavement, which can impact the life of the street and also impact the usability of the street. The goal of this criterion is to prioritize streets with utility projects so that the utility work and street paving needs can be addressed at the same time, at a lower overall cost and with improved benefits for street users. A street can score points in multiple categories listed below, based on the planned utility work.

Utility Needs	Points Awarded
Street with a private utility project or need	+3 points
Street with public utility project or need	+3 points

4. Capital Project Prioritization

Equity: 78 points

These criteria prioritize racial and economic equity in the selection of street projects.

Community Demographic Conditions: 44 points

NON-WHITE MAJORITY [12 POINTS]

What is measured: Percentage of residents that identify as a minority.

Data source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5 Year Estimate for 2010–2014; this criterion combines both race and ethnicity: the percent persons of color is calculated as the number of non-white people plus the number of white Hispanics divided by the total population.

Mapped data: Appendix C-8.

Why this measure is important: The City Council identified the need to focus on racial equity. This criterion uses 50% for a threshold at the block group level, similar to the criteria developed by the federal government and the Metropolitan Council, who have defined 50 percent minority as the threshold to qualify for equity grant funding distribution.

Percentage of Minority Residents	Points Awarded
Street in area with >50% of residents being persons of color	12 points
Street in area with <50% of residents being persons of color	0 points

Areas that meet both the non-white majority and low-income population criteria are referred to as ACP50s.²⁻³

2-3 ACP50s were previously known as Racially Concentrated Areas of Poverty. As of January 2015, Metropolitan Council no longer uses the term Racially Concentrated Areas of Poverty (RCAP).

4. Capital Project Prioritization

LOW-INCOME POPULATION [12 POINTS]

What is measured: Percentage of residents with family income less than 185% of the federal poverty threshold. In 2014, 185% of the federal poverty threshold was \$44,826 for a family of four or \$22,331 for an individual living alone.

Data source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5 Year Estimate for 2010–2014.

Mapped data: Appendix C-9.

Why this measure is important: The City Council identified the need to focus on economic equity. Living and working in areas that have well-maintained streets allows households to reduce their overall transportation costs while accessing jobs and education opportunities. Therefore, the city will consider areas where people face economic hardship. This criterion uses 185% of the federal level for two reasons:

- To be consistent with federal funding programs such as Supplemental Nutrition Program for Women, Infants, and Children (WIC) and Reduced Lunch
- Because the Twin Cities has a relatively high area median income when compared nationally; if the threshold was 100% of the poverty level, there would be very few areas in this category, however we know that relative low-incomes are a real and persistent issue in Minneapolis and the Twin Cities region.

The threshold is set at 40% of the census block group population living at or under 185% of the federal poverty level in order to be consistent with the definition of the Areas of Concentrated Poverty set by the Metropolitan Council where 50% or more of the residents are people of color (ACP50).

Percentage of Low-Income Residents	Points Awarded
Street in area with >40% of residents having family income <185% of the federal poverty threshold	12 points
Street in area with <40% of residents having family income <185% of the federal poverty threshold	0 points

Areas that meet both the non-white majority and low-income population criteria are referred to as ACP50s.²⁻⁴

2-4 ACP50s were previously known as Racially Concentrated Areas of Poverty. As of January 2015, Metropolitan Council no longer uses the term Racially Concentrated Areas of Poverty (RCAP).

4. Capital Project Prioritization

VEHICLE AVAILABILITY [8 POINTS]

What is measured: Number of household vehicles per resident over age 16 (census block group).

Data source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5 Year Estimate for 2010–2014.

Mapped data: Appendix C-10.

Why this measure is important: For households without an automobile or people who do not drive, walking, biking and transit are essential components that connect people to opportunities such as jobs, education, social services and retail. People that do not have access to a vehicle, do not drive, or are not able to drive must rely on multimodal transportation options. This criterion prioritizes the needs of users that may have limited access to a car, such as aging populations, residents new to the United States, limited income populations, and students. As the streets in these areas are reconstructed,

the City will have an opportunity to provide more multimodal options.

Vehicle Availability	Points Awarded
Street in area with vehicle availability of <0.50 household vehicles per driver-age resident	8 points
Street in area with vehicle availability of 0.51-0.75 household vehicles per driver-age resident	4 points
Street in area with vehicle availability > over 0.76 household vehicles per driver-age resident	0 points

4. Capital Project Prioritization

POTENTIAL USERS [12 POINTS]

What is measured: Population density (residents per acre) and designated activity centers including regionally-designated activity centers and city-designated growth centers, major retail centers, neighborhood commercial nodes, and industrial employment districts.

Data source: Block-group level estimates for the U.S. Census Bureau, American Community Survey 5 Year Estimate for 2010–2014, Access Minneapolis Citywide Action Plan (Chapter 6).

Mapped data: Appendix C-11.

Why this measure is important: Activity centers capture areas with large concentrations of jobs, education institutions, or important neighborhood activity nodes. These areas serve as destination points for large numbers of trips, and areas with high residential density serve as the origin points for many of these trips. Residential density and activity centers capture potential users of a facility that may not currently exist or may not currently serve people's travel needs, such as a future bicycle facility or a sidewalk gap that needs to be filled. This Potential Users criteria, combined with the Modal Needs and Existing Users criteria, attempts to capture the potential for any modal shifts.

Potential Users	Points Awarded
Street in area with over 20 housing units per acre	6 points
Street in area with 10.1-20 housing units per acre	4 points
Street in area with 5.1-10 housing units per acre	2 points
Street in area with 0-5 housing units per acre	0 points
+	
Street in Regional Activity Center	6 points
Street in Access Minneapolis designated as growth center, major retail center, neighborhood commercial node, or industrial employment district	3 points

4. Capital Project Prioritization

Use and Mode Conditions: 34 points

MODAL NEEDS [30 POINTS]

Modal needs are evaluated for each mode separately, and are prioritized based on the Minneapolis Complete Streets Policy.

Pedestrian Needs [12 points]

What is measured: Pedestrian needs identified and mapped in the Pedestrian Master Plan.

Data source: City of Minneapolis Pedestrian Master Plan (Appendix A).

Mapped data: Appendix C-12.

Why this measure is important: Walking is an essential mode of transportation for everyone in Minneapolis. People begin and end every trip as a pedestrian. Street projects provide opportunities to not only improve streets, but to address barriers and gaps and improve safety and comfort in the city's pedestrian network. A street can score points in multiple categories listed below, based on its needs.

Pedestrian Need	Points Awarded
Street with sidewalk gap	+4 points
Street with complex intersection or bridge needs	+4 points
Street with other pedestrian needs (new connection, sidewalk infill, or priority corridor)	+4 points

Bicycle Needs [8 points]

What is measured: Planned bicycle facilities identified and mapped in the Bicycle Master Plan.

Data source: City of Minneapolis Bicycle Master Plan and Protected Bikeways Update.

Mapped data: Appendix C-13.

Why this measure is important: Minneapolis is a leader in bicycle infrastructure and number of users. The bicycle network will continue to be built and improved to meet the city's goal of 30 miles of protected bikeways by 2020.²⁻⁵ Street projects provide opportunities to build new bicycle facilities and expand the protected bikeway network.

Bicycle Need	Points Awarded
Street with identified future protected bikeway	8 points
Street with identified future off-street facility	8 points
Street with identified future on-street facility (bicycle lanes or boulevards)	4 points

2-5 Minneapolis Protected Bikeways Update, June 2015.

4. Capital Project Prioritization

Transit Needs [8 points]

What is measured: Metro Transit High Frequency transit routes, the Primary Transit Network designated in Access Minneapolis, and locations of improvements in the Metro Transit Service Improvement Plan (SIP).

Data source: Metro Transit High Frequency route maps, Access Minneapolis Citywide Action Plan (Chapter 4), and Metro Transit Service Improvement Plan.

Mapped data: Appendix C-14.

Why this measure is important: Metro Transit's High Frequency routes, the Primary Transit Network, as defined by Access Minneapolis, and transit improvements identified in the SIP create transportation options for large numbers of people in Minneapolis. Streets may deteriorate more quickly if the pavement wasn't designed for bus traffic, particularly at transit stops. Streets that need to be reconstructed also provide opportunities to improve transit waiting areas, stops, multimodal connectivity to transit service, transit travel times, or reduce conflicts between bus stops and bicycle or pedestrian facilities. A street can score points in multiple categories listed below, based on its characteristics and needs.

Transit Need	Points Awarded
Street with High Frequency Route	+2 points
Street on Primary Transit Network	+2 points
Street in Service Improvement Plan	+4 points

Freight Needs [2 points]

What is measured: Designated truck routes.

Data source: City of Minneapolis truck route map.

Mapped data: Appendix C-15.

Why this measure is important: Freight traffic is critical to the movement of goods in the city and benefits the overall economy of the city. Freight Needs were considered separately from other modal needs because larger vehicles may present unique challenges within constrained urban environments.

Freight Need	Points Awarded
Street on designated Truck Route	2 points

4. Capital Project Prioritization

EXISTING USERS [4 POINTS]

What is measured: Estimated daily pedestrian and bicycle volumes, vehicular average annual daily traffic (AADT) volumes, and average daily transit loads (number of people on the bus).

Data source: City of Minneapolis Bicyclist and Pedestrian Traffic Counts, City of Minneapolis Traffic Count Management System, Metro Transit bus stop passenger data.

Mapped data: Appendix C-16.

Why this measure is important: Streets that have the largest number of people (pedestrians, cyclists, transit riders, drivers) using them often have the greatest needs. High-volume streets can also have increased congestion and negatively impact air quality. Prioritizing streets that have the most use correlates to street improvements that benefit the largest number of users of all modes. This Existing Users criteria, combined with the Potential Users criteria, may also be used to identify multimodal needs and opportunities.

Existing Users	Points Awarded
Street with >15,000 total users per day	4 points
Street with 8,000-15,000 total users per day	3 points
Street with 3,000-7,999 total users per day	2 points
Street with <3,000 total users per day	1 point

4. Capital Project Prioritization

QUALITATIVE PROJECT SCREENING

In addition to the quantitative analysis, there are qualitative criteria that need to be considered in order to translate the results of the data analysis on more than 900 miles of city streets into CIP projects. These qualitative criteria are best captured by a series of questions:

- **Are there other nearby blocks that should be grouped together into one project?** Construction activities are more efficient and cost less when the project is at least several blocks long.
- **Are there other projects proposed on nearby parallel or intersecting streets?** Construction on multiple key routes in a small area causes additional disruption to residents and businesses; these projects should avoid overlapping schedules when possible.
- **Is this the right fix at the right time?** The data analysis may indicate a certain type of repair, but other considerations and local knowledge such as maintenance history, curb condition, failed subgrade, or drainage issues may result in a project type being changed or the priority changed. City staff coordinate to make sure the right project moves forward at the right time to make the best use of the investment.
- **Do other agencies or utilities have projects that should be coordinated with this work?** Coordinating projects together, such as a street project and a transit project, results in cost efficiencies, less disruption for users, and a better design for the street. A comprehensive approach for managing the City's assets by coordinating street projects with prioritized system improvement needs for water, stormwater, sewer, and traffic infrastructure reduces the overall costs and provides a holistic approach to City right-of-way improvements.
- **Can outside funding sources be used?** Some street projects may be eligible for state, federal, or other funding, which typically require specific timelines for planning, design, and construction.
- **Are there opportunities for innovation or economic development?** Street projects can be connected to other projects that benefit the community.
- **How does the project fit with larger city priorities and goals?** The City has many established goals that may not be directly related to streets, but a street improvement can create an opportunistic way to achieve these goals.

The result of the quantitative analysis and qualitative screening is a list of street paving projects proposed to be implemented in the next CIP. In addition to street projects, the CIP also includes bridge, traffic signal, pedestrian, bicycle, and other infrastructure projects. Each year the recommended CIP projects are presented to the Capital Long-Range Improvement Committee (CLIC), which is made up of community representatives, and ultimately recommends CIP projects to the Mayor and City Council for approval.

5. Results

Asset management, cost-effective repair strategies, and adequate maintenance are all needed to maintain the city's streets in fair condition. The Neighborhood Park and Street Infrastructure Ordinance partially closed the identified long-term gap in the maintenance of and investment in city streets. The following sections describe the 2017-2022 Amended CIP that resulted from the project selection and prioritization process.

AMENDED CIP SUMMARY

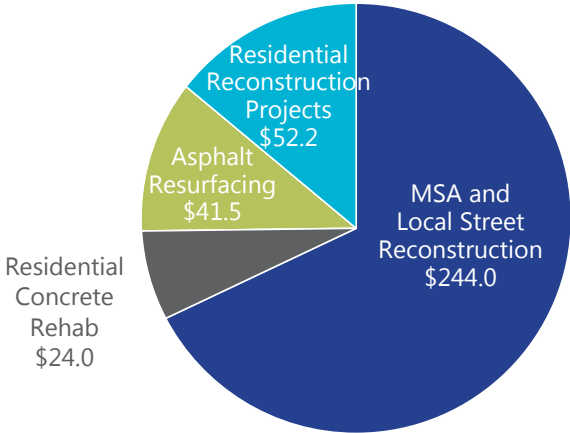
CIP projects are a part of the City's capital plan, which is reviewed and approved by City Council each year for funding. Public Works submitted a recommended 2017-2021 CIP to CLIC in April 2016 prior to the adoption of the Neighborhood Park and Street Infrastructure Ordinance. The development of the Amended CIP for 2017-2022 is the first iteration of the data-driven project selection process for street paving projects, and includes the new funding levels as provided by the ordinance. Key principles used to create the project list for the Amended CIP were:

- Retain all projects from the original 2017-2021 CIP
- Build the right project at the right time
- Move existing CIP projects forward to 2017 and 2018 when possible
- Focus on reconstruction projects
- Add year 2022 to CIP

New projects added to the CIP were based on the quantitative analysis and qualitative project screening conducted in September 2016, and financial balancing of the program. The Amended CIP includes the introduction of the residential Concrete Streets Rehabilitation program beginning in 2017, and residential reconstruction projects beginning in 2019. Renovation is a strategy that is in the toolbox of potential repairs, but future renovation projects will be identified by field inspection ([Chapter 3](#) highlights more details on each program type).

Three projects added to the CIP are illustrated to show examples of how the data-driven and opportunistic process translated to new projects selected for the CIP.

Figure 5-1: 2017-2022 Amended CIP Investment Summary. Investment values provided in millions.



5. Results

1st Ave S, 12th St S to Lake St W

This new reconstruction project is tentatively proposed for 2021 in the Amended CIP. The project is about 1.6 miles long and is proposed for reconstruction. The street reconstruction will improve the pavement as well as provide opportunities for pedestrian realm improvements and implementation of the planned protected bikeway.

Asset Score: This project scored highly in the Asset category based on the very poor pavement condition (projected PCI below 30), the past crash history, pedestrian ADA ramp needs, pedestrian realm less than 10 feet wide in some blocks, and identified utility needs. A street reconstruction was recommended as the appropriate repair strategy based on the current and projected PCI, as well as the pedestrian needs in the corridor.

Equity Score: The street travels through census blocks with populations that have a non-white majority, are low-income, and have low vehicle availability, giving the street the maximum points in these categories. It also connects downtown to areas of high residential density, giving it high points for potential users. In terms of multimodal needs, 1st Ave S is identified as a pedestrian need corridor in the Pedestrian Master Plan, is a future protected bikeway in the Bicycle Master Plan, and has a high number of existing users.

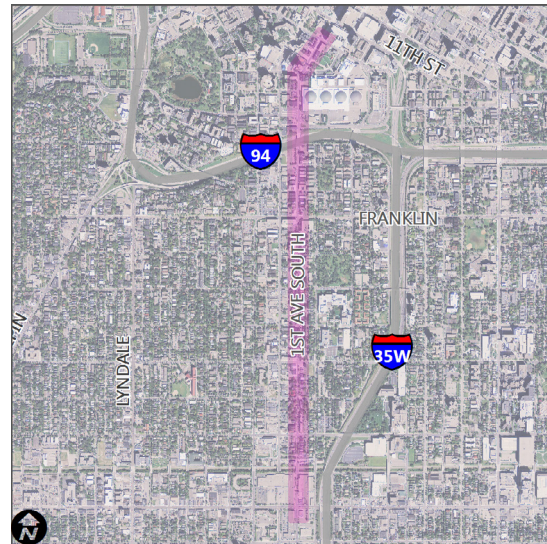
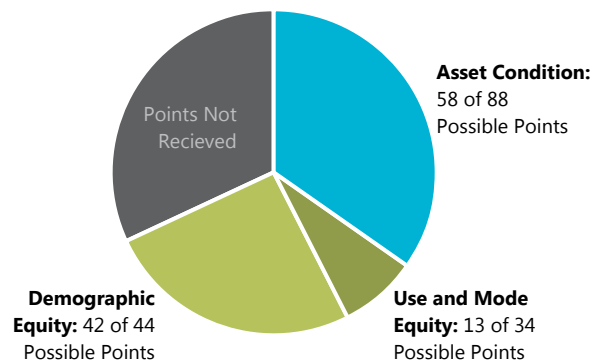


Figure 5-2: 1st Ave S Scoring Summary



5. Results

Whittier South Neighborhood

The residential streets in the Whittier South paving project area are proposed for resurfacing in 2018 in the Amended CIP. This neighborhood was originally paved in 1983 and was last sealcoated in 1996. The resurfacing project encompasses about 3.5 miles of residential streets, and does not include the MSA streets in the neighborhoods such as 26th St E or 28th St E. The asphalt resurfacing will improve the pavement condition and extend the life of the pavement by milling and then laying down a new asphalt surface.

Asset Score: The average Asset score of the residential streets in the paving project area was 38. The Asset score was mainly driven by the pavement condition, the past crash history, and identified utility needs. Asphalt resurfacing was recommended as the appropriate repair strategy based on the current and projected PCI, and because this neighborhood has never been resurfaced since its original construction.

Equity Score: The average Equity score of the residential streets in the paving project area was 30. All the streets in this neighborhood travel through census blocks with populations that have a non-white majority. In addition, some streets are also in areas with low income and moderate vehicle availability. The neighborhood has moderate residential density and connects to regional and local job and activity centers along Lake St W and Nicollet Ave. The residential streets in the paving project area did not score highly for Modal Needs because the residential streets already have sidewalks and are not planned for future bikeways.

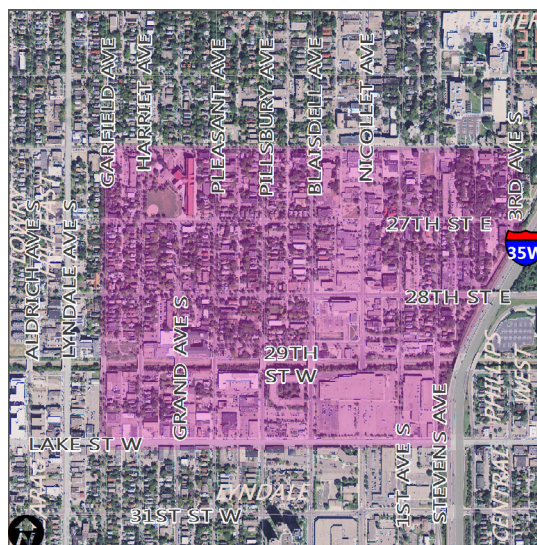
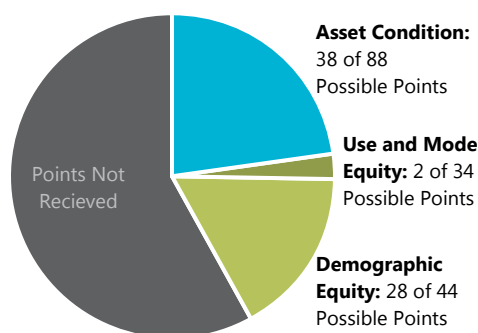


Figure 5-3: Whittier South Scoring Summary



5. Results

Cleveland Neighborhood

Concrete residential streets in Minneapolis require different maintenance than asphalt streets (see [Chapter 3](#) for a detailed description of this maintenance strategy). The residential streets in the Cleveland paving project area, which are concrete, are identified for concrete rehabilitation. The 8.2 miles of Cleveland streets were originally constructed in 1971 and the average pavement condition is fair.

Asset Score: The average Asset score of the residential streets in the paving project area was 39. The Asset score was primarily driven by the pavement condition and the past crash history.

Equity Score: The average Equity score of the residential streets in the paving project area was 21. This score was primarily driven by the demographics of the neighborhood and the planned future bicycle facilities. The paving project area includes streets in areas with low income and non-white majority which helped it score well with demographic equity points. Some streets in the neighborhood are planned for a future bicycle boulevard or trail. As residential streets, the neighborhood did not score well for Modal Needs because the residential streets already have sidewalks and only a few streets have planned bicycle facilities.

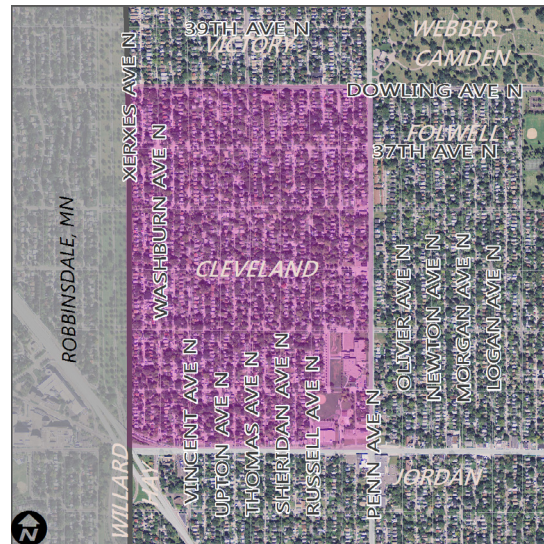
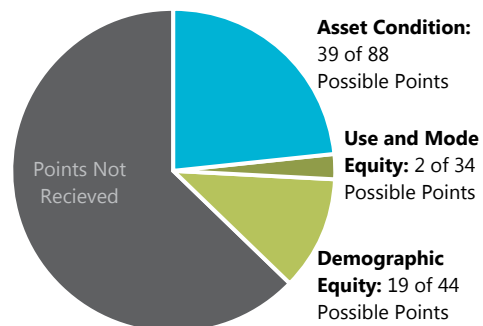


Figure 5-4: Cleveland Scoring Summary



5. Results

MEASUREMENT OF RESULTS

The Neighborhood Park and Street Infrastructure Ordinance calls for the Public Works Director to report annually on the status and results of the CIP. The following measures describe the first round of results for the 2017-2022 Amended CIP. These measures will be updated annually, and will continue to be refined as more data sources become available or city goals are met and new goals are established.

Pavement Condition

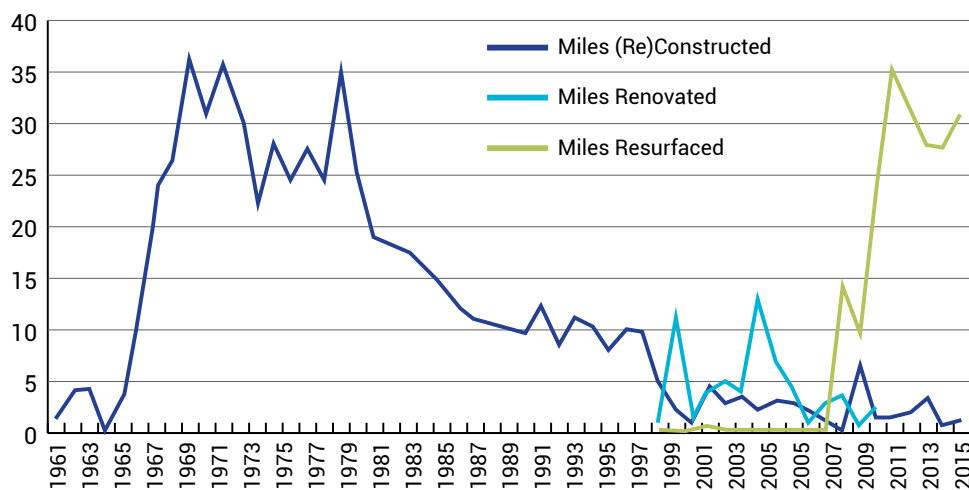
PCI is a primary indicator of the surface condition of city streets. In addition to being valuable as an infrastructure measure, pavement quality is an issue that is visible to the public and influences people's experiences traveling in the city.

The funding provided by the Neighborhood Park and Street Infrastructure Ordinance partially closed the identified long-term gap in the maintenance and investment in city streets. The pavement management goal of the additional funding is to maintain a "fair" average citywide pavement condition. The evaluation of this measure will be enhanced in future years by the automated collection of pavement condition data, which is a significant process improvement over past data collection practices that involved manual gathering of pavement condition and cracking.

Street Paving Improvements

The number of miles of pavement that will be improved (reconstructed, resurfaced, or rehabilitated) is a measure of the level of investment in city streets. The new funding from the Neighborhood Park and Street Infrastructure Ordinance is expected to increase the number of city street miles paved by an average of 10 miles per year, an increase of approximately 36 percent from the original 2017-2021 CIP submitted by Public Works in the spring of 2016. To address the needs of aging streets, most of the new funding has been focused on reconstruction. The Concrete Streets Rehabilitation Program will be started in 2017 and residential reconstruction projects will be started in 2019. The Asphalt Resurfacing Program will remain at previous levels. A total of 46 miles will be reconstructed in the 2017-2022 Amended CIP.

Figure 5-5: City Jurisdiction Street Miles Paved



5. Results

Pedestrian Realm

Much of the additional funding provided by the Neighborhood Park and Street Infrastructure Ordinance will be used for reconstruction projects to replace aging city streets.

Reconstruction provides the greatest opportunity to improve the pedestrian realm by reconfiguring the streets, addressing sidewalk gaps, widening the pedestrian realm, adding green space, reducing crossing widths through bumpouts or street narrowing, or installing pedestrian level street lighting (as defined by the Minneapolis Street Lighting Policy). The 2017-2022 Amended CIP will result in the reconstruction of 33 miles of streets that will create opportunities for pedestrian realm improvements. This is a 94 percent increase over the original CIP.



Protected Bikeways

The Protected Bikeway Update to the Bicycle Master Plan identifies a goal of constructing 30 miles of protected bikeways by 2020. Therefore, the CIP will provide an opportunity for construction of new protected bikeways, which will be accomplished through a combination of street paving projects and independent bikeway projects (not part of the Street Paving portion of the CIP). The 2017-2022 Amended CIP is expected to result in the construction of approximately 6 miles of protected bikeways as part of street paving projects. This is an increase of 2 miles (53 percent) over the original CIP.



Unpaved Streets

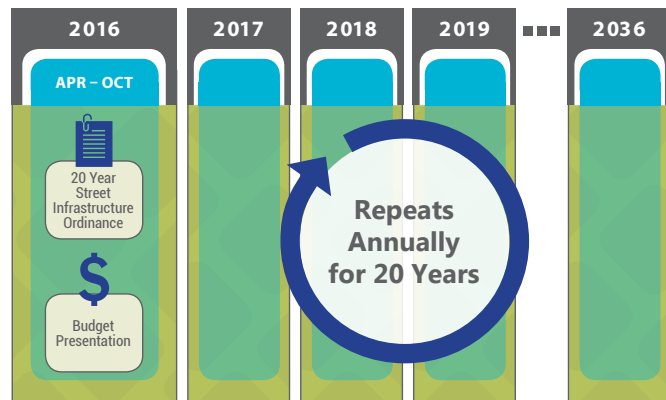
There are currently about 5 miles of streets that are unpaved or consist of granite and brick pavers. The 2017-2022 Amended CIP will result in the construction of 2.8 miles of unpaved streets, an increase of approximately 79 percent over the original CIP.

Areas of Poverty and Non-White Majority

One of the themes identified from the stakeholder engagement activities was the need for transportation investments, especially in multimodal facilities, in areas of poverty and non-white majority. About 23 percent of the city's streets are in ACP50 areas, compared to 42 percent of the projects in the 2017-2022 Amended CIP. These projects will improve the street condition, and a portion will provide opportunities to improve the multimodal infrastructure (protected bikeways and pedestrian realm) as noted above.

6. Only the Beginning

The criteria and project selection methodology described in this plan is the first iteration of a process that will continue annually over the next 20 years. With the development of the 2018-2022 CIP and the 2018 Capital Budget, the process will begin to align the capital improvement program with the evolving needs and priorities of the city's streets and known city priorities and goals. New and updated data sets, stakeholder input, and process refinements will continue to improve the results of the project selection and prioritization process.



UPDATED AND NEW DATA

The city's previous pavement condition data collection procedures, while meeting certain needs, are being modernized to more accurately capture data on the street and alley networks and guide future infrastructure investments. In the past, pavement condition data was gathered by city staff on foot, in the street. Data on approximately one-fourth to one-third of city streets was able to be collected each year. New data collection processes will include driving specially laser-equipped vans, which allows data on all city streets to be collected in a few months. The new pavement condition data will be used to update the PCI of all city streets, which is used in the project prioritization process for scoring of street and on-street bikeway condition.

The Water Treatment and Distribution Services (WTDS) and Surface Water Sewer (SWS) Divisions of Public Works are actively working to assess and inventory the needs of the water distribution, sanitary sewer, and storm water systems. These needs will be mapped and will be used to coordinate street needs with the city's utility needs. This will allow Public Works to better plan street work in coordination with both public and private utility needs, minimizing disruption for residents, reducing overall project costs, and aligning infrastructure needs.

The City has maintained street condition data for many years, but data on the pedestrian network is significantly less robust. Data on all the pedestrian ramps in the city was collected in 2012. In coming years, the city will be looking to collect comprehensive data on sidewalks such as locations of sidewalk obstructions, pinch points, and other needs.

6. Only the Beginning

Finally, as the data for the quantitative criteria are updated they will be incorporated into the analysis. The data sets anticipated to be updated in next few years include:

- **U.S. Census Bureau, American Community Survey 5-Year Estimates** – new estimates become available annually in December; the data used for this first iteration of the project selection process was the 2010-2014 5-year estimates released in December 2015.
- **Citywide and Downtown Action Plans** – to be updated as part of the city's updated Access Minneapolis Plan.
- **Pedestrian Master Plan** – to be updated as part of the city's updated Access Minneapolis Plan.
- **Bicycle Master Plan** – to be updated as part of the city's updated Access Minneapolis Plan.

REPORTING

As identified in the Neighborhood Park and Street Infrastructure Ordinance, each year the Public Works Director will report to the City Council on the status of the CIP and the city priorities and goals achieved. Measures that reflect city priorities will be tracked and reported on annually.

Public Works Department Goal: Public Works operations and services are efficient, effective, sustainable, results driven, and customer focused.

PROCESS REFINEMENTS

The project prioritization process for the 2018 Capital Budget will begin in winter 2017, and the City will continue to assess the results of the 2017-2022 evaluation to identify refinements and enhancements that can be made to improve the quality and transparency of the process.

Public Works Department Goal: The city's infrastructure is managed and improved for current and future needs.

Future stakeholder engagement efforts will focus on how to best engage the community in decision-making, from project selection through project design. The conversation on how community input informs which criteria are most important in selecting and prioritizing projects will continue. In addition, Public Works will further explore how and when to invite community input.

Over the course of the next 20 years, the City will strive to meet the needs of its street network while reflecting the priorities and needs of its residents, workers, and visitors. Future iterations may change the relative weighting of the criteria, or may change the criteria used as new data sources become available or existing data sources become obsolete. The process developed provides a framework for project selection and prioritization, but is adaptable to changes in data or priorities that may occur.

Appendix A

EXISTING DATA ANALYSIS IN ACP50 AREAS

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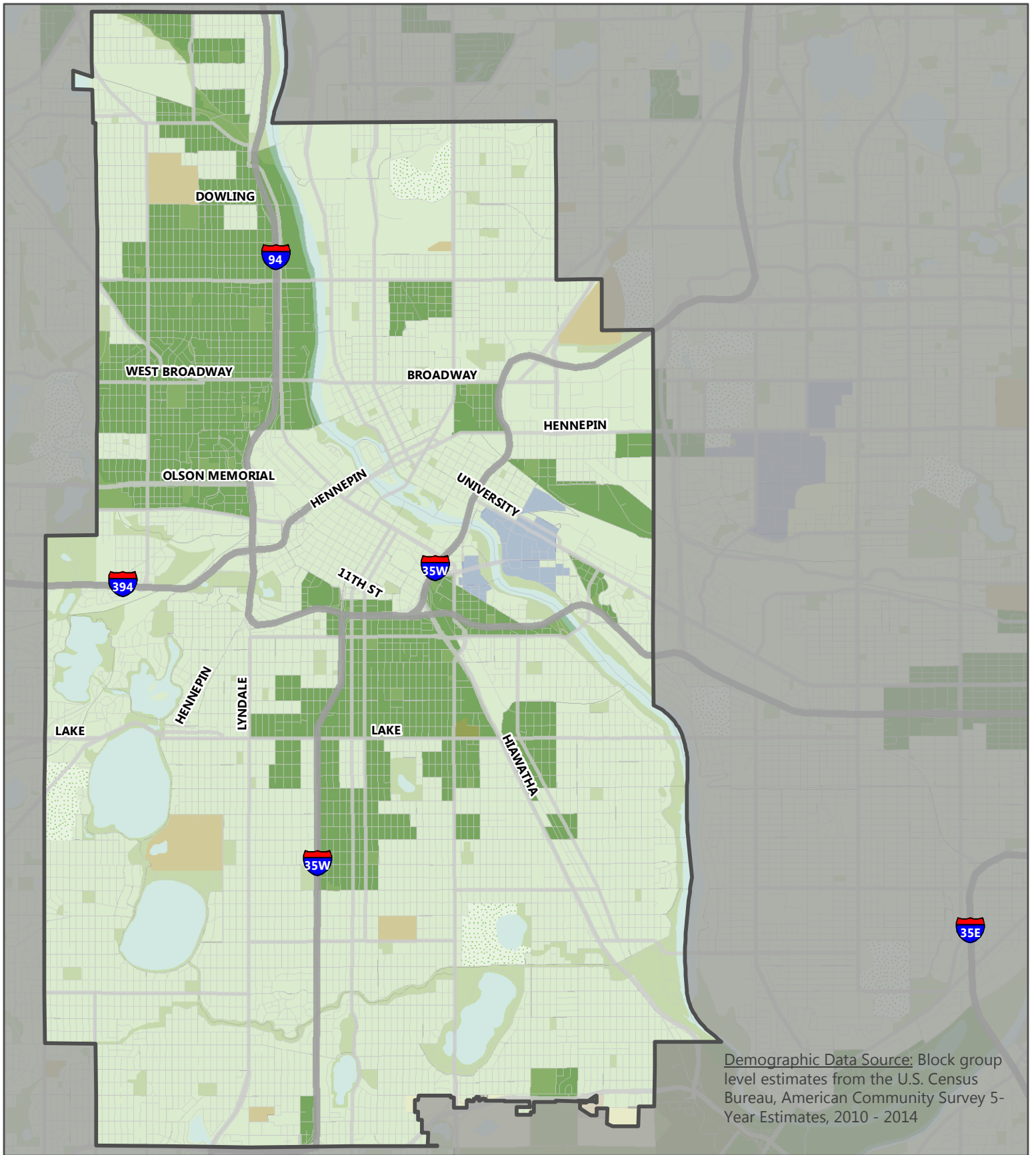
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Block Groups

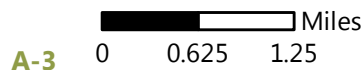
- Census Block Group is an ACP50
- Census Block Group is not an ACP50

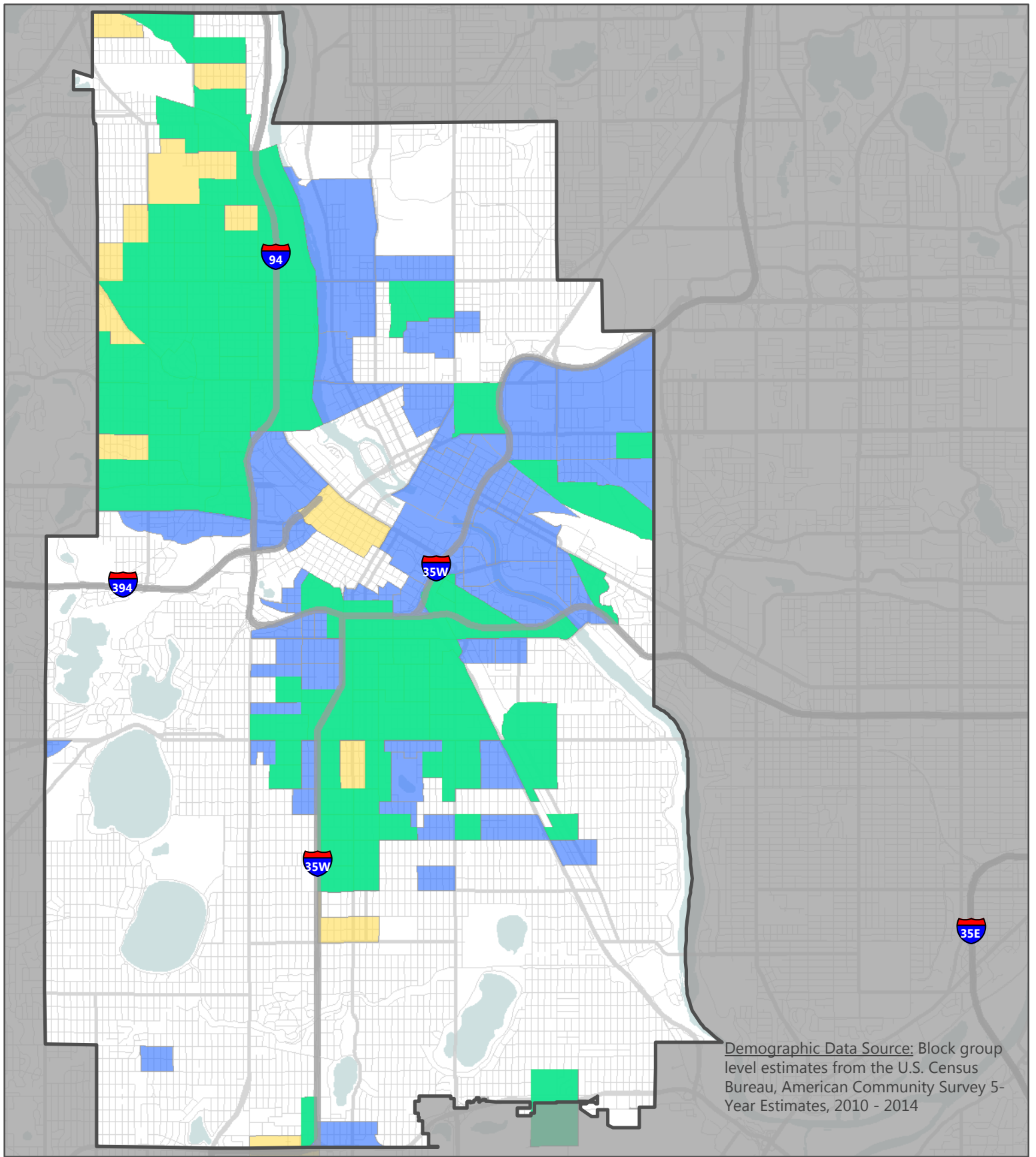
An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

20 Year Streets Funding Plan

ACP50 Areas

December 2016





Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

Poverty & Race Criteria Overlap (ACP 50 Area)

Percent in Poverty
 Less than 40%
 40% or more

Percent People of Color
 Less than 50%
 50% or more

*Defined as residents having family income at or below 185% of federal poverty threshold

A-4

0 0.625 1.25 Miles

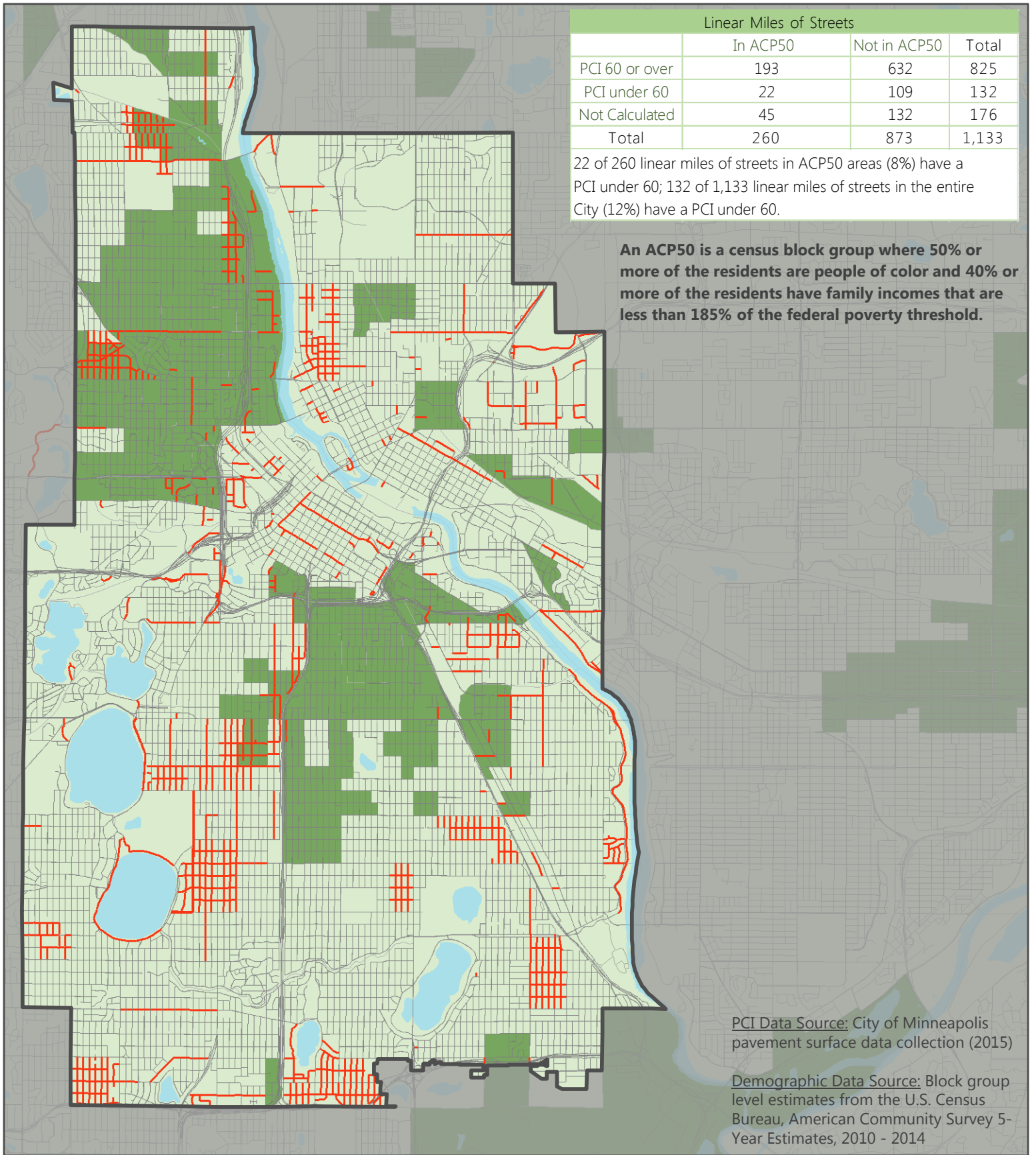


20 Year Streets Funding Plan

Poverty & Race Criteria

December 2016





Block Groups

- Census Block Group is an ACP50
- Census Block Group is not an ACP50

Pavement Status

- PCI Under 60
- PCI at or Above 60

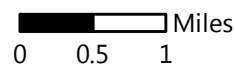
PCI less than 60 indicates that the pavement is in poor condition

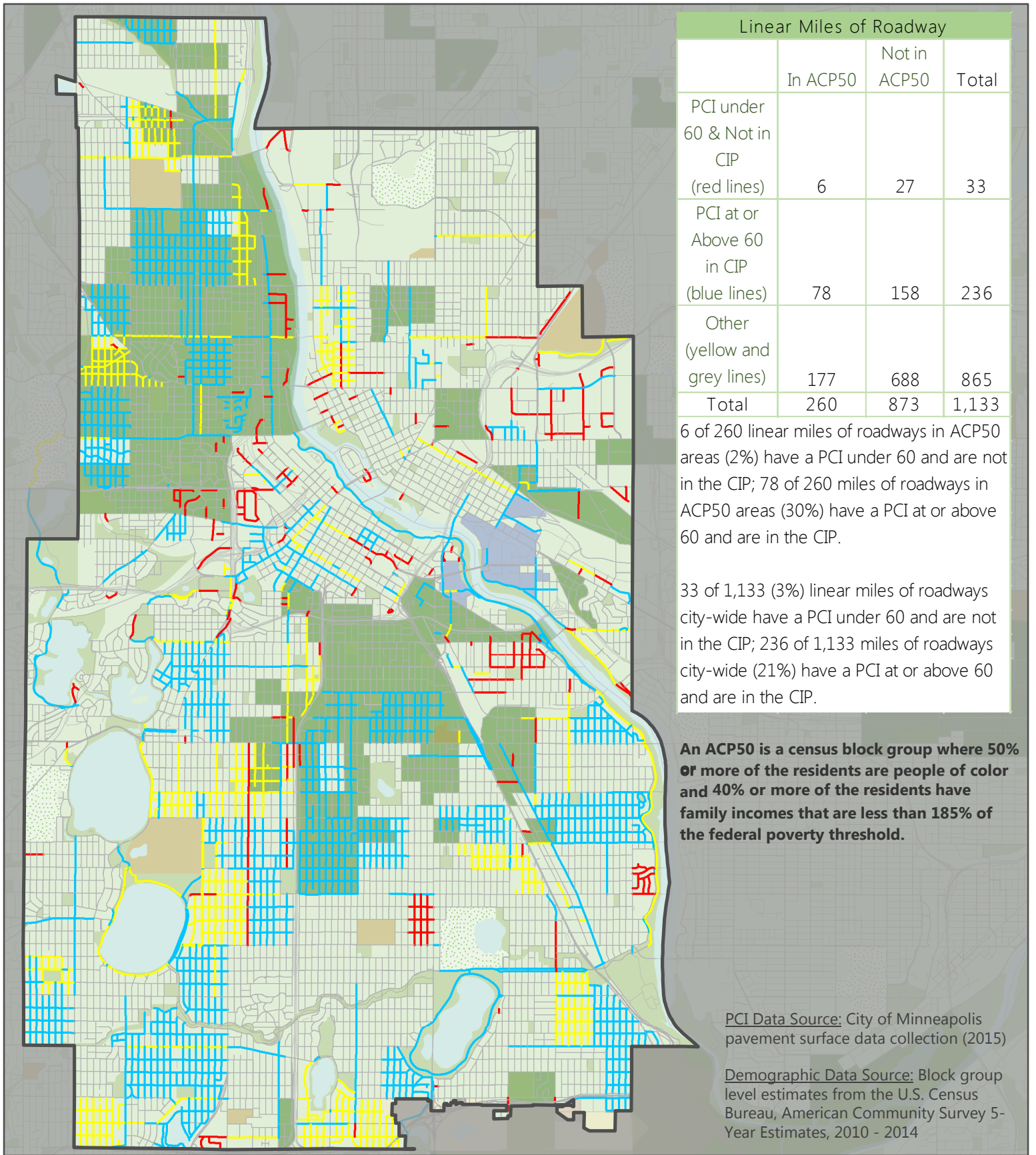
A-5

20 Year Streets Funding Plan

Pavement Condition & ACP50 Areas

December 2016





Pavement Status in CIP

- PCI Under 60 in 2017-2021 CIP
- PCI Under 60 Not in CIP
- PCI at or Above 60 in 2017-2021 CIP
- PCI at or Above 60 Not in CIP

Block Groups

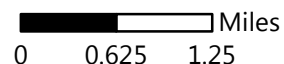
- Census Block Group is an ACP50
- Census Block Group is not an ACP50

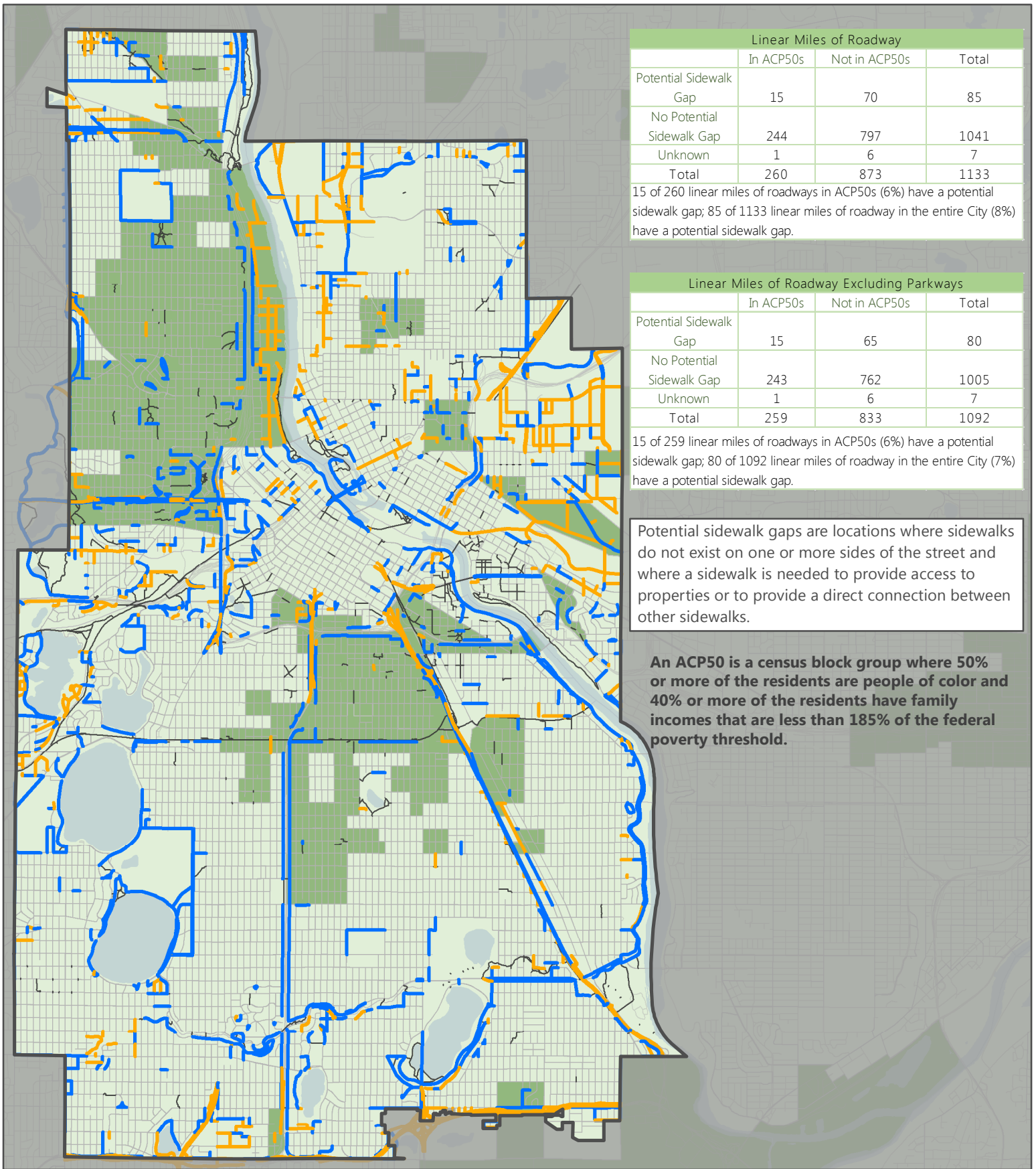
20 Year Streets Funding Plan

Pavement Condition in CIP & ACP50 Areas

December 2016

PCI < 60 indicates that the pavement is in poor condition





Linear Miles of Roadway			
	In ACP50s	Not in ACP50s	Total
Potential Sidewalk Gap			
Gap	15	70	85
No Potential Sidewalk Gap	244	797	1041
Unknown	1	6	7
Total	260	873	1133

15 of 260 linear miles of roadways in ACP50s (6%) have a potential sidewalk gap; 85 of 1133 linear miles of roadway in the entire City (8%) have a potential sidewalk gap.

Linear Miles of Roadway Excluding Parkways			
	In ACP50s	Not in ACP50s	Total
Potential Sidewalk Gap			
Gap	15	65	80
No Potential Sidewalk Gap	243	762	1005
Unknown	1	6	7
Total	259	833	1092

15 of 259 linear miles of roadways in ACP50s (6%) have a potential sidewalk gap; 80 of 1092 linear miles of roadway in the entire City (7%) have a potential sidewalk gap.

Potential sidewalk gaps are locations where sidewalks do not exist on one or more sides of the street and where a sidewalk is needed to provide access to properties or to provide a direct connection between other sidewalks.

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

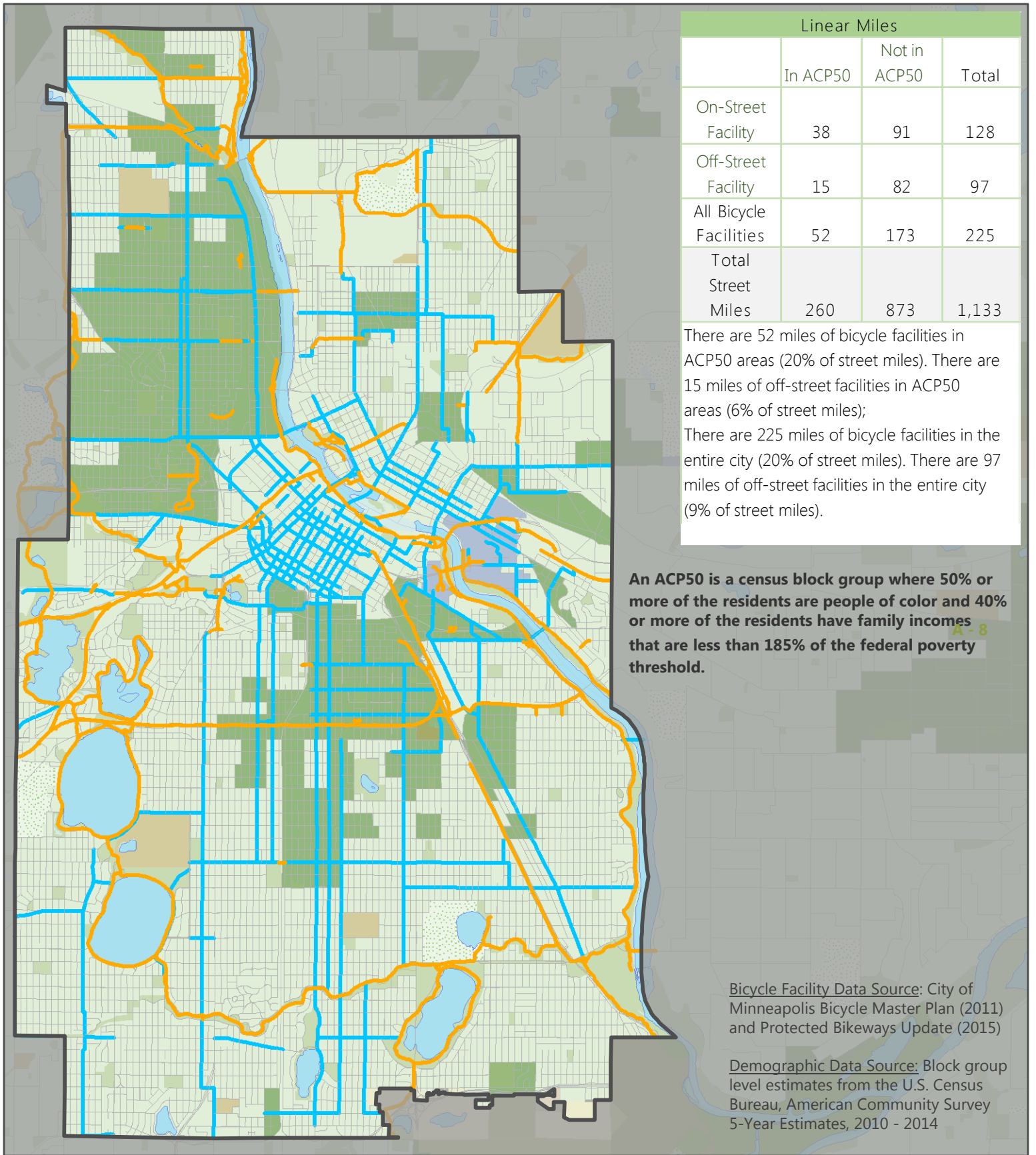
- Potential Sidewalk Gap**
- No Sidewalk
 - Sidewalk on 1 Side
 - Off-Street Sidewalk
 - On-Street Sidewalk
- Block Groups**
- Census Block Group is an ACP50
 - Census Block Group is not an ACP50

20 Year Streets Funding Plan

Potential Sidewalk Gaps & ACP50 Areas

December 2016



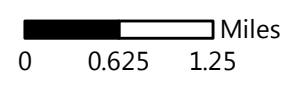


- Bike Facility**
- On-Street Bicycle Facility
 - Off-Street Bicycle Facility
 - No Bicycle Facility
- Block Groups**
- Census Block Group is an ACP50
 - Census Block Group is not an ACP50

20 Year Streets Funding Plan

Bicycle Facilities & ACP50 Areas

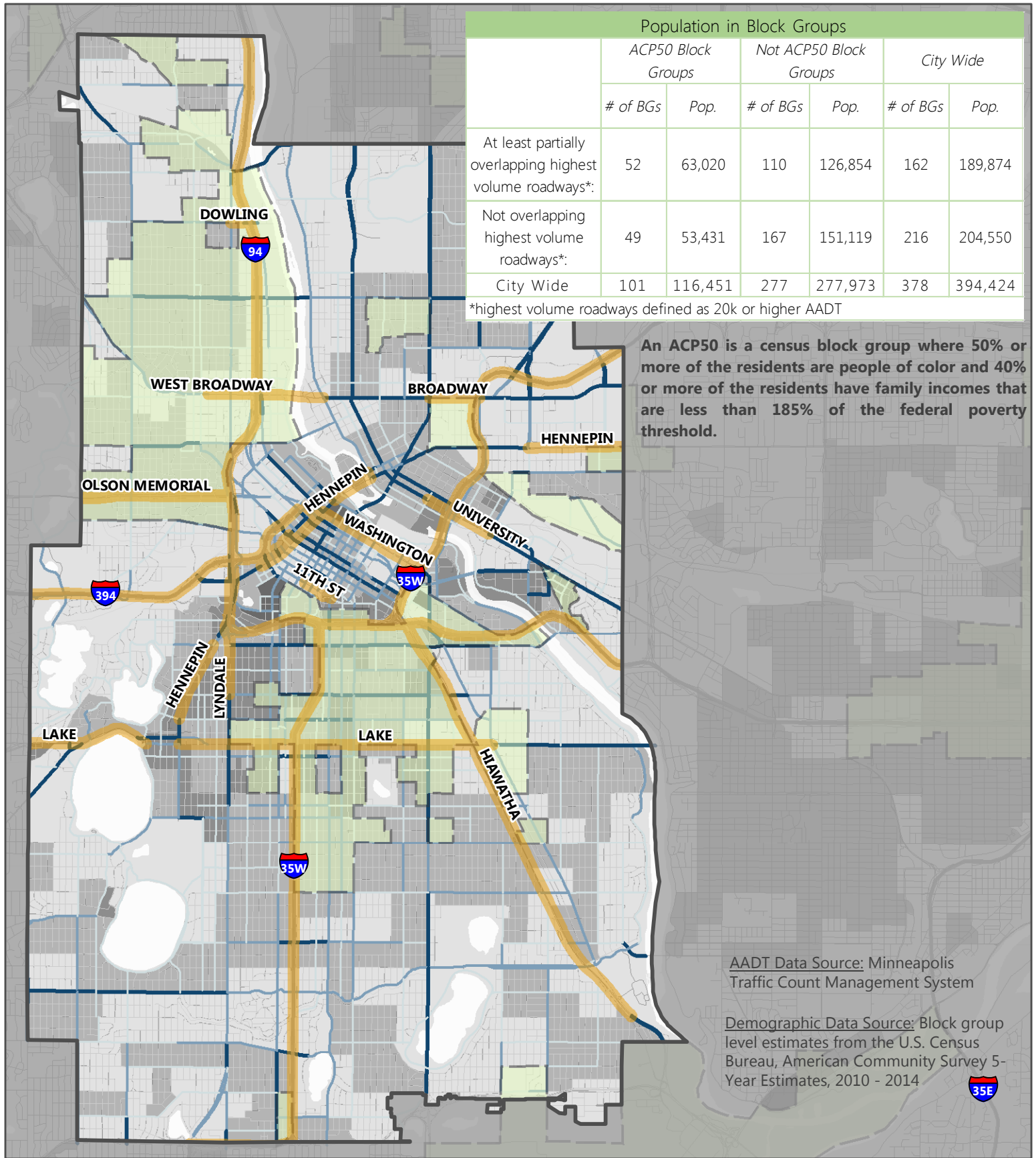
December 2016



Population in Block Groups						
	ACP50 Block Groups		Not ACP50 Block Groups		City Wide	
	# of BGs	Pop.	# of BGs	Pop.	# of BGs	Pop.
At least partially overlapping highest volume roadways*:	52	63,020	110	126,854	162	189,874
Not overlapping highest volume roadways*:	49	53,431	167	151,119	216	204,550
City Wide	101	116,451	277	277,973	378	394,424

*highest volume roadways defined as 20k or higher AADT

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.



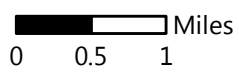
AADT Data Source: Minneapolis Traffic Count Management System

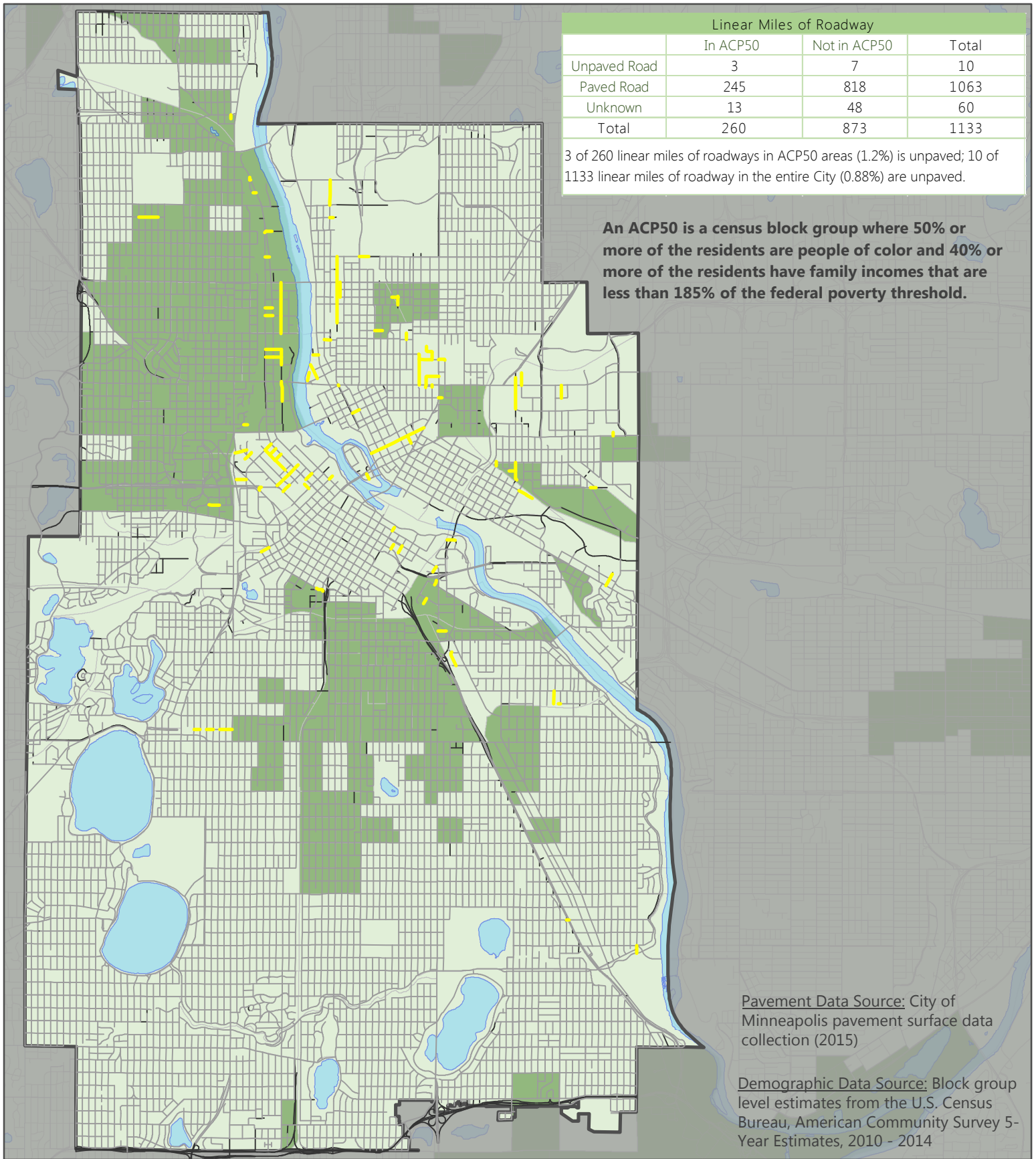
Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

- ACP50
- People Per Acre
 - Less than 10
 - 10 - 25.0
 - 25.1 - 50.0
 - Over 50
- Annual Average Daily Traffic
 - 1,100 - 6,000
 - 6,001 - 12,000
 - 12,001 - 19,900
 - Over 20,000 (showing 300' buffer)

20 Year Streets Funding Plan Population Density, ACP50 Areas, & Traffic Volumes

December 2016










Linear Miles of Roadway			
	In ACP50	Not in ACP50	Total
Unpaved Road	3	7	10
Paved Road	245	818	1063
Unknown	13	48	60
Total	260	873	1133

3 of 260 linear miles of roadways in ACP50 areas (1.2%) is unpaved; 10 of 1133 linear miles of roadway in the entire City (0.88%) are unpaved.

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

Pavement Data Source: City of Minneapolis pavement surface data collection (2015)

Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

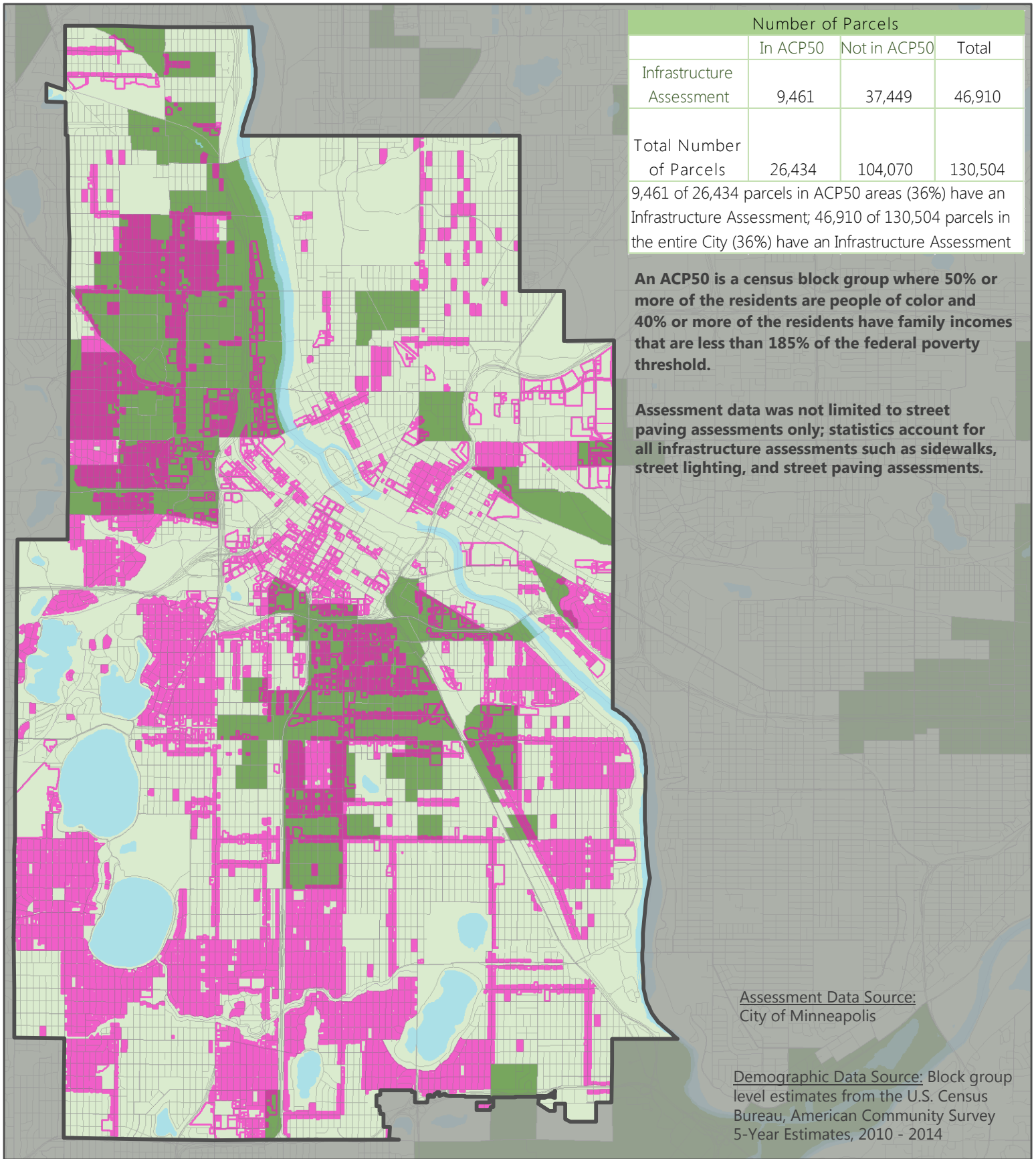
- | | |
|--|--|
|  Unpaved |  Census Block Group is an ACP50 |
|  Paved |  Census Block Group is not an ACP50 |
|  Unknown | |

20 Year Streets Funding Plan

Unpaved Streets & ACP50 Areas

December 2016





Infrastructure Assessment Block Groups

Yes Census Block Group is an ACP50

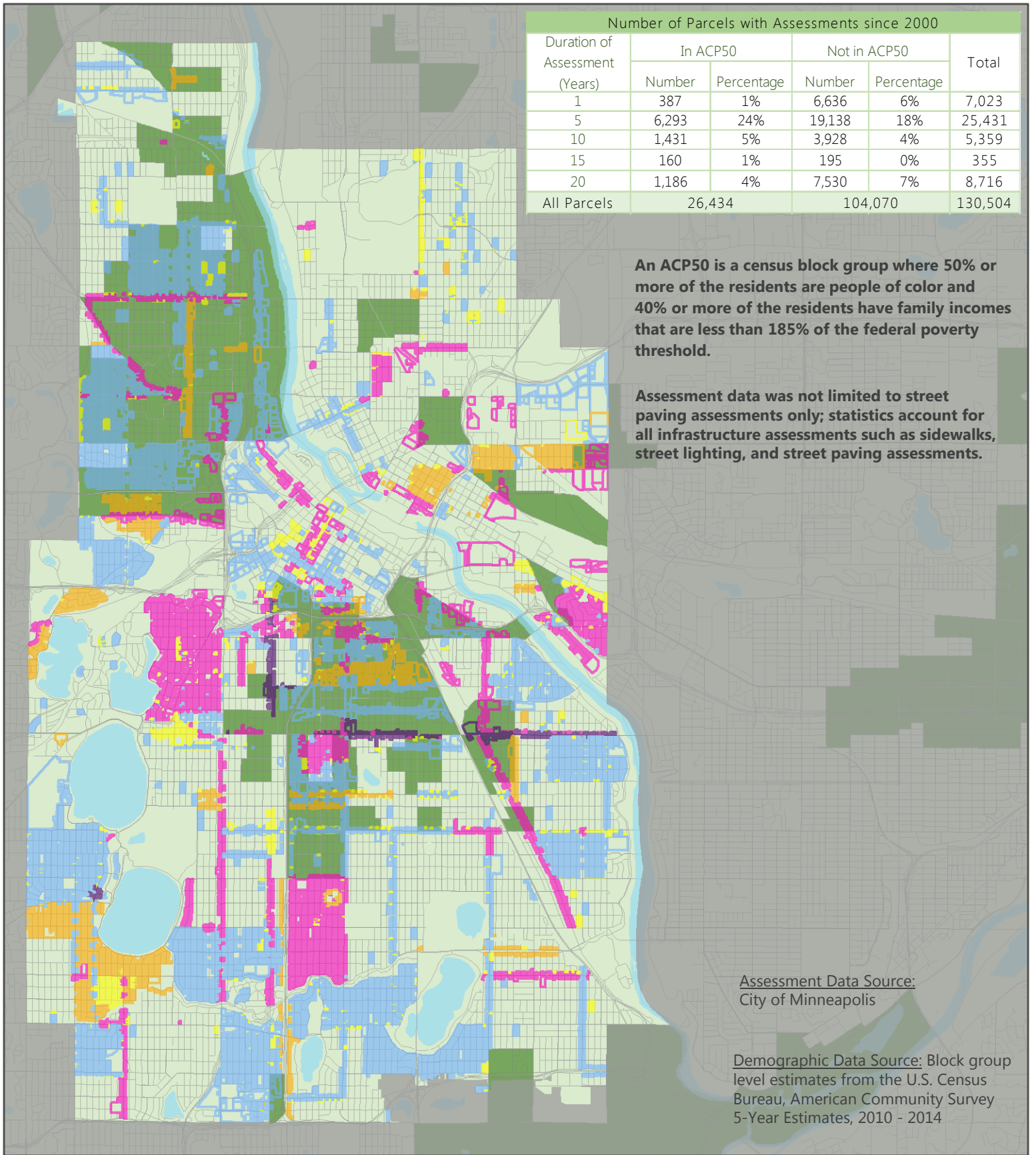
No Census Block Group is not an ACP50

Data includes all Assessments since the year 2000

20 Year Streets Funding Plan

Infrastructure Assessments & ACP50 Areas

December 2016



Number of Parcels with Assessments since 2000					
Duration of Assessment (Years)	In ACP50		Not in ACP50		Total
	Number	Percentage	Number	Percentage	
1	387	1%	6,636	6%	7,023
5	6,293	24%	19,138	18%	25,431
10	1,431	5%	3,928	4%	5,359
15	160	1%	195	0%	355
20	1,186	4%	7,530	7%	8,716
All Parcels	26,434		104,070		130,504

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

Assessment data was not limited to street paving assessments only; statistics account for all infrastructure assessments such as sidewalks, street lighting, and street paving assessments.

Assessment Data Source: City of Minneapolis

Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

Number of Years Block Groups

- 1
 - 5
 - 10
 - 15
 - 20
- Census Block Group is an ACP50
 - Census Block Group is not an ACP50

20 Year Streets Funding Plan

Years of Infrastructure Assessments & ACP50 Areas

December 2016



Average Remaining Assessment Duration

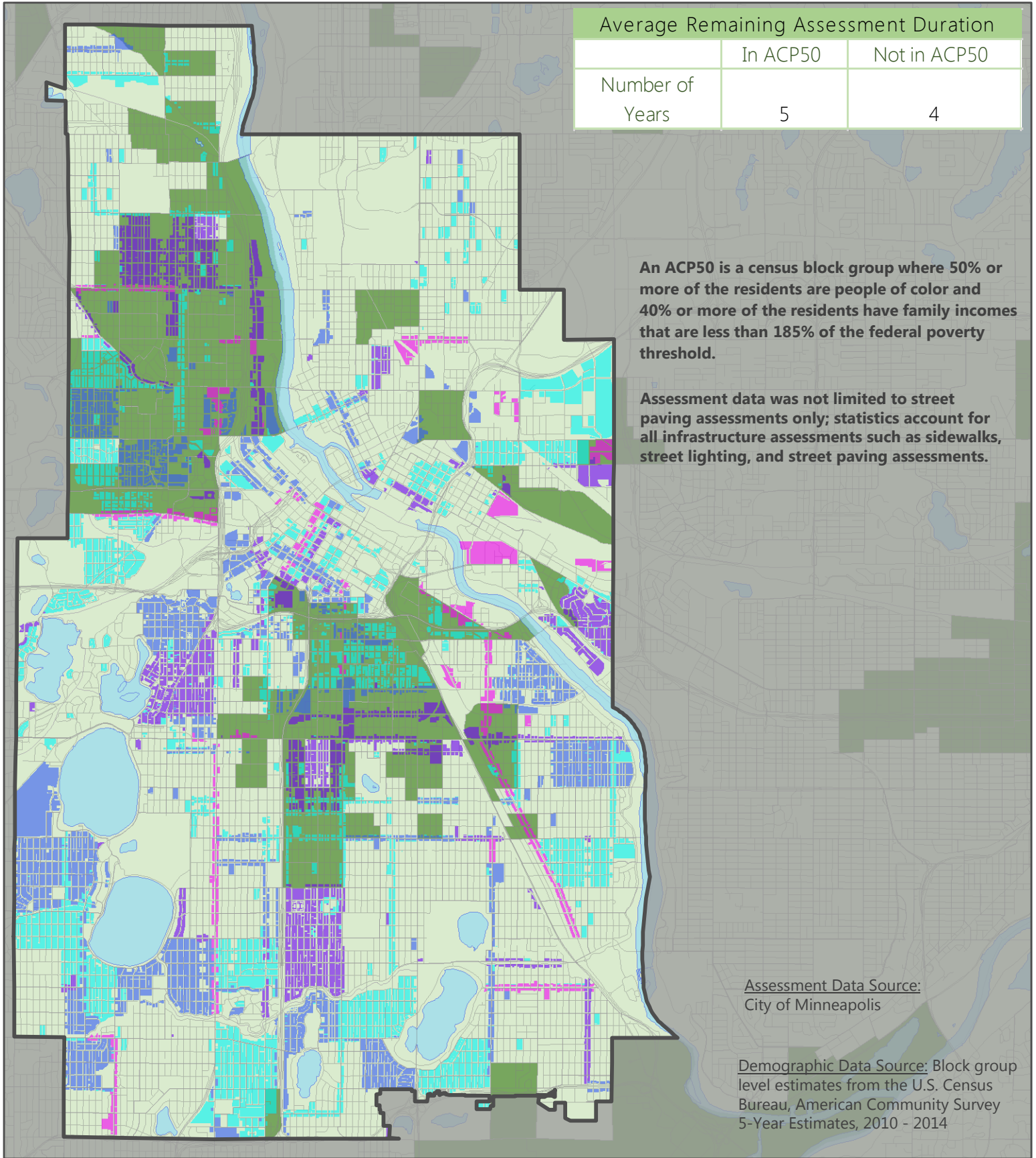
	In ACP50	Not in ACP50
Number of Years	5	4

An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.

Assessment data was not limited to street paving assessments only; statistics account for all infrastructure assessments such as sidewalks, street lighting, and street paving assessments.

Assessment Data Source:
City of Minneapolis

Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014



- Years Left**
- Complete-2016
 - 2016-2020
 - 2020-2025
 - 2025-2034

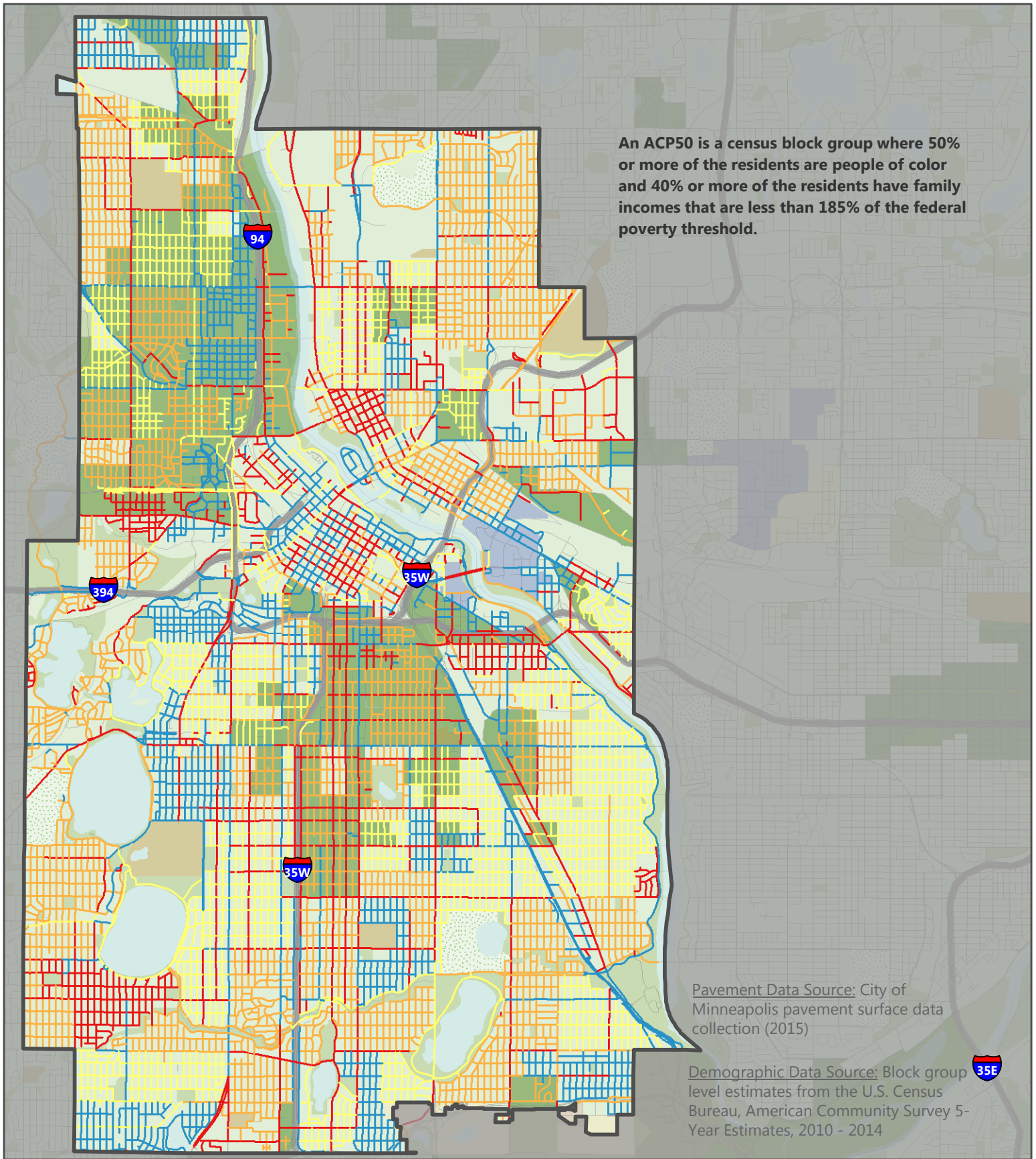
- Block Groups**
- Census Block Group is an ACP50
 - Census Block Group is not an ACP50

20 Year Streets Funding Plan

Remaining Assessment Duration & ACP50 Areas

December 2016









An ACP50 is a census block group where 50% or more of the residents are people of color and 40% or more of the residents have family incomes that are less than 185% of the federal poverty threshold.



Pavement Data Source: City of Minneapolis pavement surface data collection (2015)

Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

Latest Reconstruction

-  1900 - 1966 (50+ years ago)
-  1967 - 1976 (40 - 49 years ago)
-  1977 - 1986 (30 - 39 years ago)
-  1987 - 2016 (less than 30 years ago)

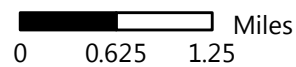
Block Groups

-  Census Block Group is an ACP50
-  Census Block Group is not an ACP50

20 Year Streets Funding Plan

Age of Infrastructure

December 2016



Appendix B

STAKEHOLDER ENGAGEMENT SUMMARIES

Appendix B Table of Contents

Workshop #1	B-3
Workshop #2	B-13
Open House and Online Survey Findings	B-19

B. Stakeholder Engagement Summaries

Workshop #1

The first equity workshop for staff was held on Monday, July 25, from 2 to 5 p.m.. The purpose of this workshop was to introduce the Neighborhood Park and Street Infrastructure Ordinance to staff from other departments and city organizations and to start to define and diagnose transportation equity so that Open House and survey activities could be generated. There were twenty (20) people in attendance.

After a presentation from city staff on the capital improvement process and pavement management in the city, the ordinance and how it connects with the CIP process was described.

The bulk of the remaining time in the workshop consisted of small group discussions on three different topics. The large group was split into four groups of approximately five people. Between each discussion topic, the groups were mixed up so that everyone spoke to different people for each question. Groups were encouraged to write their thoughts and notes on large blank papers at their table so that their words, not an interpretation of their words, would be recorded. With the exception of the "report out" bullet, the text shown below is an exact transcription of the writings on the papers. The "report out" bullet is the words used by the small group to describe their conversation to the larger group.

World Café, topic #1: What does equity mean relative to city transportation?

GROUP #1 DISCUSSION

- People most impacted by a project should be involved in planning for and benefiting from the project; People involved in planning and decision-making of project when project impacts them
- How does this fund of \$21.2M/year fit in with the city's equitable hiring practices? What programs reinforce this funding? Ties with things other than infrastructure (workforce, etc.)
- "Equity is about putting money in people's pockets"
- Solid infrastructure so all people can move throughout the network; condition-based considerations (i.e. transit dependencies) as factors in decision-making; local context
- Access to public decision-making; supports authentic community engagement; allows for shared learning and shared problem solving
- Ties from transportation to other tangible/intangibles that foster perception of a solid/safe community that attracts businesses, attracts residents, creates a sense of belonging and pride in my community (vs. absence of that leading to deliberate effects)
- Integrated approach
- Equity means educating community on the quality of the roads, where there is parity, where there isn't and why; contextualized stacked benefits; perception of belonging and good quality of life
- OPTIONS; providing for vulnerable; translating complete streets framework to funding
- The city is not going to fall behind with transportation
- Access is how to tie community needs to our projects; how to reach our underrepresented communities;

B. Stakeholder Engagement Summaries

- How do we convey information to those who have different needs; how to take everyone's needs into consideration to create a solid plan
- **Report Out: "We agree that a complete, connected network is the way that we are going to get to equity with this system; it would reflect community needs, and it forms a basis for economic opportunity because this amount of money will bring people to Minneapolis and a functioning system"**

GROUP #2 DISCUSSION

- Condition of streets and sidewalks; percent vehicle owners; good job; medical facilities; bicycle lanes if used – safe, easy, clear access
- Same equation does not apply to every neighborhood
- Public transportation, accessible, useable, reliable, easy
- Bus fares; assessments can be a burden on low-income homeowners; impact needs to be mitigated when possible
- Clean gutters and roads; expected conditions
- Business; jobs in/out in neighborhoods
- Customize modes with resources; cars, transit, bicycle, pedestrian
- Plan for disability; everyone benefits; access to education
- Access during construction; reasonable time to minimize business impacts (negative); i.e. 26th crossing; communication in advance and during construction
- Transportation system needs to be accessible and useable for low-income users, elderly users, communities of color
- Factors to consider are locations of jobs; hospitals or medical facilities; percent of car owners, income levels, existing street and sidewalk condition
- Equity is not equal; make existing projects last as long as possible with minimal maintenance to avoid business impacts and closures of business on the edge (small or person of color owned)
- **Report Out: "Means more for disenfranchised communities ensure that their connections are easy and reliable."**

GROUP #3 DISCUSSION

- A system of infrastructure that benefits a maximized amount of people
- Considerate
- No matter where you go it should be indistinguishable
- Who needs the gains most?
- Who are the users and what are their needs?
- The area with the largest delta between now and what it could be should be prioritized
- Appropriate resources for the needs; right-sized solution
- **Report Out: "Understand the user and what their needs are"**

B. Stakeholder Engagement Summaries

GROUP #4 DISCUSSION

- Universal design in terms of symbols; equitable access in terms of transportation service for different communities; equitable greenway or walking or bicycle access; Safety in lighting, signs;
- Multimodal transportation to mitigate environmental concerns
- Equal street quality, pavement quality; quality of the street environment
- Difference between equity and equality
- Equity is not equality
- **Report Out: "Equity is not equality; it is making sure that the resources and jobs and infrastructure are equitable; equality is everyone gets the same size shoes; equity is that everyone gets the shoes that fits"**

OTHER COMMENTS RECEIVED ON QUESTION #1

A representative who was not able to be present at the Workshop provided an email with comments. The person's summation of this first question is "that each community has infrastructure and related education and promotion that meet the unique needs of its residents and in alignment with the goals for healthy people, environment, and economy".

QUESTION 1 THEMES AND SUMMARY

Figure B-1 represents the common words that people wrote or reported out in response to this first question. Larger words indicate that it was used more frequently.

After categorizing and distilling all the ideas, some themes were consistent between all the groups. The top five themes that emerged in response to this question in Workshop #1 that will be used in the Open House and in the online survey are:

- The pavement quality throughout the city is equal; no matter where you go it is indistinguishable
- Multimodal infrastructure is available throughout the city so all people can travel easily by any mode
- Average transit dependency or household income are factors in decision-making
- Transportation solutions are tailored to the community and users
- The decision-making process is clear and accessible to all

Figure B-1: *The Most Common Words To Answer "What Does Equity Mean Relative To City Transportation?"*



B. Stakeholder Engagement Summaries

World Café, topic #2: What inequities exist in the transportation system today?

Following conclusion of the 1st question, the groups were mixed up so that everyone spoke to different people for each question. With the exception of the “report out” bullet, the text shown below is an exact transcription of the writings on the papers in repose to this second question.

GROUP #1 DISCUSSION

- Street condition in areas
- Poor quality infrastructure where needed verses nice to have: sidewalk example
- Understanding signage and modes; schedules, destination, directional signage
- Bus shelters, types, condition such as heat or security features
- Connectivity to system for all modes
- Community ability to elevate issues to get addressed; knowledge and time or priorities of what they need to do, who to contact
- Needs don't mean the same in one area verses another
- Lighting level of service; decorative verses safety; pedestrian count verses total number of users; reliable mode
- Snow removal: towing, priorities, equitable LOS?; sidewalk clearing
- Sidewalk gaps; community growth, job/access to jobs via all modes
- Pinch points/gaps for all modes
- Priority of connection – accessibility
- System management (Asset management)
- Ability to take on assessments for betterments above standard, special service districts
- Basics should be good everywhere for all modes before betterments are implemented
- Focus on conditions and access to public housing, good jobs, and schools
- **Report Out: “Ensuring connectivity to use the system for all modes is really important; bicycles, buses, cars, trains. Connectivity to the whole system”**

GROUP #2 DISCUSSION

- Anything that goes with ability to pay is inequitable; special service districts; assessment rates; ability to pay; transit fares, same rate no matter how long the trip is
- Reshuffle the order or projects and needs
- Community engagement and input is imbalanced; decisions are made without hearing all the voices; we hear from the most vocal, organized, and the ones in the know, not necessarily from the users or the people in most need
- Some communities you have to go look for the need, it won't be told to you
- Complaint-based system, does it follow the data?

B. Stakeholder Engagement Summaries

- Some road conditions are better than others; practice of equality in planning and execution of the work results in inequitable outcomes
- **Report Out: "Anything that relies on some bodies ability to pay is inequitable; special service districts, fares, assessments, are all inequitable"**

GROUP #3 DISCUSSION

- Need to plan for integrating with upcoming LRT/BRT buses to line
- Sidewalk clearance, snow, transit stops
- Who benefits from bicycle lanes? Possible way to grow use, next generation, impact of Nice Ride?
- Participation barriers to project-specific meetings: time, location (come to us verses come to your turf), transportation. Result: few voices impact decisions.
- Follow-up from meetings (impact on decisions)
- Access to greenways; more green used closer to our natural resources
- The means and time to be a part of community planning process
- Bias towards more vocal or affluent communities/politicians
- Unequal lighting, crosswalks, amenities, and modalities
- More disruption happens in communities of color
- Shelters are not the same quality in low-income communities
- Low-income communities do not benefit from projects in their neighborhoods equally (get the jobs)
- **Report Out: "Unequal distribution of amenities and modalities (different modes); lack of access to the process; accountability to low-income communities. Most important was lack of access to the process."**

GROUP #4 DISCUSSION

- Back of the building bicycle racks for Minneapolis City Hall
- Policy on bus stop shelter placement: suburban bus stop needs 25 boardings per day to get a shelter; urban bus stop needs 40 boardings per day to get a shelter.
- Centered around the city, so easier to come into rather than exit the city
- Price of fair and expiration of transfer slip
- Dates and times of community meetings and engaging the residents
- Transportation planning process is so complex and so hard to access for people impacted by the system
- Light rail is much easier to use than buses in terms of accessibility, people with children, but it doesn't cover nearly enough communities
- Insufficient bus shelters on frequency bus routes. The Hawthorne neighborhood has only two shelters.
- People walking in poorest 1/3 of census tracts are more likely to be killed
- African Americans are 60 percent more likely to be killed while walking, Latinos 40%

B. Stakeholder Engagement Summaries

- Pedestrian fatality rate increased for people over 45 years old
- **Report Out: “we talked about a lot of different ways, but one is taking a step back to think about the process and complexity of the system to plan ... it’s so complex that it’s hard for people to come to get real input from the communities that are impacted by the system. Getting real input from the community doesn’t happen”**

OTHER COMMENTS RECEIVED ON QUESTION #2

A representative who was not able to be present at the Workshop provided an email with comments. The person's summation of Question #2 is:

- Notification of changes and opportunities to provide input on needs or ideas:
 - Current system prioritizes and in most cases is exclusive to property owners which eliminate many community members.
 - Contractors, vendors, and staff who lead efforts to design and/or redesign or build spaces do not reflect the diversity of the population they are working for and lack the knowledge of cultural needs and values.
- The transportation bones our communities are built on were developed to provide amenities (access to green space, jobs, fast public transit) to some and not to others. In order to correct this the bones need to be changed.
- Disparities in quality of services:
 - Public transit- trip destinations, lengths of trips, quality of stops, pedestrian friendly supports (shelters)
 - Pedestrian level design (benches, lighting, green space ...)
 - Equitable counting across all communities and transit modes. (ex: bicycle and ped counts are done by volunteers who are often not in communities of color so the data is not accurate yet it is used to make decisions.)
- Lack of willingness to prioritize pedestrians over cyclists and drivers in dense pedestrian areas and communities.
 - Lack of use of scramble timers
 - Button activated pedestrian cycles
 - Lack of school zones
 - Free right turns at trail intersections and in pedestrian heavy areas.
- Lack of resources dedicated to education and promotion
 - Without sustained resources and expectations to educate about new practices and infrastructure and promote healthful (for ourselves, our environment, and our economy) modes of transportation we will not be successful in including our full community in our work.
- The Hub of Downtown where not everyone works and the lack of other types of circulators and connectors.

B. Stakeholder Engagement Summaries

QUESTION 2 THEMES AND SUMMARY

Figure B-2 represents the common words that people wrote or reported out in response to this second question. Larger words indicate that it was used more frequently.

After categorizing the comments, some themes were consistent between all the groups. The top four responses that emerged in response to this question in Workshop #2 are:

- Many times a user's ability to pay determines who receives improvements (examples: special service districts or assessment rates)
- Modes are not equally accessible or convenient throughout the network (users should not have to rely on a car to get them where they need to go)
- The loudest voices get the improvements instead of those most in need (the complaint-based system favors those with time to be engaged)
- Amenities are not equal throughout the system (examples: crosswalks, pavement types, sidewalk widths, lighting)

These responses will be used in the Open House and in the online survey.

Figure B-2: The Most Common Words To Answer "What Inequities Exist In The Transportation System Today?"



World Café, topic #3: What outcomes demonstrate success?

Again, groups were mixed up so that everyone spoke to different people for each question. With the exception of the "report out" bullet, the text shown below is an exact transcription of the writings on the papers in response to this third question.

GROUP #1 DISCUSSION

- Input from all communities and their needs
- Investments prioritized in RCAPs to ensure their needs are met and needs must be first understood
- Basic necessities are met everywhere; accessibility of sidewalks, for example, ADA ramps and sidewalk gaps
- Every person has affordable transportation options that connect them to where they need to go
- Comfort with using 311 as community feedback (and forums like this) or some other method
- Low-cost transportation networks are available; safe, reliable, accessible; transit, walking, biking, driving
- Eliminate barriers especially when impacting one mode more (highways, curbs, no crossing, signal, etc.)
- **Report Out: "Everyone has access to an affordable, reliable, and safe community transportation options"**

B. Stakeholder Engagement Summaries

GROUP #2 DISCUSSION

- Policy accommodations for those who cannot pay to play. One size fits all assessment policy does not work!
- Each neighborhood has good streets that connect to opportunities for wealth building and health. Good means conditions and mode.
- Improved or any turnout and participation and buy-in in community engagement
- Ridership up regardless of modality and geography
- Listening to the ideas being addressed and openly consider them. Allow answers to emerge rather than being predetermined.
- Health and income increase in successful projects
- Decreased crime, increased safety without shifting it
- **Report Out: "Policy accommodation for those who cannot pay for one size fits all"**

GROUP #3 DISCUSSION

- All system gaps identified and eliminated
- Solid foundation of good condition roads so everyone has access to get where they need to go and accommodations they need to get them there
- Universal design and universal service
- Universal access to the system via symbols, not language.
- Universal vs custom; the outcomes balances the need for universal
- **Report Out: "All system gaps identified and eliminated"**

GROUP #4 DISCUSSION

- Public Works crew look like the community where work is taking place. Public Works workforce and all city department should meet this.
- Contractors meet or exceed goals
- Open process for contract procurements (increase opportunity for DBE to be successful)
- Communicate/promote the good thing that are done
- Distribute/share process toward civic literacy through high school programs.
- Decisions, process
- Decide, announce, defend verses good community engagement
- Engage next generation
- New, innovate ways to involve people in the decision making process and planning process; an approach to reach a broader audience to provide input instead of attending a public meeting
- People can travel the way they choose to travel to get to the places they choose to get to
- All people regardless of location have and feel like it is good; lighting, plowing, streets
- Exceed 70 PCI rating/condition
- ID job opportunities for those in schools
- Zero pedestrian deaths
- **Report Out: "Innovative, intentional, community engagement"**

B. Stakeholder Engagement Summaries

OTHER COMMENTS RECEIVED ON QUESTION #3

A representative who was not able to be present at the Workshop provided an email with comments. The person's summation of Question #3 is:

- No racial and economic predictability in access to:
- Reliable and quick transit
- Quality and beautiful pedestrian minded design in transportation and buildings
- Green space and recreational opportunities
- Jobs
- Information, input opportunities, and power of influence on transportation projects
- No age, racial, and/or economic predictability to those impacted by pedestrian and bicycle related crashes.
- Transportation infrastructure is cared for and maintained in the same manner whether it is in low-income or high-income communities.
- School Zones.

QUESTION 3 THEMES AND SUMMARY

Figure B-3 represents the common words that people wrote or reported out in response to this last question. Larger words indicate that it was used more frequently.

After categorizing the comments, some themes were consistent between all the groups. The top four responses that emerged in response to this question in Workshop #1 are:

- Everyone has access to an affordable, reliable, and safe transportation network
- There is intentional and innovative community engagement in conjunction with all transportation improvements
- The pavement quality throughout the city is equal and basic necessities, such as sidewalks and ADA ramps, are completed everywhere
- Investments in previously disenfranchised areas of the city are prioritized, such as low-income communities or communities of color

These responses will be used in the Open House and in the online survey

Figure B-3: The Most Common Words To Answer "What Inequities Exist In The Transportation System Today?"



B. Stakeholder Engagement Summaries

Workshop #1 Overall Group Discussion

Considering all three questions as a unit, three themes emerged from the conversation at Workshop #1: design, community, and equity. The three key points from each discussion were placed together on one final flip-board in order to compare the findings/discussion. Those take-away are as follows:

Design and System	Community Needs	Equity
Universal Design	Zero pedestrian deaths	Equity means more for disenfranchised communities
Connection to medical, jobs, and education is reliable and easy	Reflects community needs	Basic necessities everywhere
Complete and connected network	Understands the user and what their needs are	equity is not equality
Multimodal	Impacted communities cannot access the process	Every person has access to affordable, reliable, and safe transportation options
Right-sized solutions	Innovative, intentional, and authentic community engagement	Equity = access + opportunity
Different improvements mean different things in different areas	Unbalanced community input	Loudest voice does not rule the decision-making
More bus on-boarding with less amenities	Lack of access to process	Decreased crime and increased safety without shifting it
Appropriate need to connect homes to destinations	Ability to pay (or lack thereof)	Policy accommodations for those who cannot "pay to play". One size fits all does not work
Unequal amenities and modalities	The outcome balances the need for universal	Equitable investments and jobs
A system that accommodates how to get you where you need to go	Access to process and input from all communities	Reduced assessments for low-income
	Community engagement and buy-in	Target investments to reverse inequities
		Equality-based approach
		All system gaps identified and eliminated

PARKING LOT ITEMS

City staff noted that the parking lot items will be considered in this process if they are applicable; otherwise they are great items to have noted and documented for the upcoming comprehensive plan and Access Minneapolis update. The parking lot items written during the meeting were:

- Use funds to train and employ communities of color/low-income who live where projects happen
- Can Minneapolis leverage additional federal dollars with this pool of funds?
- What projects or funding is available for the remainder of this 5-year plan?
- Assessments should be reduced for low-income residents

B. Stakeholder Engagement Summaries

Workshop #2

The second equity workshop for staff was held on Monday, August 8, from 4 to 6 p.m. The purpose of this workshop was to present findings from the open house, show existing equity mapping trends, and get feedback on criteria and other data sources to use. This date was decided upon via a Doodle Poll in order to accommodate as many schedules as possible. There were 17 people in attendance.

Engagement Discussion

After city staff presented on the Neighborhood Park and Street Infrastructure Ordinance, the themes heard at Workshop #1 and some initial results from the open house and online survey were reviewed. The following comments were voiced during this time:

- Concerns that the scope of the engagement process was too small; the number of people who gave input is inadequate
- Concerns that the online survey was not translated to other languages

Equity Data Mapping

City staff presented some maps and statistics on transportation infrastructure trends in ACP50s and citywide. Attendees brought up two main points regarding these maps and statistics:

- Although the trends presented indicate that there is not a huge disparity in transportation currently, we know that there actually is. Perhaps the data is biased; we need to be aware of this and correct for this bias as we make transportation decisions
- Even though amenities may be distributed equally throughout the city, we need to consider specific user needs. For example, an inadequate sidewalk is a larger problem in North where walking is a more important mode of transport for many people compared to other parts of the city where people have better access to more options than walking.

Criteria Feedback

After city staff gave an overview of each proposed criteria, the attendees were broken into groups of three to discuss and indicate their top three equity criteria as a group. Four out the five groups indicated the following three criteria as the most important:

- Modal Needs
- Concentrated Poverty
- Potential Users

The fifth group indicated that Vehicle Availability and Air Quality are the most important criteria.

The groups had blank sheets of paper to write on while they were discussing their top criteria. The notes, verbal and written, were:

- Are there other measures of air quality? Perhaps proximity to shredder?
- Data collection is important (non-biased)
- Loudest voice does not equate to the most powerful voice

B. Stakeholder Engagement Summaries

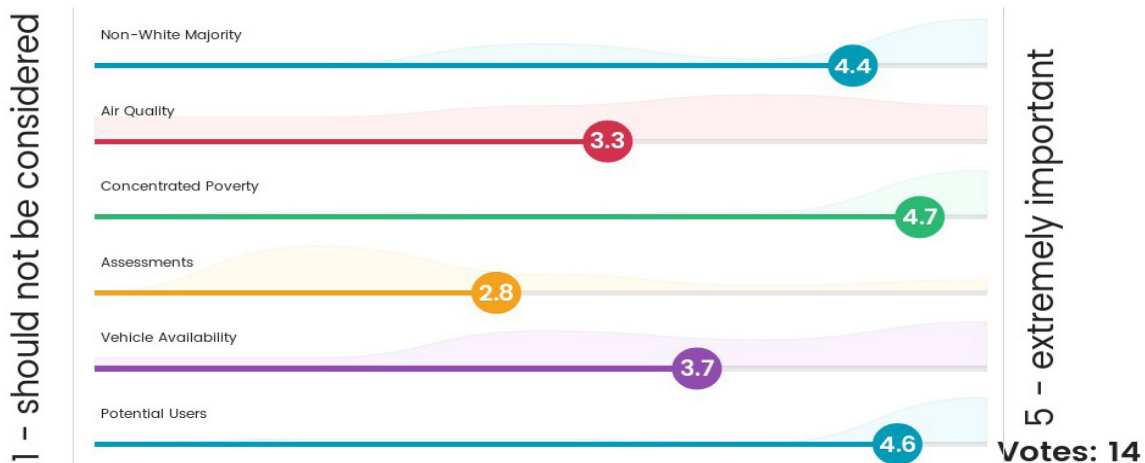
- Use modal plans (bicycle master plan, etc.) to figure out how to speed up improving connections in network
- Potential users: lots of feedback already about “I would do that, but...”. Can do some prediction of future activities if things are more accessible.
- Challenge of enhancing services in areas of concentrated poverty: higher assessments
- Having data that's not racially biased. Being very thoughtful about community engagement to understand what their modal needs are.
- The voice with the most historical power in the room gets heard- not the loudest voice. Survey- who are the 28 people? Make sure you're not giving more power to that decision than you should. How are you going to remove bias from how you collect input, and how you represent it? Need to think about that.
- This is a beginning not an end; the process will be refined through the years

Interactive Voting

Following the small group discussions and report out, the group at large participated in an interactive survey with real-time results. The first question was about the location-based demographic criteria. Consistent with the verbal report out from the small group discussions, Concentrated Poverty and Potential Users was rated highest. Non-White Majority followed closely behind (Figure B-4).

HOW IMPORTANT IS EACH OF THE LOCATION-BASED DEMOGRAPHIC CRITERIA?

Figure B-4: Results for Location-Based Demographic Criteria

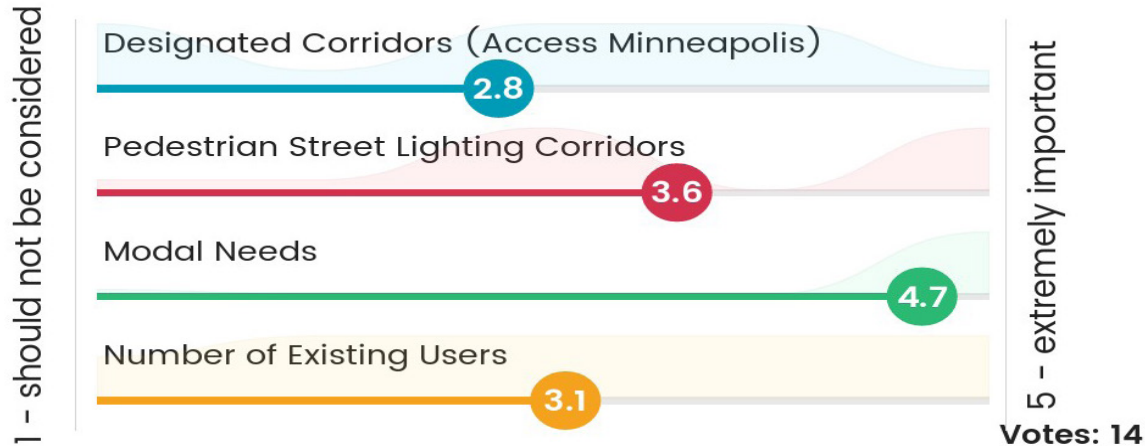


B. Stakeholder Engagement Summaries

The second question was about the user and mode criteria. Also consistent with the verbal feedback, Modal Needs was the highest scoring user & mode criteria (Figure B-5).

HOW IMPORTANT IS EACH OF THE USER & MODE CRITERIA?

Figure B-5: results for User & Mode Criteria



The group was asked next to rank the relative importance of the two types of equity criteria. The location-based demographic criteria received a slightly higher score (Figure B-6).

HOW IMPORTANT ARE THE TWO TYPES OF EQUITY CRITERIA?

Figure B-6: results for Comparing the Two Types of Equity Criteria

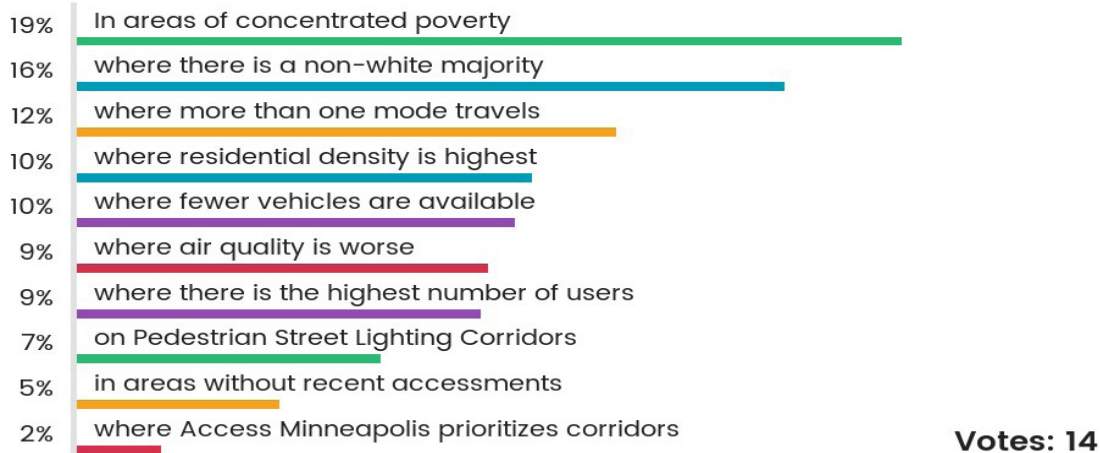


B. Stakeholder Engagement Summaries

To compare importance of all the criteria to each other, the group was asked to hypothetically spend \$100 on transportation according to the criteria. Spending money in areas of concentrated poverty rose to the top (**Figure B-7**).

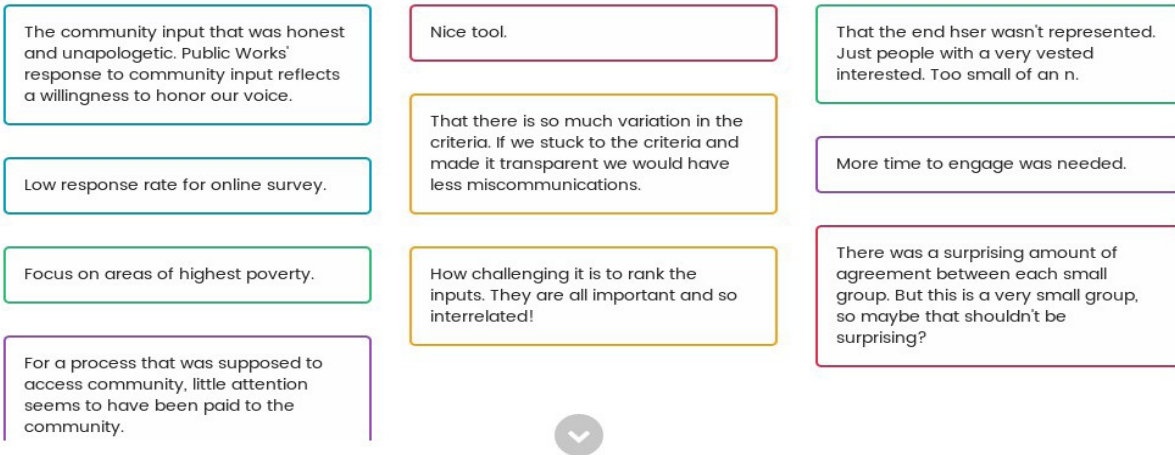
HOW SHOULD WE EQUITABLY SPEND \$100 ON ROADS?

Figure B-7: Equitable Spending on Roads at Workshop #2



To close out the session, the group was asked two open-ended questions about the engagement process: "what surprised you about the process?" and "what information has caused you to pause?". Their responses were as follows:

WHAT SURPRISED YOU ABOUT THE PROCESS?



- Nice tool
- The community input that was honest and unapologetic. Public Works' response to community input reflects a willingness to honor our voice.
- Low response rate for online survey.

B. Stakeholder Engagement Summaries

- Focus on areas of highest poverty.
- There was a surprising amount of agreement between each small group. But this is a very small group, so maybe that shouldn't be surprising?
- How challenging it is to rank the inputs. They are all important and so interrelated!
- That there is so much variation in the criteria. If we stuck to the criteria and made it transparent we would have less miscommunications
- That the end user wasn't represented. Just people with a very vested interest. Too small of an n.
- For a process that was supposed to access community, little attention seems to have been paid to the community.
- More time to engage was needed.

WHAT INFORMATION HAS CAUSED YOU TO PAUSE?

Cool app	The timeline to develop this criteria was too short. Community needed more time to give input.	Considering non-white populations in the criteria for projects. Race/skin color should not be a deciding factor if you want things equitable
The need to be applying an equity lens in everyday work and effort so that you are farther along when the planning time comes.	This is less about criteria for selecting and more about engagement in delivering.	Biased data collection practices leading to inequitable outcomes.
That the community came in at the end of the process. The timeline for the project was very short. Not enough time to engage.	There is still a major disconnect between impoverished communities and the data that is reported.	I had never considered how pedestrian and bike counts might be flawed and lead to flawed policy, so I appreciate that it was called out.
I was surprised to learn there are		

▼

Votes: 10

- The need to be applying an equity lens in everyday work and effort so that you are farther along when the planning time comes.
- The timeline to develop these criteria was too short. Community needed more time to give input.
- Biased data collection practices leading to inequitable outcomes.
- There is still a major disconnect between impoverished communities and the data that is reported.
- Cool app
- I had never considered how pedestrian and bicycle counts might be flawed and lead to flawed policy, so I appreciate that it was called out.
- Considering non-white populations in the criteria for projects. Race/skin color should not be a deciding factor if you want things equitable
- That the community came in at the end of the process. The timeline for the project was very short. Not enough time to engage.
- I was surprised to learn there are unpaved alleys.
- This is less about criteria for selecting and more about engagement in delivering.

B. Stakeholder Engagement Summaries

Other feedback

One participant at the workshop emailed the following comments after the workshop:

Type	Comment
Concern	Loudest voices even the most # of voices aren't heard it is most often the historically most powerful voices are heard.
Concern	Use best practice in public communication example: community outreach and input in community events, translated surveys, and in person surveys in communities of color (ex: take surveys to a multicultural market at lunch or bus stops in communities of color and American Indian communities, or schools.)
Concern	Too much staff focus on the data around pavement which is 50% of the funds but the other 50% needs to have data and ideas/ options that can be communicated at the resident level.
Question	How are you ensuring that bias is not being applied to how the feedback and input is being collected, collated, and interpreted?
Idea	Consider needs in the context of the communities what and how do the communities want to use the facilities that they want or need to use versus what they need.
Suggestion	Do- Listen to what people are telling you when doing engagement "do not tell them that is not what I want to hear about." Seek to find what you can learn from what they are sharing. Acknowledge what they are sharing they are spending their valuable time with you and you have asked for their input. Don't do mitigation of critical comments be transparent with feedback.
Suggestion	Air quality should use other measures other than traffic levels to identify issues of reduced air quality (ex: North and Northeast Minneapolis near metal and concrete facilities with higher occurrence of Asthma.)
Concern	Ped/Bicycle counts that are equitable and consistent to both geographically and also within the context of the community where the count is occurring (example: counting on more bicycle-able street vs. a bicycle with bicycle lanes.)
Ideas	Do literature review and develop annotated bibliographies for data on transportation and on-motorized transportation choices and impacts on: people of color, genders, and people based on income and specifically low income level.
Question	What is the possible future for School Zones?

Open House and Online Survey Findings

Process & Purpose

THE OPEN HOUSE

The open house for the 20 Year Streets Funding Plan was held on Thursday, August 4th, 2016 from 4:30-7 p.m. at the Downtown Minneapolis Central Library in the Doty Board Room. The main purpose of the open house was to define and understand transportation equity, and use input from the community to develop criteria for prioritizing improvement projects on city streets in the future.

The open house started with city staff presenting background details on the Capital Improvement Plan (CIP) process and how that relates to the Neighborhood Park and Street Infrastructure Ordinance. Following this presentation, attendees were given the opportunity to share feedback on three questions:

1. What does equity mean relative to city transportation?
2. What inequities exist in the transportation system today?
3. What outcomes demonstrate success?

There were a variety of ways that attendees could answer the three questions: sit at communal tables and discuss the question(s) with staff and other attendees; react to the common answers heard to date through concurrent meetings related to equity and the 20 Streets Funding Plan with post-it notes on boards; or vote for their top two choices on ballots (or write in their own answer).

THE ONLINE SURVEY

On Tuesday, August 2nd an online survey with the same three questions as noted above went live. This survey was structured and worded parallel to the information at the open house so that the votes from both could be tabulated together. Each survey respondent was able to vote for up to two choices on each of the three questions (meaning that each respondent could choose to cast up to 6 votes). The survey was closed approximately three weeks later on Monday, August 22nd.

Attendees and Respondents

19 people attended the Open House, with representation from residents, the Pedestrian Advisory Committee, Bicycle Advisory Committee, consultants, Minneapolis Public Schools, Minneapolis Bicycle Coalition, Minneapple.com, the Transit for Livable Communities Equity Committee, and the Star Tribune.

Between the open house and the online survey, there were:

- 144 online surveys taken
- 19 ballots submitted at the open house
- 850 total votes cast between the three questions (812 online and 38 at the open house)

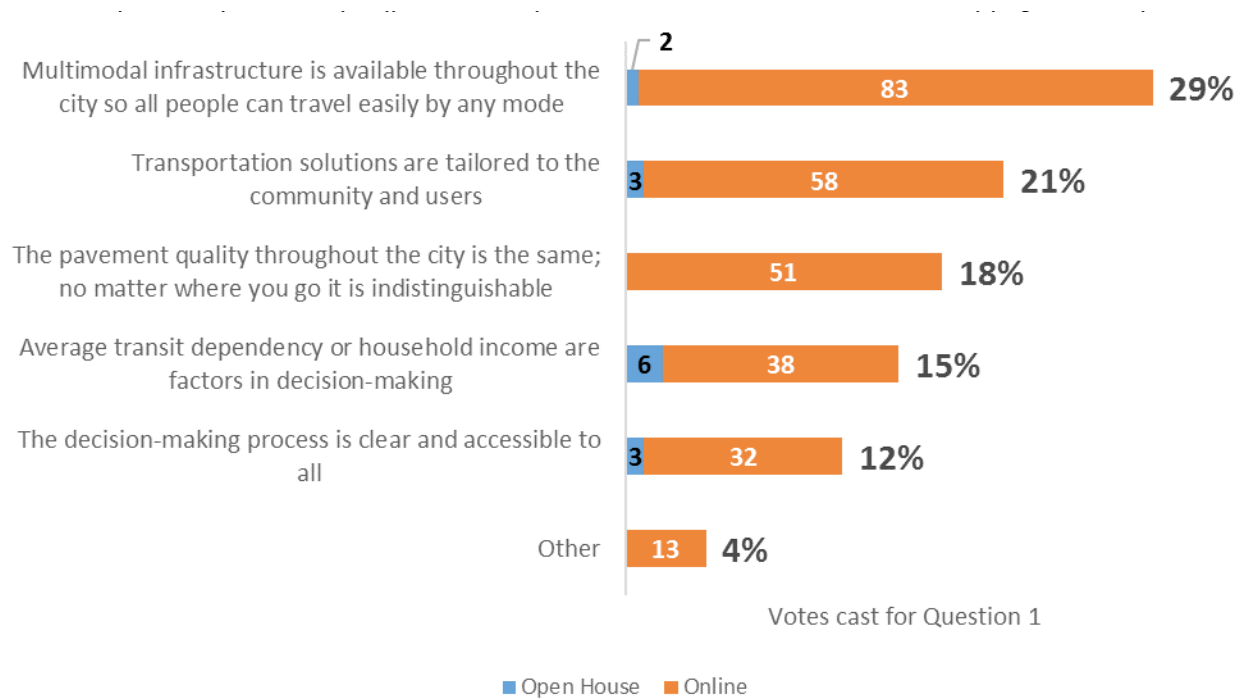
Note: Due to some inconsistencies in how people responded (i.e. skipping one of the questions, voting only once instead of twice, etc.) the number of responses is not necessarily the same for each question.

B. Stakeholder Engagement Summaries

FINDINGS FROM STATION 1: DEFINE TRANSPORTATION EQUITY

This station presented an opportunity to answer the first question: “what does equity mean relative to city transportation?”

Figure B-8: Votes from Question 1



The “other” answers given online are as follows, with some minor revisions to punctuation and spelling for readability.

- Please fix the roads and bridges!
- Wouldn't it make sense that the most traveled roads have the highest priority? Race and income should have nothing to do with this.
- Public right-of-way should be safe and used for more than just transportation (of any mode)
- Bicycles, bicycles, bicycles
- That we get value from our tax dollars; that they are not frittered, squandered, or wasted because of perceived inequities.
- Paving decisions should be based solely on pavement age, deterioration, and traffic volume.
- Equity efforts are BS and do not help. Quit wasting my tax dollars.
- Everyone can have good, accessible transportation.
- The people working on the projects are members of all racial identities and share in the decision making.
- City transportation needs to include artifacts/ amenities that are welcoming to all residents (cultures)
- The sidewalk system is complete - a sidewalk in front (and side) of every house and ADA compliant ped ramps at every intersection (including ones that are not a standard cross (+))

B. Stakeholder Engagement Summaries

- Roads that serve transit are given greater focus
- What equitable transportation means to me is that undocumented parents no longer live in fear of being deported just for driving their children to enjoy the many miles of paved bicycle paths and mountain bicycle trails within in our park systems.

Comments from the discussions (as written on the blank paper at tables at the open house) are as follows:

Community Engagement comments

- Community
 - Community input: go to the community
 - Community driven: use community plans that already exist
 - Community decisions: do not bring community to the table; it is the communities' table
- Public engagement improvements around CLIC/CIP process
- Engage non-explicitly transportation focused boards/commissions (i.e. Human Rights Committee)
- Work with trusted people to listen and hear from disadvantaged populations
- When does engagement happen? After or before it's been decided to be reconstructed?
- Can we use some of the funding for community outreach? Bring in groups to provide input and provide funding to them?

Specific Improvements or Designs Needed

- ADA, safe, clean, connected, system, tripping hazards, schools, jobs, access, safety
- Waiting to invest (i.e. Franklin Avenue Bridge; Olson Memorial Highway)
- Amenities like bathrooms and trash cans are a part of the transportation design
- ADA compliance
- Vehicle speeds that serve complete streets policy
- Better bus stops
- Bicycle/Walk Scorecard
- Equality is not equal to Equity (invest differently in different modes)
- Complete streets

Other Comments

- Areas left out
- Geographic equity
- I don't want barriers like police racially profiling me and stopping me from going from A to B.
- Barriers are overcome in ways that serve all: physical, racial, class, bridges and beyond physical infrastructure, more
- 8 years to 80-year-old can safely walk/bicycle/bus
- Continuous investment, especially in places that the City has disinvested. Don't just put in something small and leave it.
- Transportation equity doesn't mean white rich people go through my neighborhood. Means transportation serves me and I can get around.
- African Americans benefit from investments; planning and implementation of projects

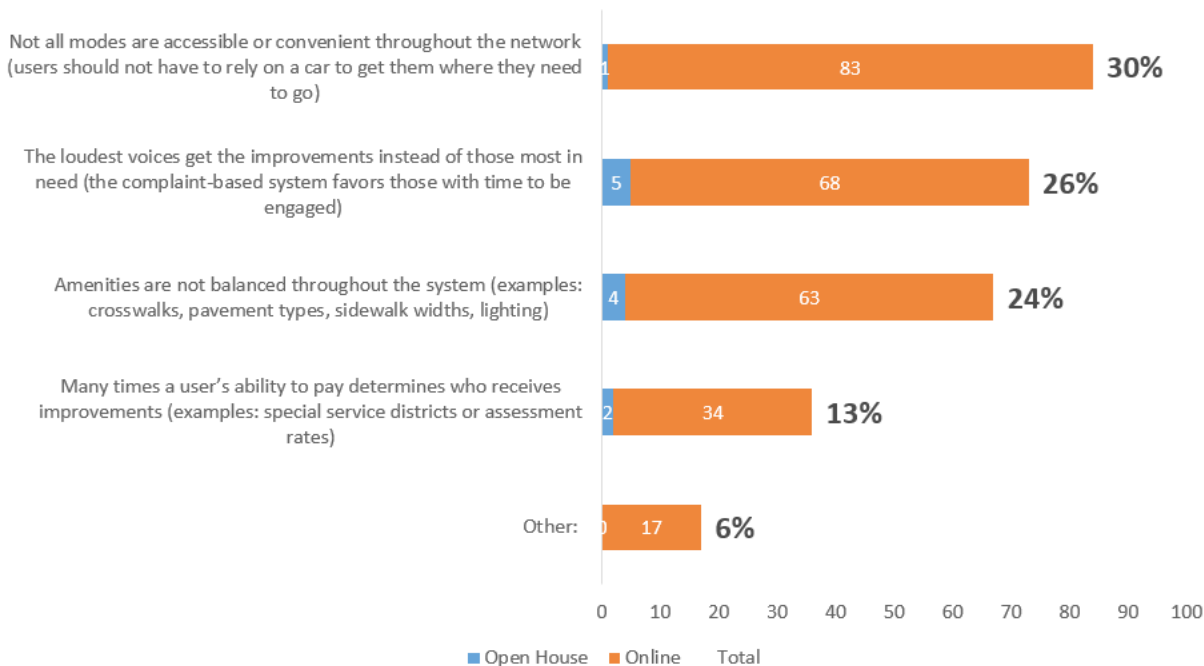
B. Stakeholder Engagement Summaries

FINDINGS FROM STATION 2: IDENTIFY TRANSPORTATION INEQUITIES

This station presented an opportunity to answer the second question of the Workshop: “What inequities exist in the transportation system today?”

Between the open house and online survey, there were 277 votes cast to answer this question. With nearly one-third (30%) of the vote, the most commonly selected answer was “not all modes are accessible or convenient throughout the network” (Figure B-9).

Figure B-9: Votes from Question 2



The “other” answers given online are as follows, with some minor revisions to punctuation and spelling for readability. Two comments with no substance were removed.

- Frankly, I think far too much emphasis has been put on bicycle lanes and wider sidewalks. After all, how much room does a person take walking down a sidewalk? Nearly every 4-lane road in the city has been converted into a two lane street causing even more congestion.
- Special assessments on main thoroughfares are unfairly apportioned on those who live on or near those main thoroughfares despite overall community benefit.
- It seems like the ultimate decision makers do not take the public's opinion into account.
- There had better be inequities in the system. In Ward 13, I'm hoping Lyndale, Penn, Xerxes, 50th, etc. have a greater weight or are prioritized before say, Red Cedar Trail, or Queen. Let's say there is an issue in the transportation system that causes mortal danger because of traffic timing, visibility, lighting, disrepair, etc. It should be fixed regardless of perceived inequities.
- Find the places that need work most and fix those first.
- There are None. Quit spending in ridiculous bicycle boulevards and roundabouts.

B. Stakeholder Engagement Summaries

- None of the above.
 - 1. Some streets were concrete and are more difficult to repair than asphalt streets.
 - 2. Much of public transportation is north/south oriented and need more East/ West orientation.
- Minneapolis please look to the future, for transportation needs and funding. Stop being so short sighted.
- Safety is a barrier to many residents who don't speak the language from using it. We need better security
- Street pavement is in a range of conditions because some streets were last paved over 50 years ago, some streets have more traffic (especially buses and trucks). Some streets have no sidewalks or even a boulevard that is walkable.
- Poor communication and process with Street, Meter and transportation folks with neighborhoods - resident paying taxes who pay city staff salaries. Notification is woefully inefficient. 45 days should be required. Folks know about projects for months if not years and come to community as an after-thought. Pitiful process for staff who paid with public money - tax dollars
- Not certain there are significant inequities but I rarely use public transportation other than the light rail from the airport
- Pedestrians are more likely to be hit by cars in North Minneapolis. African American pedestrians nation-wide are more likely to be victims of crashes.
- Areas that see heavier use (buses other heavy traffic) decline faster but aren't repaired more often

Comments from the discussions (as written on the blank paper at tables) were as follows:

Community engagement comments

- Make-up of BAC/PAC
- Community engagement (Equitable Development Scorecard)
- Input > Feedback > Input = Accountability

Location-based inconsistencies

- Bicycle infrastructure and sidewalk infrastructure in North and Northeast Minneapolis vs south
- Historical-barriers (highways, etc.) based on neighborhood lines
- North Minneapolis received substandard winter maintenance
- Infrastructure/public works projects distributed more comprehensively in low income/ communities of color
- Displaced communities > freeways/interstates

Others

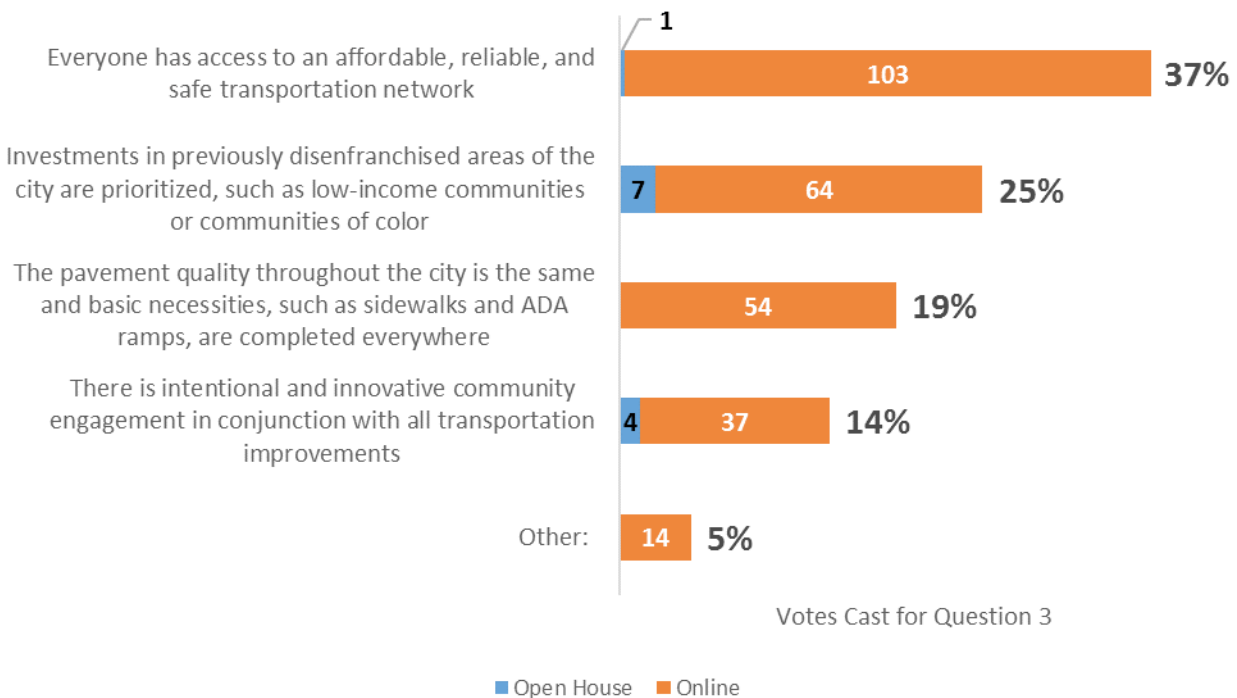
- Valuing existing ridership (public transit) vs new riders
- Prioritize bicycling and walking

B. Stakeholder Engagement Summaries

- Barriers/connectivity
- Sound pollution
- Transit policies
- Underinvested areas
- Assessments is an inequitable model
- Sexual harassment, racial profiling makes me feel unsafe; not everyone feels this; streets are not designed to help me travel safely

FINDINGS FROM STATION 3: ENVISION EQUITABLE TRANSPORTATION

Figure B-10: Question 3 Votes



The “other” answers given online are as follows, with some minor revisions to punctuation and spelling for readability. Two comments with no substance were removed entirely:

- Fix the roads and bridges before building more bicycle lanes.
- Once again race should not have any bearing in these decisions!
- Basic necessities (sidewalks, ADA ramps, trees, pedestrian scale lighting, and traffic calming) take priority over pavement quality and free car parking
- Judicious stewardship of our tax dollars.
- Buses run frequently and on time; potholes and rough streets get fixed promptly
- Taxpayers keep more of their hard-earned money, spending it in more businesses who then grow & hire more people.

B. Stakeholder Engagement Summaries

- Hire more people of color throughout the City enterprise so people of color can trust working with the City
- Basic necessities such as sidewalks and ADA ramps are completed everywhere (not the pavement quality part).
- There is a permanent program in place that replaces a portion of the street pavement and sidewalks every year, based on conditions. There should be measures in place that allow funding for this program to be cut only in times of severe financial distress.
- That folks, everyday residents living day-by-day, are NOT surprised with projects shutting down their streets or parking
- Areas that serve people who don't have access to cars receive improvements to give transit a time advantage and higher-quality experience
- Reflects environmental sustainability

Comments from the discussions (as written on the blank paper at tables at the open house) were as follows:

- Eliminate/reduce unpaved roads and alleys
- More sustainable roadways so they last longer; not as much need for reconstruction
- Money identified for North Minneapolis Greenway
- 5 miles of protected bicycle lanes in North Minneapolis by 2021
- ADA compliancy throughout North Minneapolis; Work with County and state
- African Americans with less health issues than currently identified by Hennepin County SHAPE survey
- Safe Routes to School network that comprehensively connects parks, schools, and neighborhoods in North Minneapolis
- A bus route that connects the Farmer's Market (via Lyndale) to North and South Minneapolis

Open ended comments from the online survey

The online survey ended with an opportunity to share any feedback without pre-set answers. The page asked, "are there any other comments you would like to share about the 20 Year Streets planning process?" There were 55 responses to this question:

- I think that the city has done a good job of making the streets and sidewalks and public right of way amenities pretty, even across the city. I'm glad there is more funding to improve all of it, as it all needs improvement.
- Fix those damn potholes!!!
- I am happy to share the cost of providing, maintaining, and plowing bicycle lanes with a tax or fee that is paid by bicycle users.
- Community engagement and transparency are so key here. Part of the reason we struggle with equity is because only certain people are involved in the conversations and have the power to make decisions. A conscious, concerted effort to engage traditionally disenfranchised people is so needed. I sincerely hope that that will be your approach.

B. Stakeholder Engagement Summaries

- I just want to reiterate, a number of years ago there was a “Livability Study” done and the number one concern was congestion. Since then with every opportunity to address it the city has done just the opposite and converted every major (4 lane) street in the city to a 2 lane.
- Not sure if this applies, but I live in SW Mpls & feel that all the construction traffic (ie: dump trucks, cranes, cement trucks) are breaking down our residential streets. Would like to see some compensation for Mpls from these contractors.
- Please spend more money making streets safer for walking and biking. Let's also improve the quality, availability, and frequency of our public transit.
- One respondent provided four comments:
 - Our residential rights of way are ridiculously wide. Enough that we could literally fit small parks, green space, or even housing (yes, housing) in the middle while still providing shared ped/ bicycle/vehicle (including emergency) access to properties. Our alleys are typically 12' wide (with structures or poles coming right up to the edge) and accommodate garbage trucks and emergency vehicles as well as residential vehicles (and occasional pedestrians and cyclists) despite their single-lane nature (and yes, vehicles often need to accommodate each other when traveling in opposite directions, but it works and life moves on). Vehicles move at speeds that are quieter and safer than our residential streets. And they manage to handle all this even in the winter - plows prioritize alleys last yet people manage to store snow and access garages.
 - It would not be crazy to suggest our main residential streets turn space over from cars to other uses. Mini-parks, expanded boulevards to allow better tree coverage, chicanes, publicly-maintained bicycle parking, stormwater retention, etc all fit this at the minor expense of on-street parking (which the city rarely charges for). Milwaukee Ave's design is a good model.
 - It's also possible small-scale housing can fit in the right of way while still allowing vehicle access, potentially on both sides. Most of Minneapolis is single family homes, duplexes, or short apartments. There are places across the developed world with a pervasive network of 10-15' wide residential streets with this low-rise form fronting them. It could work here. This would represent additional housing that contributes to the overall tax base, but also to the cost of reconstructing the street - stretching the \$21m annual budget further than currently planned. It could also be a source of low-impact public housing in neighborhoods that could really use racial and income diversity. I'd like to at least see the city at least investigate these options from a design, cost (both capital and maintenance), social benefit perspective relative to rebuilding the status quo. It'd be nice if options were presented to property owners to weigh in on.
 - Finally, an analysis of assessment practices should be done. I'm not sure what the right amount is. On one hand, the ability to pay (even easily assessed over 15+ years) is very limited in many neighborhoods, suggesting assessments should be a small percentage of covering the cost. On the other, residential streets with 32' of pavement represent a significant cost to the city for a few hundred people a day who can afford vehicles to access their homes, and costs should be at least a little visible to users. Maybe the city strikes the right balance today, I'm not sure. I don't think 100% assessment for sidewalks (the cheapest, most basic mode of transportation humans have at their disposal) is entirely inequitable.
- Thanks for listening to my rant!
- Our urban forests should NOT be sacrificed for transportation needs.
- Pedestrians and cyclists need to be protected from cars - make the infrastructure work for this!
- Do not require pedestrians to push a button to get a walk signal – make all stoplights provide a “walk” by default. Add more left-turn lanes.

B. Stakeholder Engagement Summaries

- I'VE RIDDEN ON A ST. PAUL Bicycle TRAIL MADE UP OF, I'M GUESSING CLASS 5 ROCK MIXED WITH ASPHALT. IT'S POROUS, AND NO CRACKS THIS SPRING. ARE THERE BETTER MIXES AVAILABLE?
- I am happy to see we are continuing to fix our city streets. Minneapolis is a very old city and continual improvements must be made. Deteriorating streets can lead to a lack of quality of life and negative attitudes.
- Complete streets policy should be part of every street improvement process.
- Stop being so car-centric. We can look to the future and see that our depending on cheap petrol is not a winning strategy. Change is inevitable, let's be prepared.
- There are far too many bicycle paths that are not being used. Every main street does not need a path. The decreased parking and single lanes of traffic are frustrating.
- I think you need a solid plan to rotate repaving, fix sidewalks, etc. and keep the public informed. Part of it should be a "task force" to handle special problems: potholes, rough places in bicycle/ walk trails, etc. An old line: plan the work and work the plan – and talk to people.
- Don't subsidize or encourage the parking of giant private machines (cars) on public roadways. Scale back car parking requirements for any and all businesses in any part of Minneapolis.
- Make this a Priority; we should be able to brag about our infrastructure.
- It makes me sad to read this. Reads like the Communist Manifesto.
- If the light rail can travel faster then please make it do so. I realize that this could involve adjustments at intersections and changes to bus and light rail schedules. I am a transit commuter and see the buses packed but not the light rail. I take the bus when I could take light rail, for some routes, as the bus will get me there faster. It seems as if the investment in the heavy infrastructure (LRT) could be better maximized.
- People should have honest conversation regardless of political correctness. We all know that certain neighborhoods are safer than others. Therefore, we need to acknowledge that and plan accordingly such as more video monitoring, better lighting, etc. in those areas.
- I'm delighted that the city allocated funds to improving our streets – this is a basic amenity that we expect from our city officials. I hope that sidewalks are included in this process as they need improvement as well so walking can truly be a safe transportation option – heaved sidewalk sections are a hazard for all walkers.
- To create a truly equitable transportation system in the 21st Century, I believe city priority should follow the hierarchy below:
 - Walking/Biking
 - Mass Transit
 - Automobile
- Hopefully added assessments will be reasonable. Maybe a payment plan with low or no interest.
- No more spending on Light Rail!!
- The basic infrastructure should be maintained. I'd love more bicycle lanes unless they are bumpy.
- My street was already milled and re-asphalted. I had to pay. Are ALL Homeowners going to have to pay if/when their street is completed? Or is it just in certain areas of the city that have higher

B. Stakeholder Engagement Summaries

incomes? Southwest & Nokomis for example. And if they will not have to pay, we should be entitled to refunds from this \$21 Million Fund

- Those streets in bad conditions need to be repaired first no matter where they are in the city.
- There is opportunity to hire men and women of color to work on the projects and be in public and be seen by the community. Role models are created by young people of color seeing men and women that look like them in the workforce.
- The wages paid to those working on the transportation projects for the next 20 years will be able to be multiplied by members of the community being part of the work force.
- Include rigorous and transparent vetting process and accounting for all city projects. Include costs for marketing the 20yr plan so everyone will understand where \$ are being spent and when!
- The Special Service District system ensures inequality. The city deserves to have a higher uniform standard of initial investment in amenities, along with ongoing maintenance guaranteed for all commercial corridors.
- This is nothing more than liberal garbage.
- Please take into account the urban forest – add trees.
- Streets need to reflect the desire of the community, not just those you yelled the loudest or have the “know how” and language to complain
- If you want people to use public transportation, the routes need to be convenient for everyone. I've tried really hard since moving downtown to use the bus rather than my car, but now that I have to either walk 8 blocks to pick up the bus to Uptown or else wait for the connecting bus which runs every half hour, I'm re-thinking that. Are there presently as many bus options running North/South as there are bicycle options?
- Thanks for having a survey for those who can't make the public meeting.
- We love our north side temporary greenway. Moving forward it's important to include more innovative means of transportation to ALL communities.
- There are no streets of color or low income streets, just streets. Stop wasting time and money on surveys and meetings and get on with fixing the streets. Just put the old program back in place and keep politics out of it.
- Also, don't confuse streets with transportation. This is a fund to provide pavement and sidewalk, not bicycle paths, buses or trains.
- Start by ensuring that this gets out. I am a Phillips resident who heard this from a 7th Ward friend. This should also be in different languages if you are talking equity. This survey proves that the institution is still operating from a view of privilege.
- It is important that when ideas are brought to the community, they are not brought forth independent of how they interact with other planning processes. Too often, there are meetings devoted to one specific idea that is devoid of meaningful context as it fits in with other planning processes. A streets planning process should be exhibited as it fits in with a neighborhood small area plan, or a major transit infrastructure upgrade like LRT or BRT (or, god forbid, streetcar).
- The prioritization should be based on where the streets or other infrastructure included are in the worse condition regardless of any other factors socioeconomic, racial, or other. That's just good old fashion common sense from a taxpayer perspective.

B. Stakeholder Engagement Summaries

- All these things listed above are extremely important, and we should have not been given “only 2 choices”. All of these things need to be prioritized. Our City is extremely inequitable and in order to create equity you cannot only select your top choices, all of these things need to be done and completed. If the City wants to move forward with a more equitable
- Please stop placing so much weight on private automobile use. All the space and expense to provide free parking and wide lanes that create an unsafe environment for pedestrians needs to stop. Most of our sidewalks are too narrow for two adults to pass one another going opposite directions and there are so many obstructions that even as an able bodied person walking in the city can be difficult. I see so many things that while simply annoying to me make a sidewalk completely unusable for anyone in a wheelchair. When you do occasionally fix a corner to meet the letter of the ADA you tend to miss the spirit and do only the bare minimum. I'd like to know why traffic calming, lane width narrowing and things like curb outs aren't a standard part of every street reconstruction. Also it's very obvious that certain areas go too long without investment to avoid thorny issues. For example Franklin Avenue around 3rd Avenue has terribly illegal sidewalks that no one in a wheelchair could possibly use even in good weather. The intersection is always an unsafe nightmare to walk though and both the road and sidewalks are crumbling. But if the city were to do any significant work you'd be required to bring it into ADA compliance and that would require either reducing the number of lanes or using eminent domain to take land from property owners along the street (possibly still both if the design had anything more than the minimum pedestrian requirements). Other streets less in need are clearly being planned and built long before this will be touched because it's a thorny issue (and I'm sure some garbage about it being a county road or some other jurisdictional excuse applies too). Rather than trying to fix a real festering wound in the transportation network it gets ignored continues to get worse.
- With added funds to spend means added people to employ. Jobs/contracts should go to people of color and women first.
- Need more left turn light signals at busier intersections.
- Partnership with Metro Transit to make corridors that host transit feel better for all users; automobile users should be the lowest priority since they can detour much more easily than transit users, pedestrians, and cyclists.
- The poorer neighborhoods (Dowling to Franklin, excluding Downtown) have the greatest need of safe, efficient mass transit - yet are often the first areas cut. This is wrong.
- Stop redoing parallel main streets at the same time ~ if one major thoroughfare is under construction, people will move to the next; but when two are, they go all over the place and traffic on random side streets goes way up.
- Our urban planning needs more first floor retail (with 2-4 floor housing above) to make our streets vibrant. Public transportation, rather than car-based thinking, is a major priority in my hope for Minneapolis.
- Our understanding of equitable transportation should be led by and reflect the voice of low income and people of color use and nonuse of our transportation system.
- At the same time equitable transportation should not ignore nor avoid convention related to the negative impact of an unsustainable transportation system on low income and people of color.
- “Transportation network” does not mean the same thing as “drivable street network.” It includes shaded sidewalks (and so adding boulevards for city-owned trees where they've been removed,

B. Stakeholder Engagement Summaries

especially in neighborhoods with high transit dependency), safe and comfortable bicycle networks that connect to the whole city (protected bikeways, also with shade trees along the routes), etc.

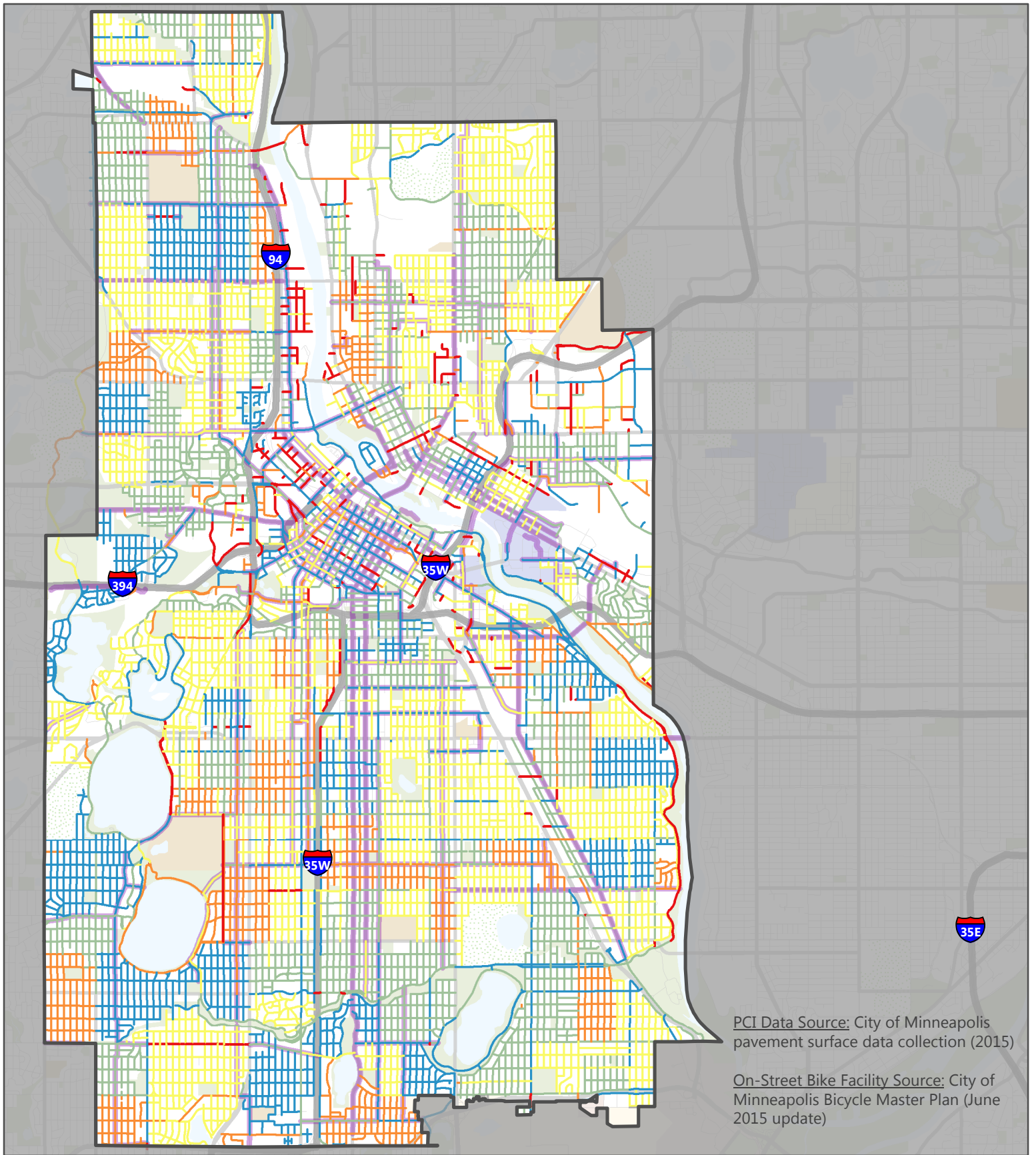
- Hoping that our newly implemented complete streets policy will really have teeth in future planning efforts. Would love to see PEOPLE prioritized over cars and our streets (our largest public spaces) accessible to all!!
- I have a real perception problem with the current state of road and transportation policy in Minneapolis. I doubt there is any intentional bias but can't help but notice the street conditions in serious decline in Willard Hay, while in the Lake of the Isle area, perfect new roadway in many places. Add to this that Kenwood residents have embraced the Southwest light rail opportunity with nimby style litigation, while in NoMi, where the majority of residents don't even have cars and are in dire need economic development, we continue to wait and have important opportunities such as Bottineau light rail delayed.
- Please make an effort to make the state of road quality even across the city, after a focus on impoverished communities. Base the property tax assessment on the ability to pay / property values with NoMi in general and economic development or promise zones in particular gaining reduced assessments. A progressive assessment schedule is in keeping with the values of Minneapolis and will eliminate perceptions of bias in our community.

Appendix C

QUANTITATIVE CRITERIA MAPS

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PCI Data Source: City of Minneapolis pavement surface data collection (2015)

On-Street Bike Facility Source: City of Minneapolis Bicycle Master Plan (June 2015 update)

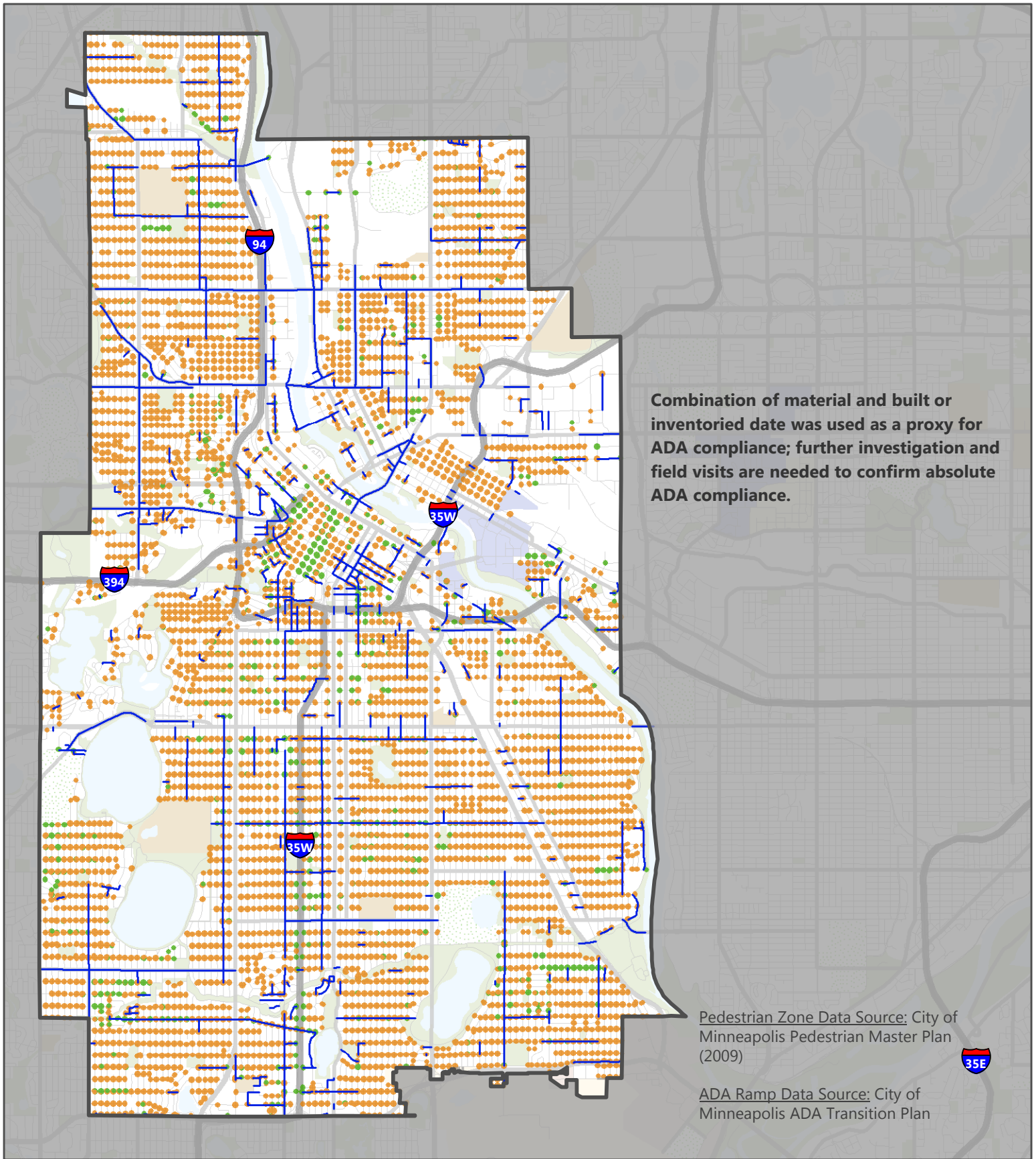
- | PCI | Bicycle Facility |
|---------------------|----------------------------|
| 89 - 100: Very Good | On-Street Bicycle Facility |
| 76 - 88: Good | |
| 61 - 75: Fair | |
| 36 - 60: Poor | |
| 0 - 35: Very Poor | |

20 Year Streets Funding Plan

Pavement Condition Index (PCI) & On-Street Bicycle Facilities

December 2016






Combination of material and built or inventoried date was used as a proxy for ADA compliance; further investigation and field visits are needed to confirm absolute ADA compliance.

Pedestrian Zone Data Source: City of Minneapolis Pedestrian Master Plan (2009)

ADA Ramp Data Source: City of Minneapolis ADA Transition Plan



Minimum Pedestrian Zone Width

 Less than 10 Feet

Curb Ramp Approximation

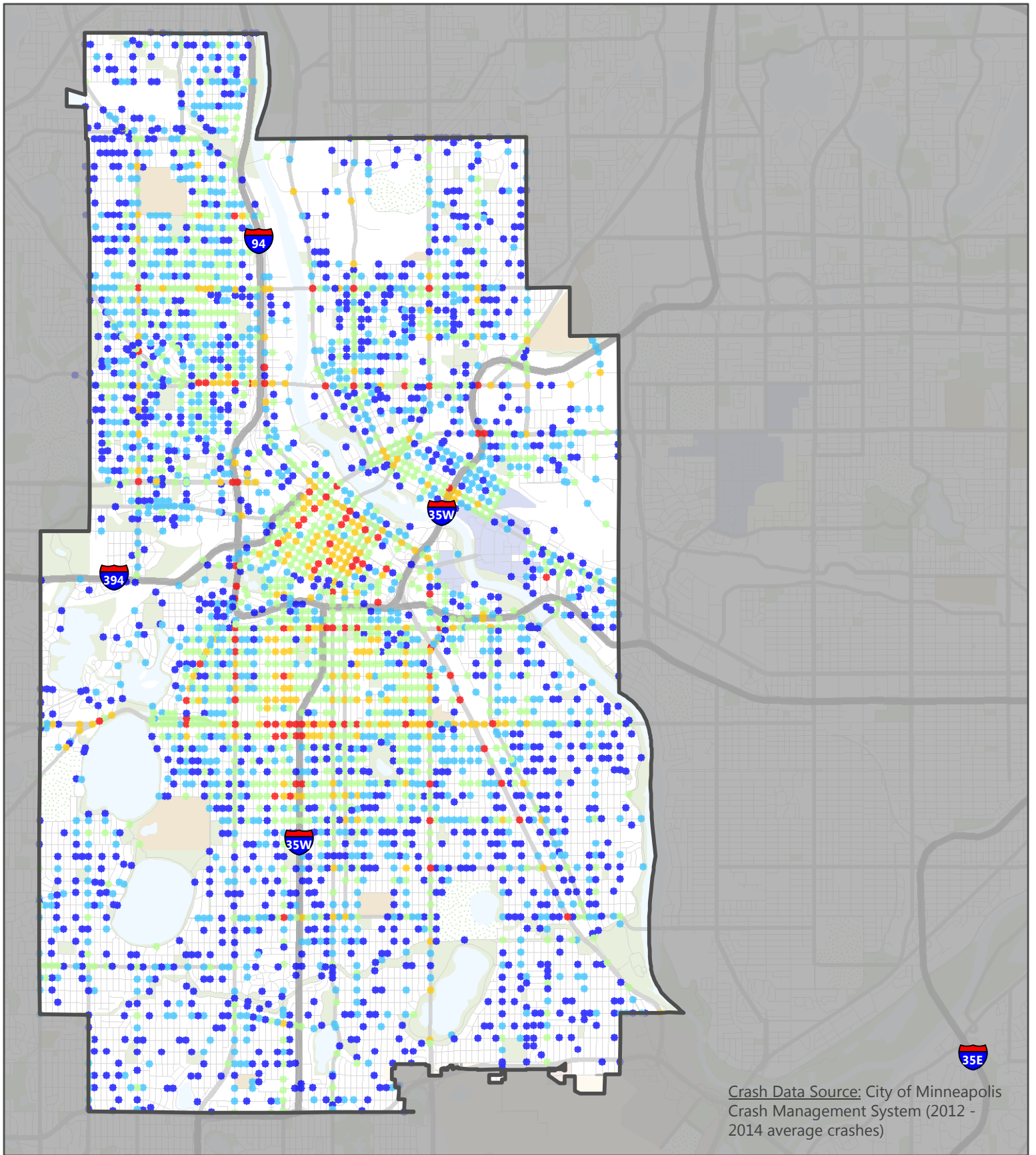
- Does Not Have Steel Truncated Dome or Was Built Prior to 2012
- Has Steel Truncated Dome or Built in 2012 or Later

20 Year Streets Funding Plan

Infrastructure Condition Data: Pedestrian Facilities

December 2016





Crash Data Source: City of Minneapolis
Crash Management System (2012 - 2014 average crashes)

Average Annual Crashes at Site

- Over 10
- 5.1 - 10.0
- 1.1 - 5.0
- 0.5 - 1.0
- Less than 0.5

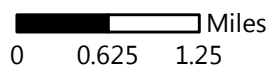
Points were allocated to projects by normalizing these raw crash volumes by number of users per street segment.

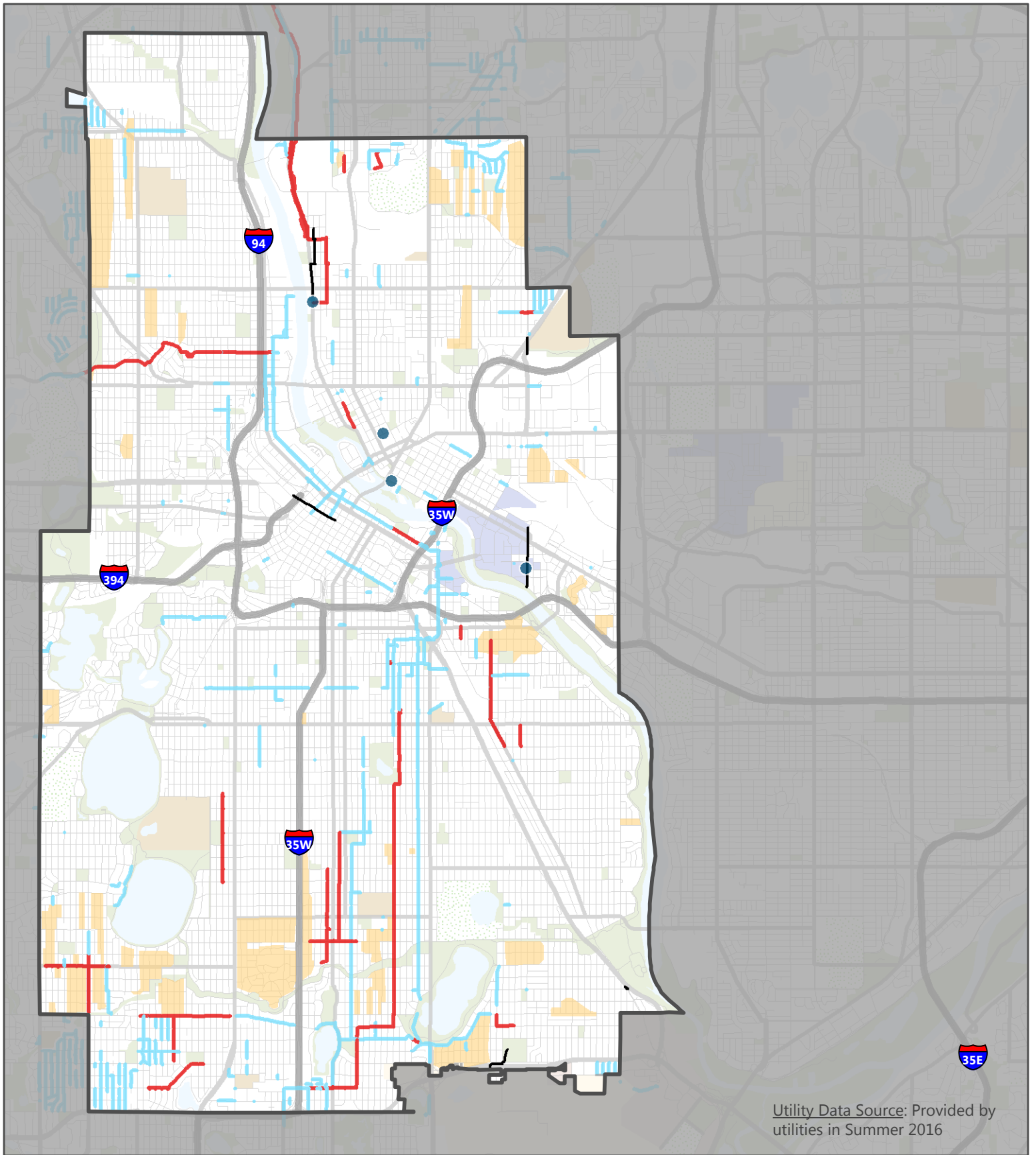
20 Year Streets Funding Plan

Average Annual Number of Crashes by Site (2012-2014)

December 2016

C-5





Utility Data Source: Provided by utilities in Summer 2016

Potential Metropolitan Council Environmental Services (MCES) Projects

- Structure Repair or Replacement Project
- Other Linear Capital Projects

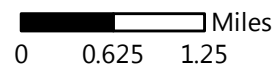
Potential CenterPoint Energy Projects

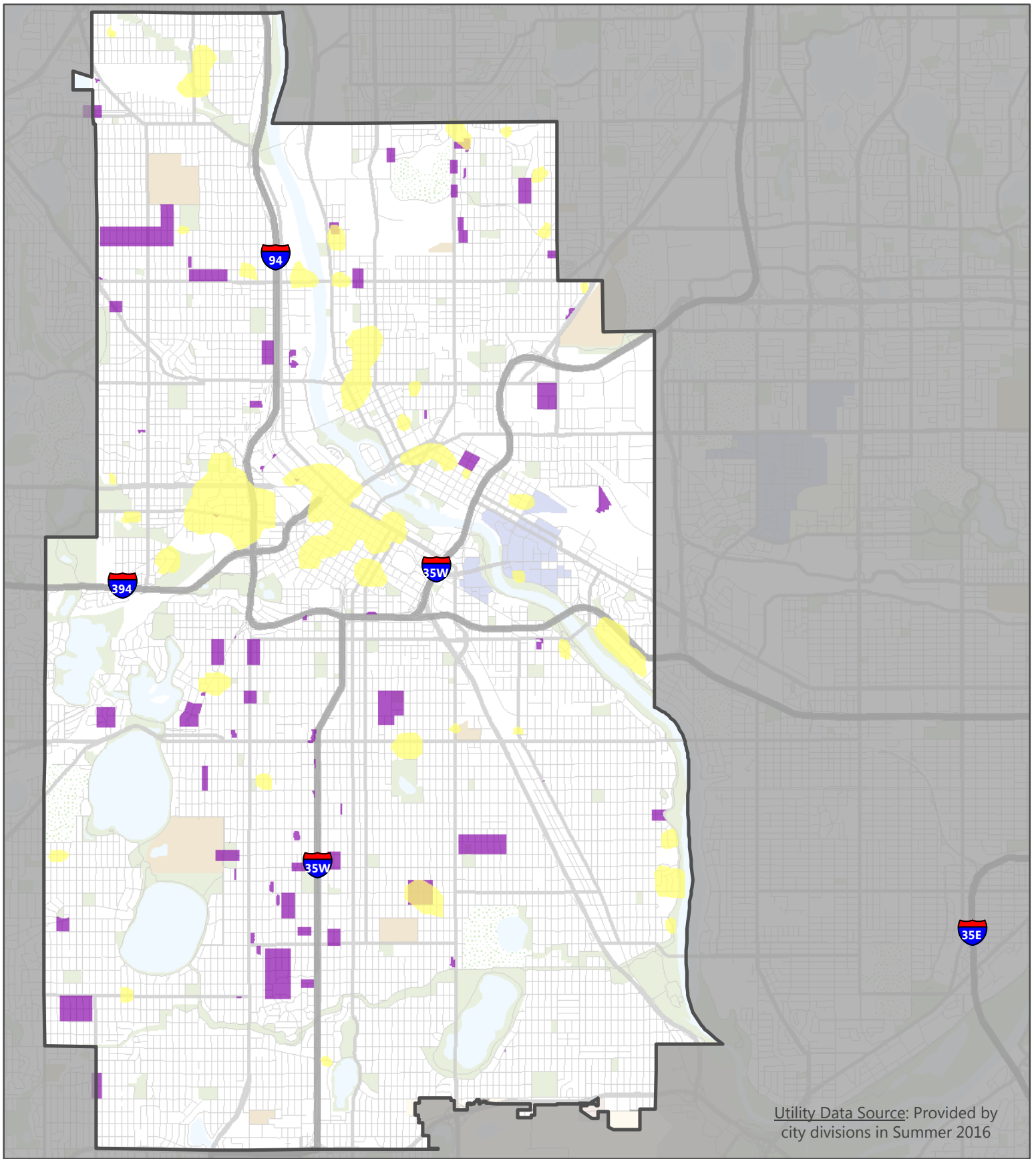
- Low Priority
- High Priority
- Residential Service Replacement Zone

20 Year Streets Funding Plan

Private (Non-City) Utility Projects

December 2016





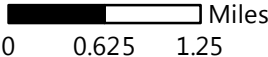
Utility Data Source: Provided by city divisions in Summer 2016

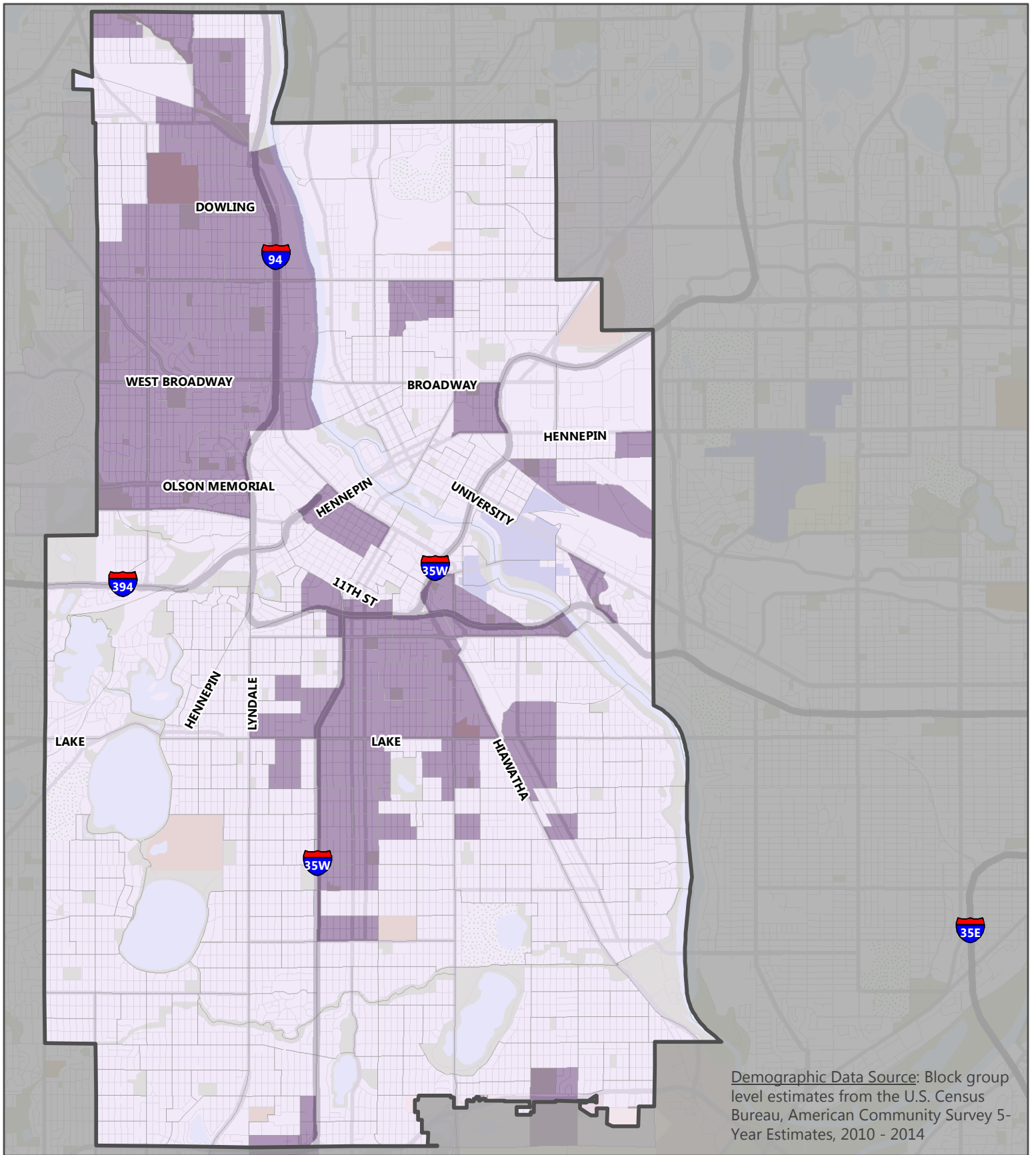
- Leak Density Area of Interest
- Stormwater And Sewer Areas of Interest

20 Year Streets Funding Plan

Public (City of Minneapolis) Utility Projects

December 2016





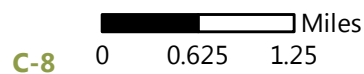
Percent People of Color

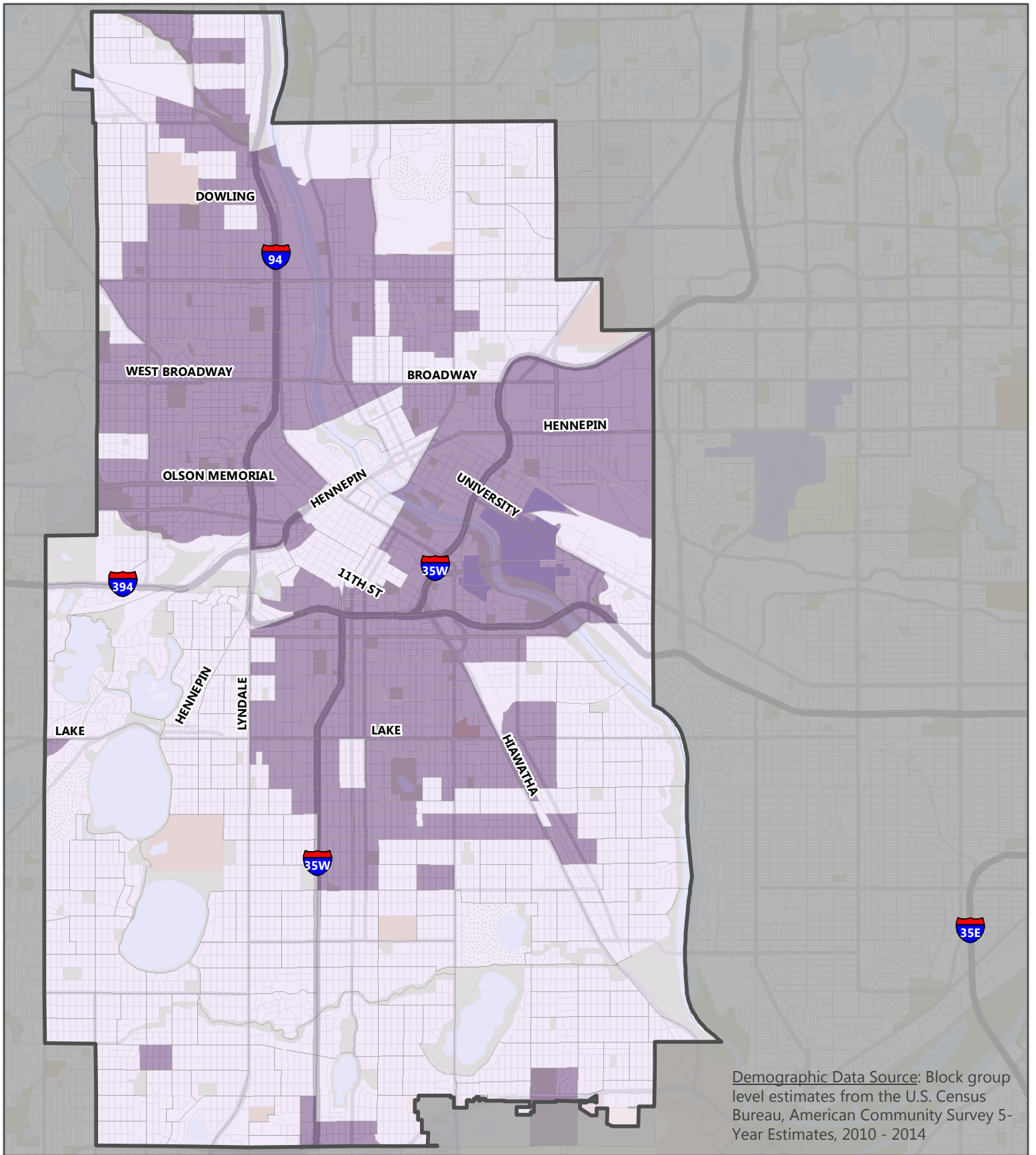
- Less than 50%
- 50% or more

20 Year Streets Funding Plan

Non-White Majority

December 2016





Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

Percent in Poverty*

- Less than 40%
- 40% or more

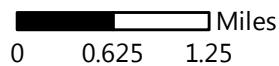
*Defined as residents having incomes at or below 185% of federal poverty threshold

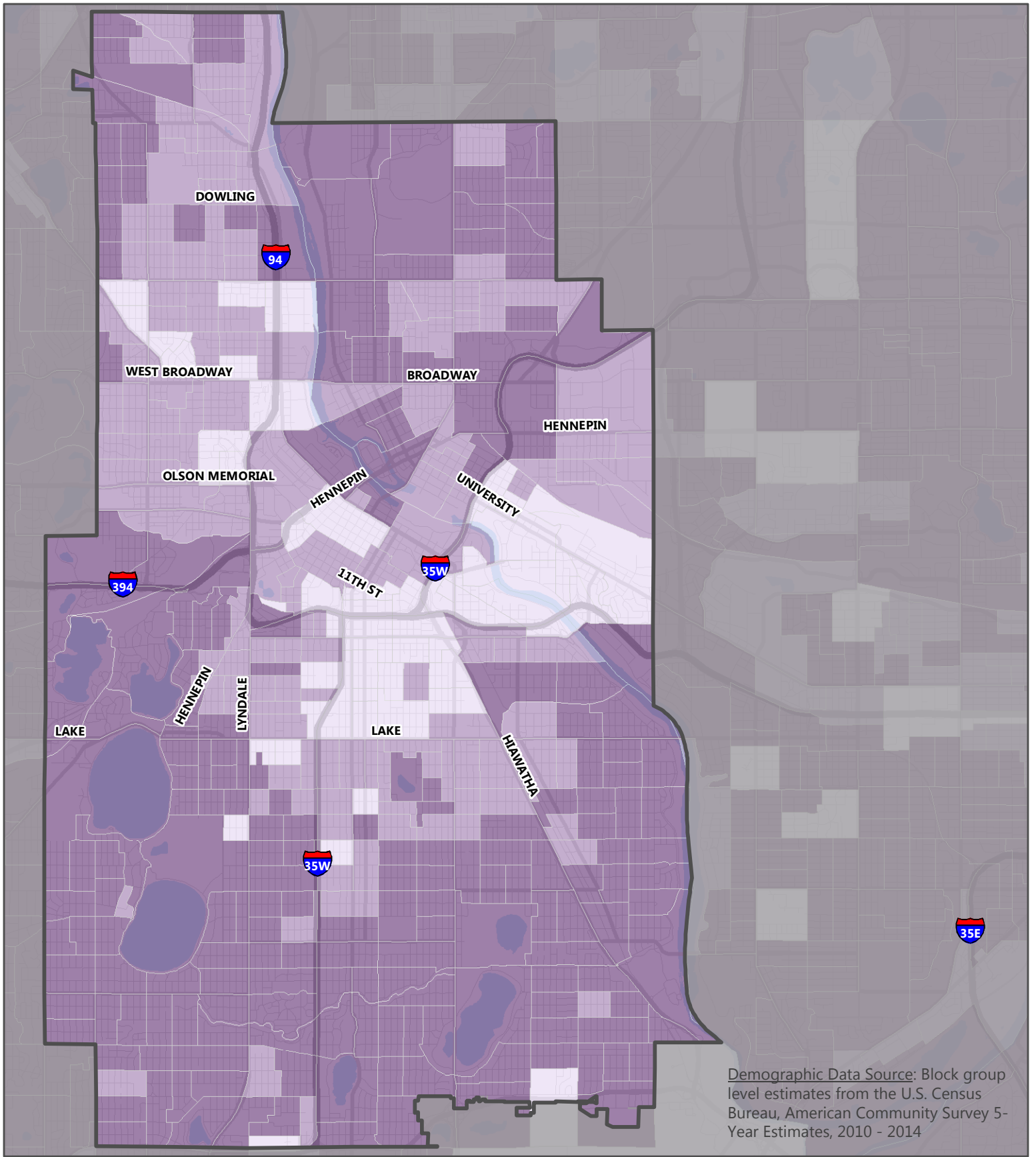
20 Year Streets Funding Plan

Low-Income Population

December 2016

C-9





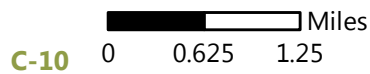
Vehicles per Driving Aged Resident

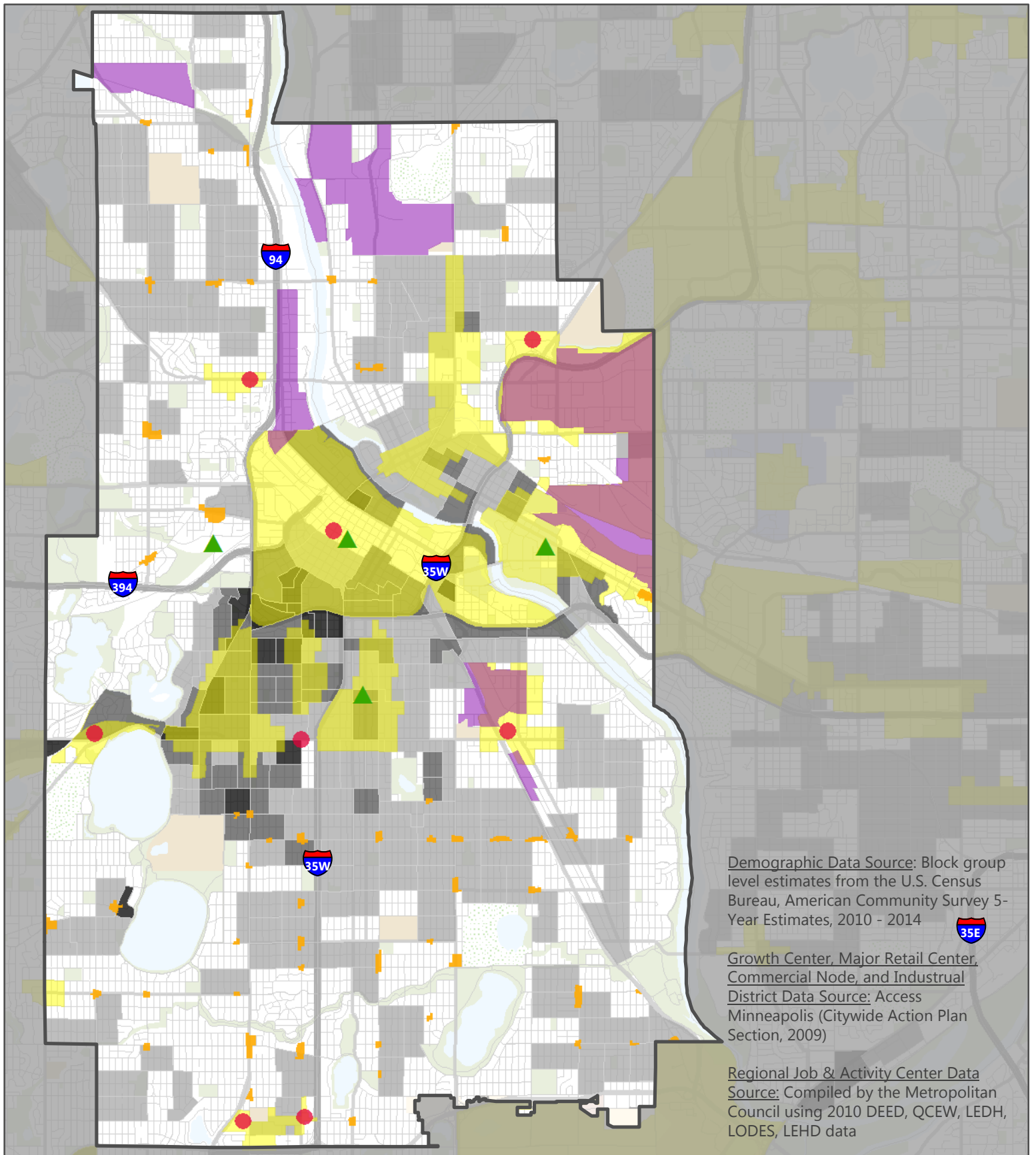
- Less than 1/2
- 1/2 - 3/4
- More than 3/4

20 Year Streets Funding Plan

Vehicle Availability

December 2016














Demographic Data Source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5-Year Estimates, 2010 - 2014

Growth Center, Major Retail Center, Commercial Node, and Industrial District Data Source: Access Minneapolis (Citywide Action Plan Section, 2009)

Regional Job & Activity Center Data Source: Compiled by the Metropolitan Council using 2010 DEED, QCEW, LEDH, LODES, LEHD data

-  Growth Center
-  Major Retail Center
-  Commercial Node
-  Industrial District
-  Regional Job & Activity Centers

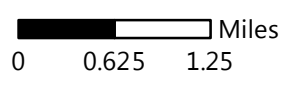
- Housing Units per Acre
-  0 - 5
 -  5.1 - 10
 -  10.1 - 20
 -  Over 20

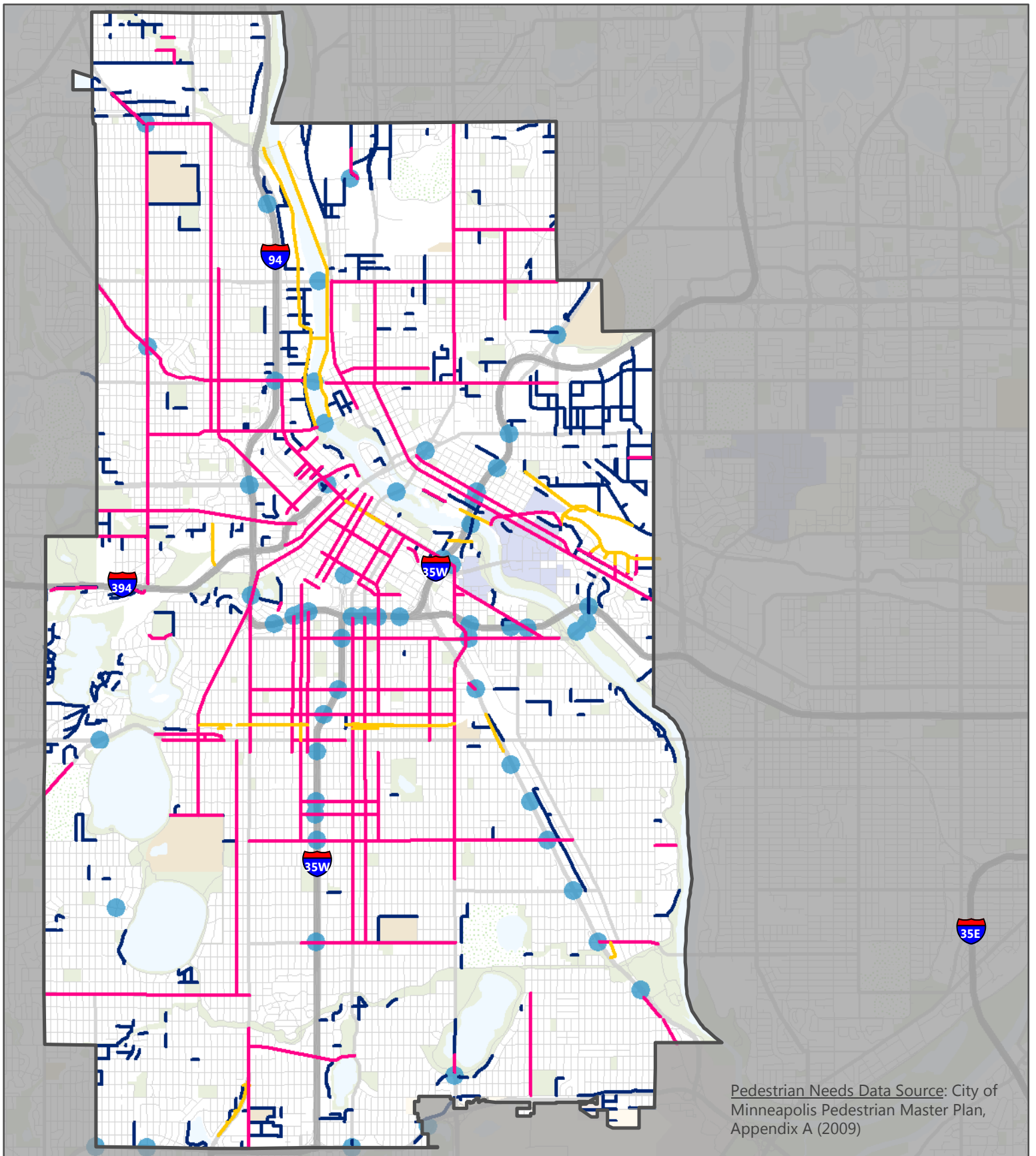
20 Year Streets Funding Plan

Data For Potential Users Criteria

December 2016





C-11





Pedestrian Needs Data Source: City of Minneapolis Pedestrian Master Plan, Appendix A (2009)

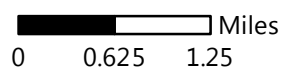
Pedestrian Master Plan Data

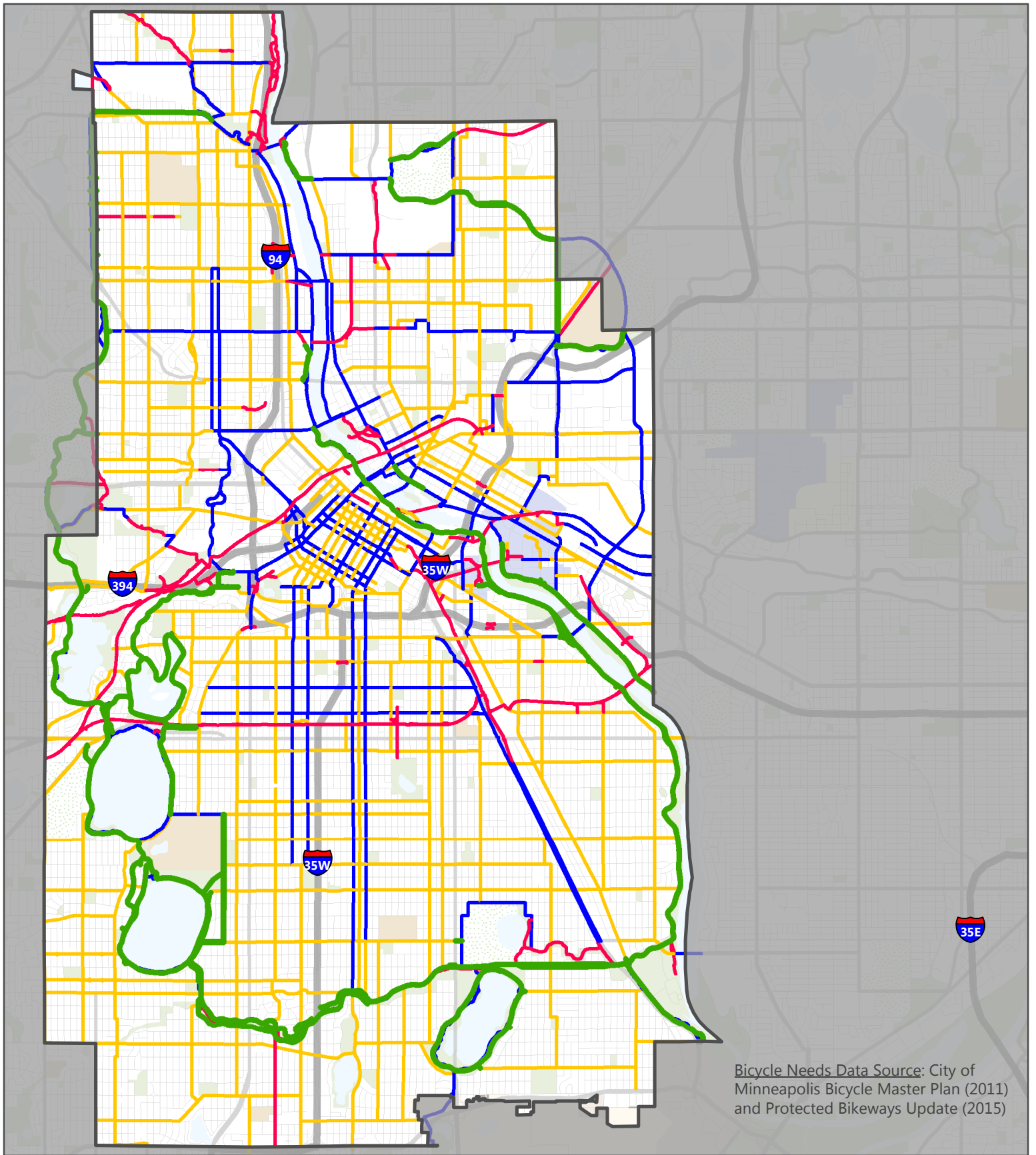
-  Potential Future Connection
-  Potential Future Capital Project
-  Sidewalk Gap or Potential Future Infill
-  Bridge or Intersection Need

20 Year Streets Funding Plan

Data For Modal Needs Criteria: Pedestrian

December 2016







Bicycle Needs Data Source: City of Minneapolis Bicycle Master Plan (2011) and Protected Bikeways Update (2015)

Park Board

 Park Board Parkways and Trails

Future Bikeway Type

 On Street

 Off Street

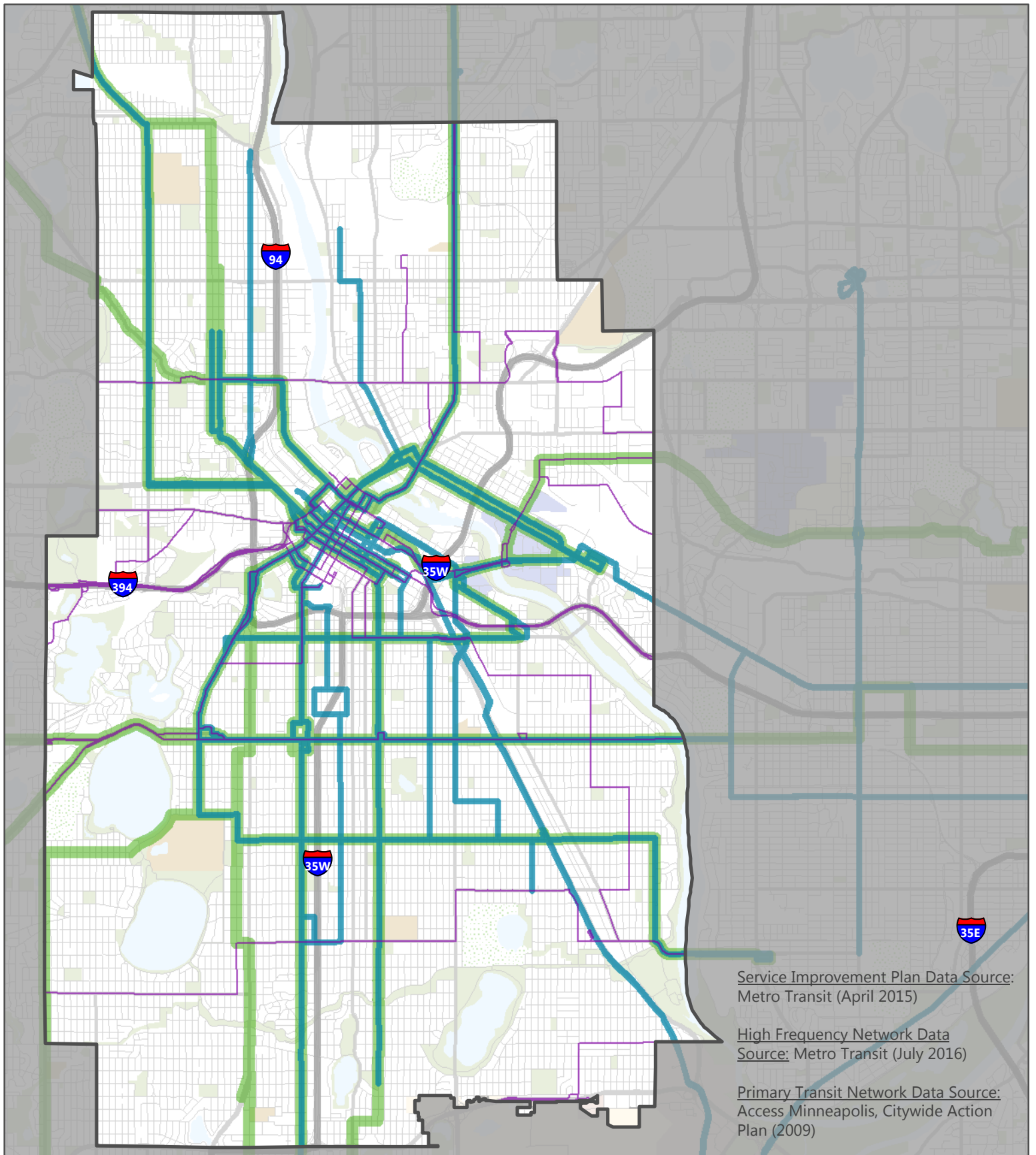
 Protected

20 Year Streets Funding Plan

Data for Modal Needs Criteria: Bicycle

December 2016








Service Improvement Plan Data Source:
Metro Transit (April 2015)

High Frequency Network Data Source: Metro Transit (July 2016)

Primary Transit Network Data Source:
Access Minneapolis, Citywide Action Plan (2009)

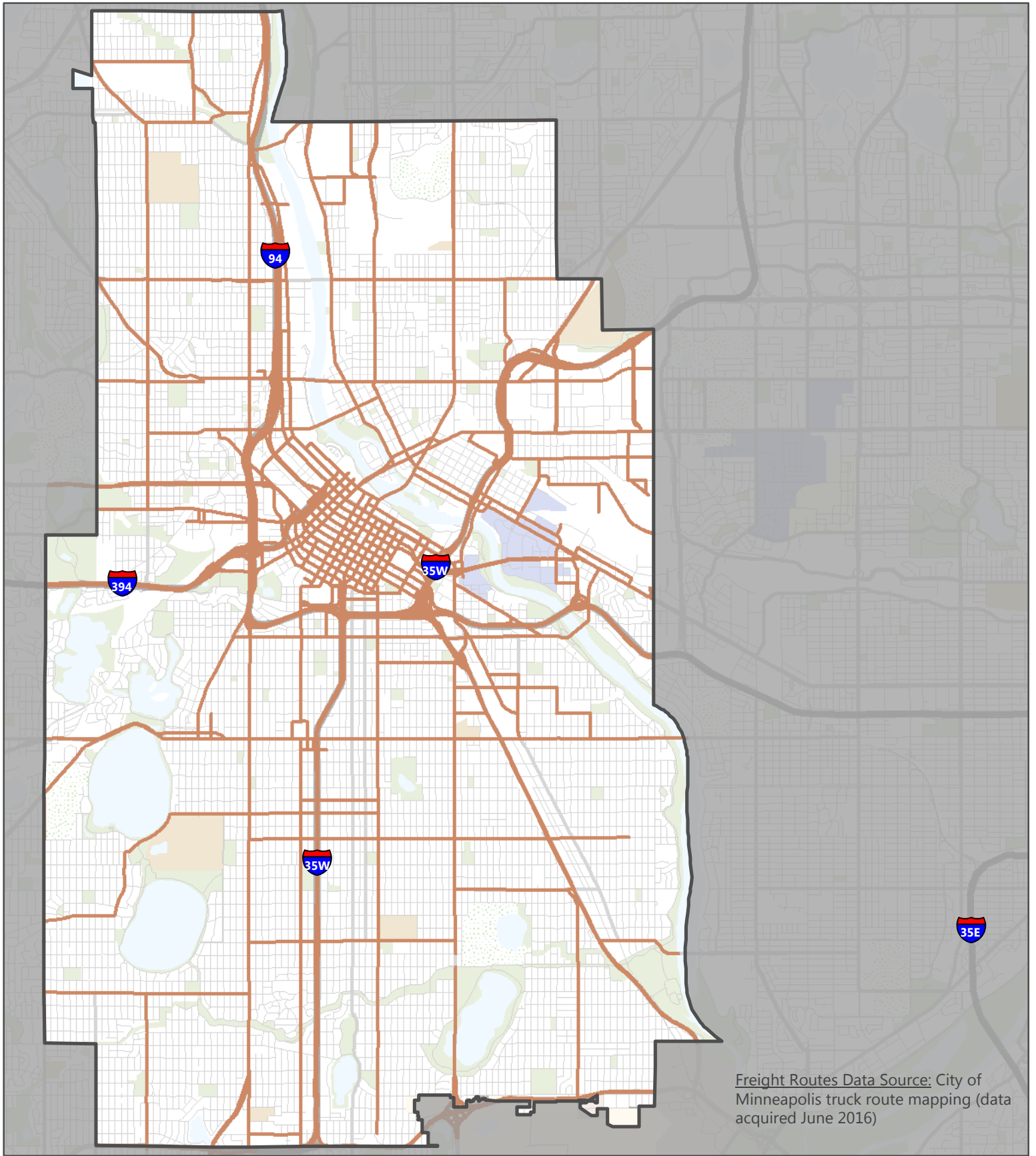
-  Routes with Added Trips in the Service Improvement Plan (SIP)
-  High Frequency Network
-  Primary Transit Network

20 Year Streets Funding Plan

Data for Modal Needs Criteria: Transit

December 2016





Freight Routes Data Source: City of Minneapolis truck route mapping (data acquired June 2016)

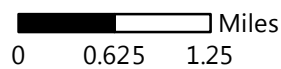
 Freight Routes

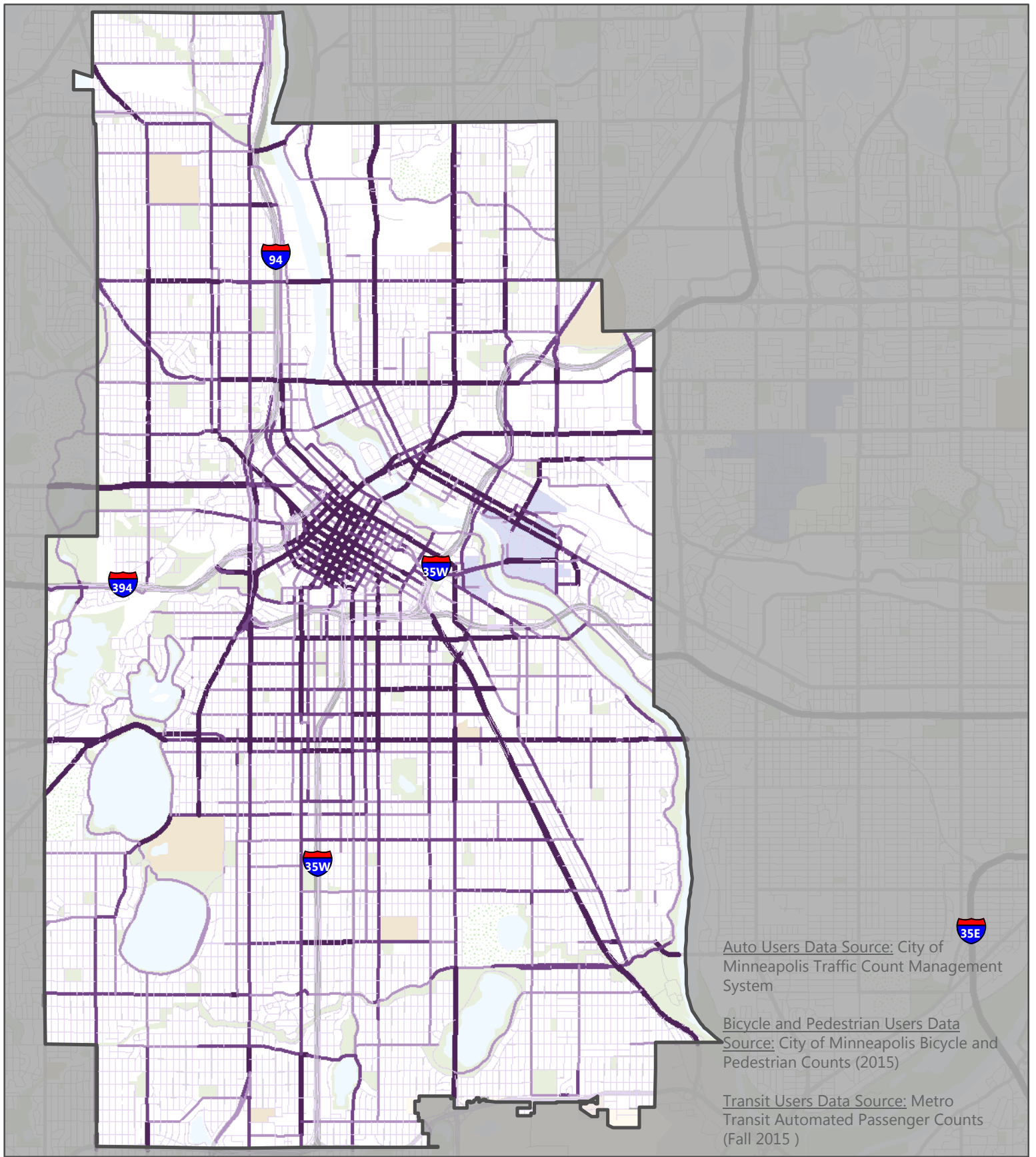
20 Year Streets Funding Plan

Data for Modal Needs Criteria: Freight

December 2016

C-15






Auto Users Data Source: City of Minneapolis Traffic Count Management System

Bicycle and Pedestrian Users Data Source: City of Minneapolis Bicycle and Pedestrian Counts (2015)

Transit Users Data Source: Metro Transit Automated Passenger Counts (Fall 2015)

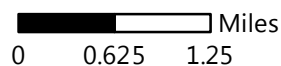
Estimated Existing Daily Users

-  Less than 3,000
-  3,000 - 7,999
-  8,000 - 15,000
-  Over 15,000

20 Year Streets Funding Plan

Estimated Existing Daily Users

December 2016

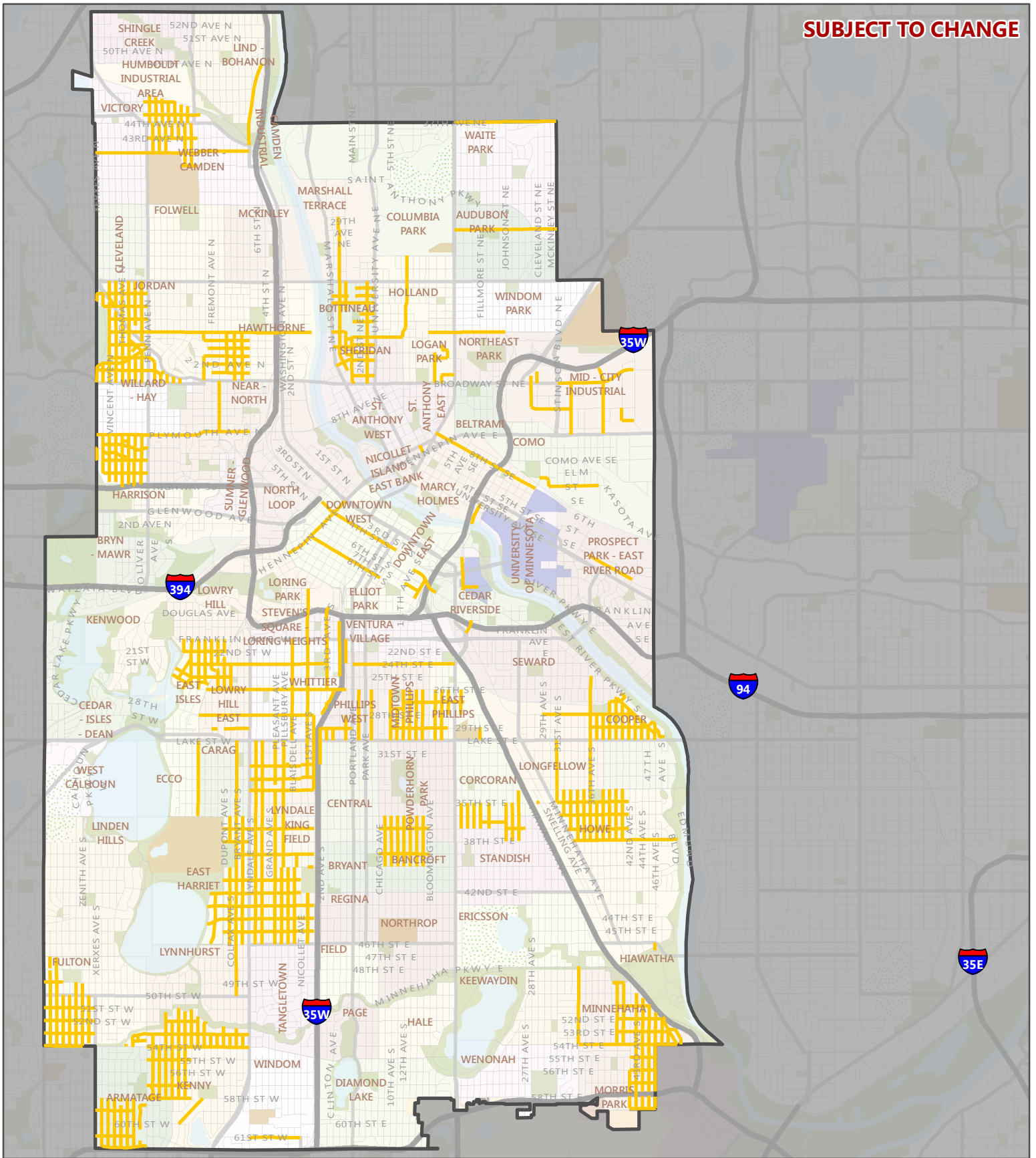


Appendix D

2017-2022 AMENDED CIP MAPS

Appendix D Table of Contents

Original 2017-2021 CIP Projects	D-3
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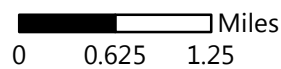


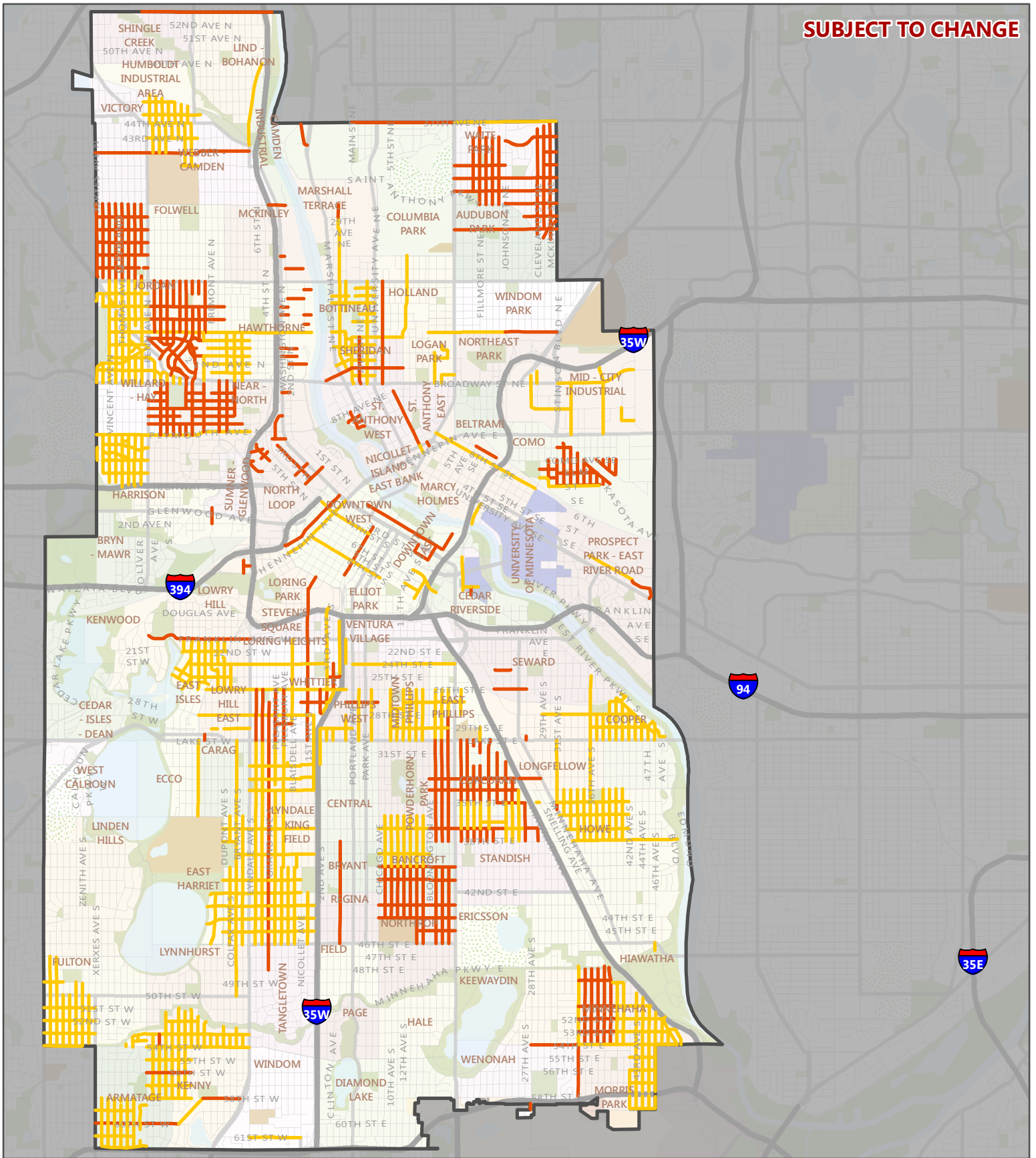
Existing project in original 2017 - 2021 CIP

Streets Funding Plan

Original 2017 - 2021 CIP Projects

December 2016



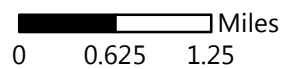


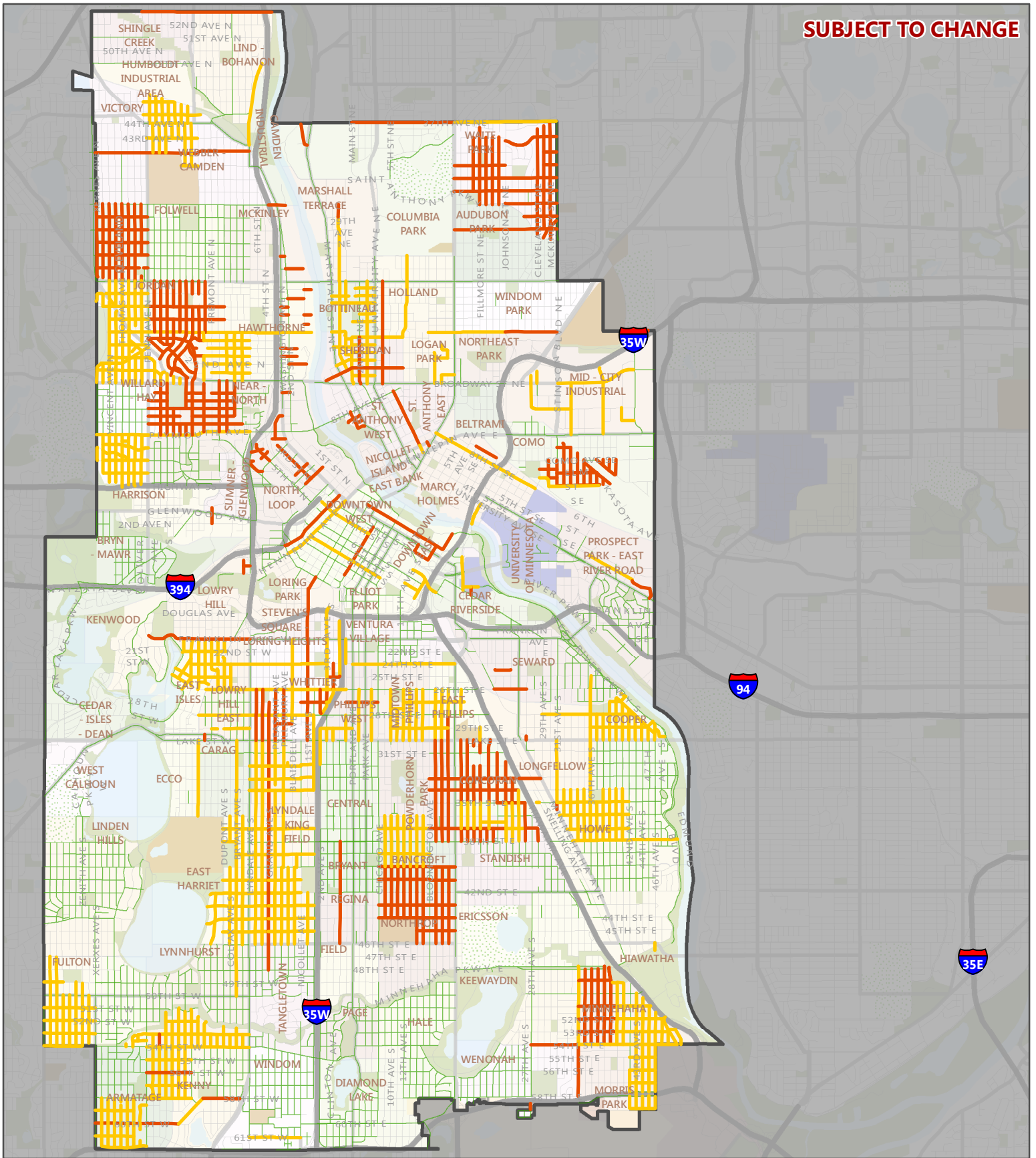
- Existing project in original 2017 - 2021 CIP
- New project in 2017 - 2022 amended CIP

Streets Funding Plan

2017 - 2022 Amended CIP Projects

December 2016





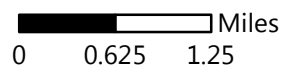
- Existing project in original 2017 - 2021 CIP
- New project in 2017 - 2022 amended CIP
- Recently Completed (2007 - 2016)

Streets Funding Plan

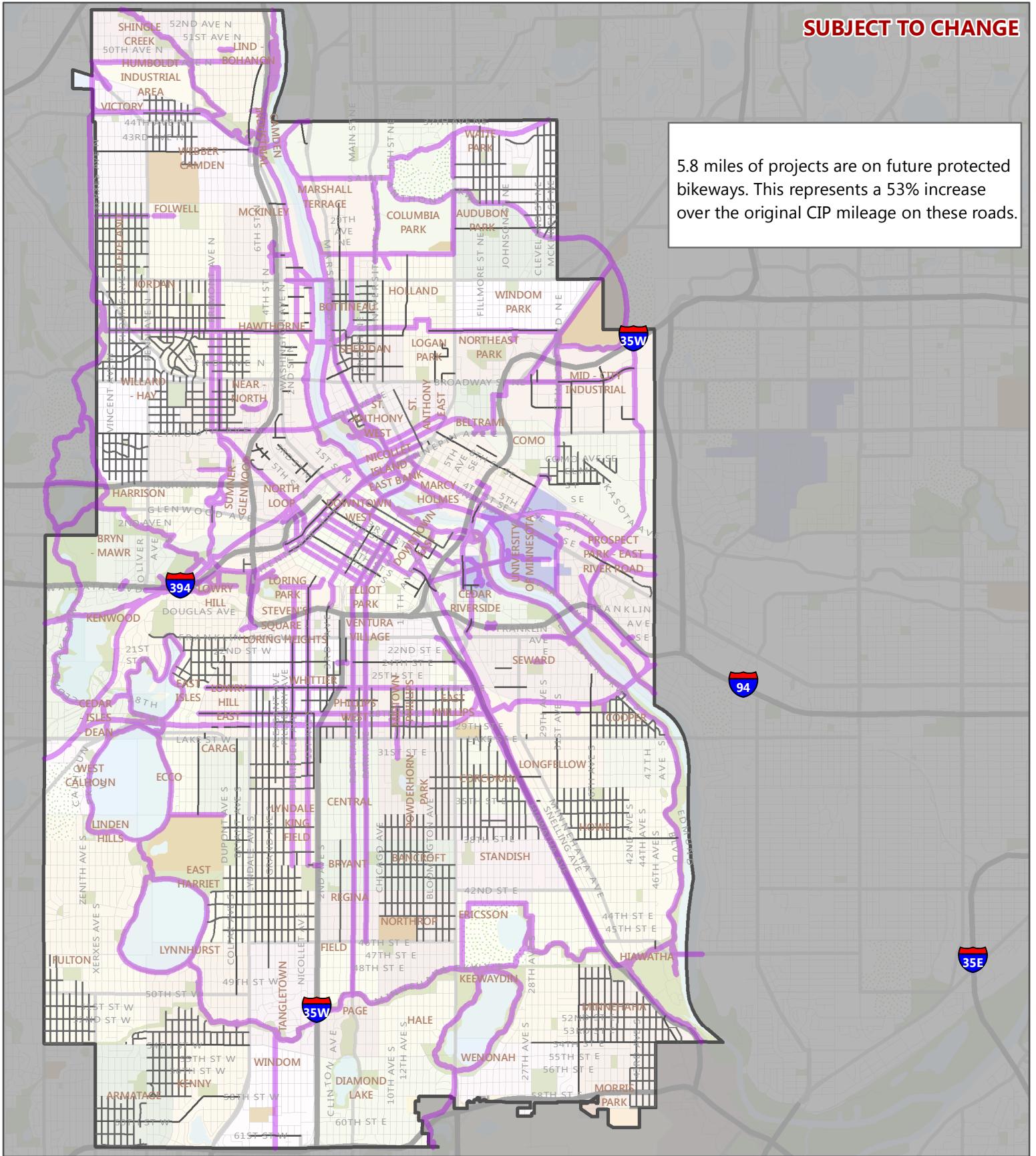
2017 - 2022 Amended CIP Projects & Recently Completed CIP Projects

December 2016

D-5



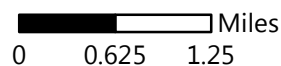
5.8 miles of projects are on future protected bikeways. This represents a 53% increase over the original CIP mileage on these roads.



- Project in 2017 - 2022 amended CIP
- Current or future protected bikeway

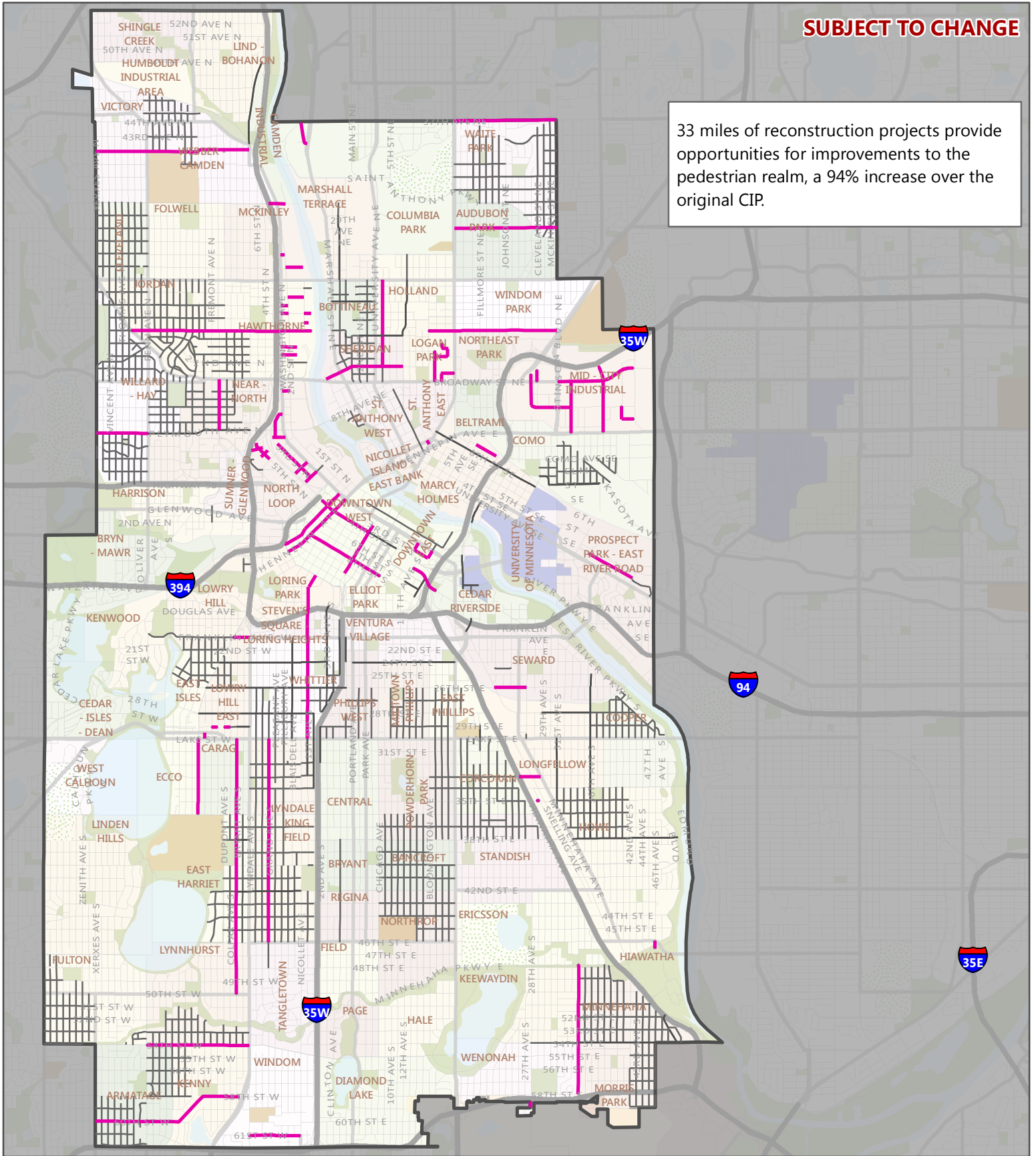
Streets Funding Plan Bikeway Master Plan & 2017 - 2022 Amended CIP

December 2016



SUBJECT TO CHANGE

33 miles of reconstruction projects provide opportunities for improvements to the pedestrian realm, a 94% increase over the original CIP.

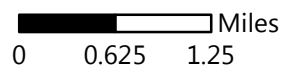


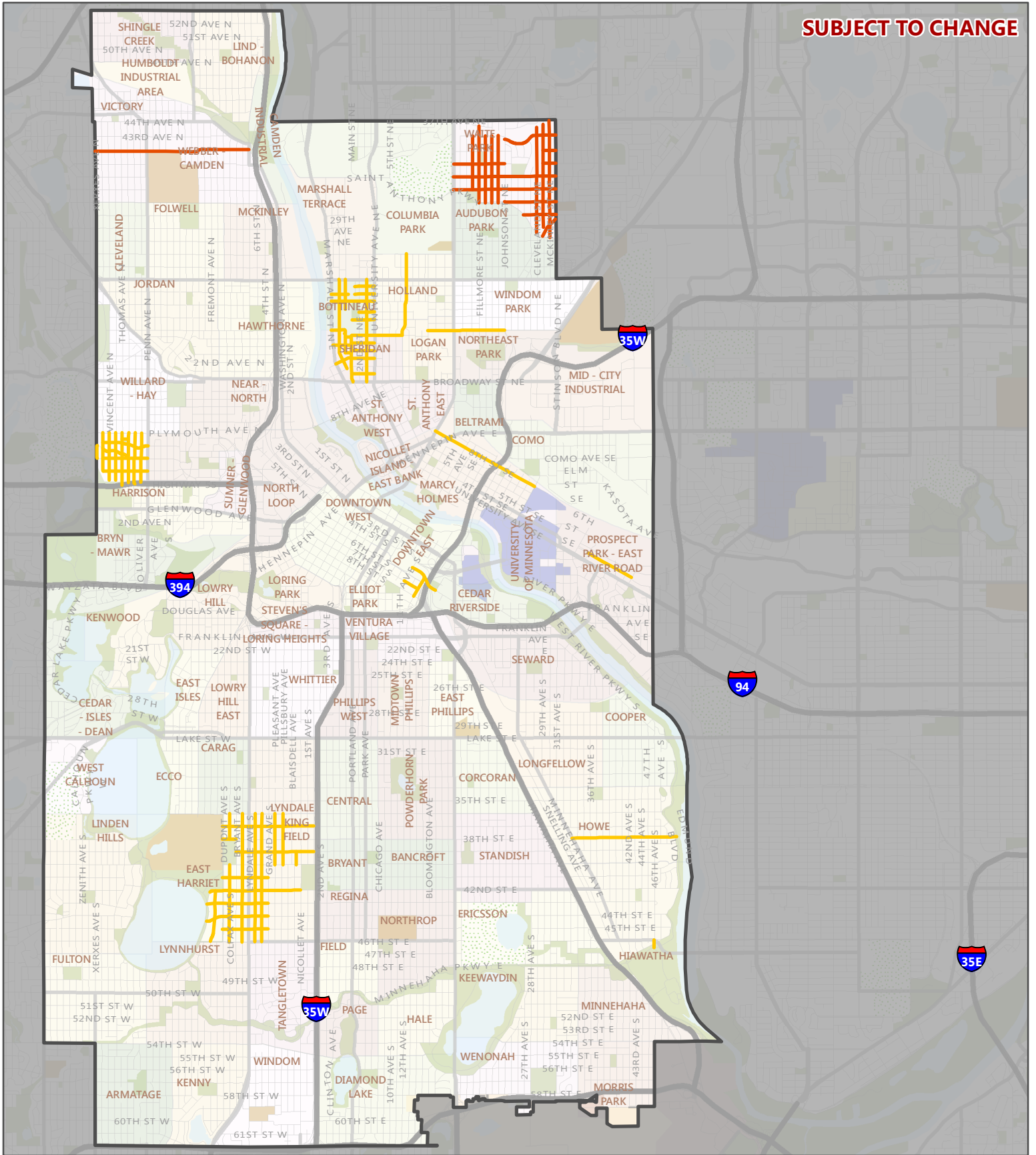
- Project in 2017 - 2022 amended CIP
- Project in 2017 - 2022 amended CIP with opportunity for pedestrian realm improvements

Streets Funding Plan

Potential Pedestrian Realm Improvements
in 2017-2022 Amended CIP December 2016

D-7





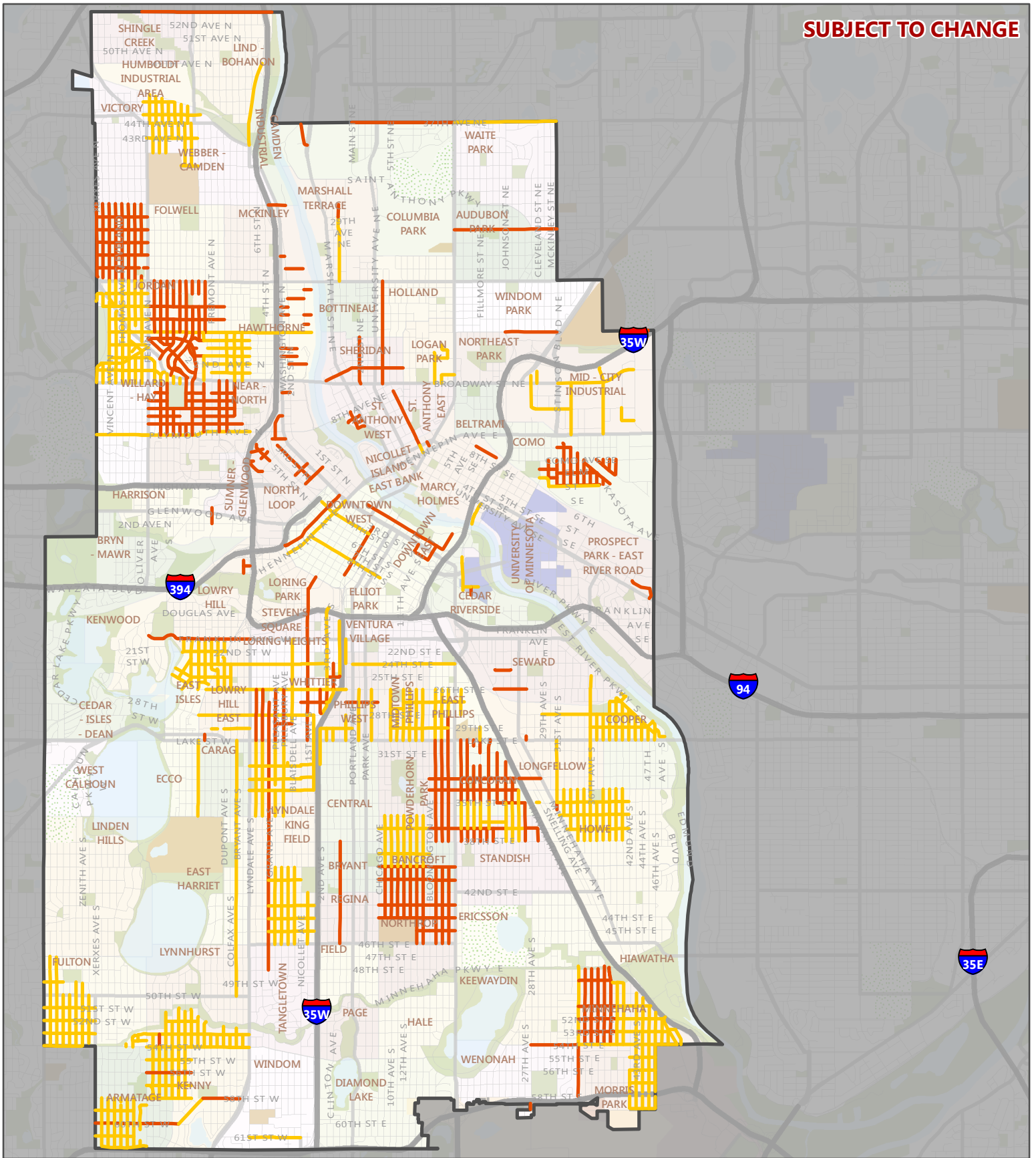
- Existing project in original 2017 - 2021 CIP
- New project in 2017 - 2022 amended CIP

Streets Funding Plan

2017 Projects

December 2016



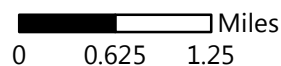


- Existing project in original 2017 - 2021 CIP
- New project in 2017 - 2022 amended CIP

Streets Funding Plan

2018 - 2022 Projects

December 2016



D. 2017-2022 Amended CIP Maps

Amended 2017-2022 CIP List of Projects Draft as of 12/2016 – Subject to Change

Project ID	Project Name	Project Type	Project Year
PV080	18th Ave NE, Monroe St NE to Johnson St NE	Reconstruction	2017
PV084	54th St W, Penn Ave S to Lyndale Ave S	Reconstruction	2017
PV086	26th Ave N, Wirth Pkwy to Mississippi River	Reconstruction	2017
PV094	4th St SE, 25th Ave SE to 29th Ave SE	Reconstruction	2017
PV096	42nd Ave N, Xerxes Ave N to Lyndale Ave N	Reconstruction	2017
PV111	46th Ave S, 46th St E to Godfrey Parkway	Reconstruction	2017
PV102	5th St S Reconnection	Reconstruction	2017
PV108	Waite Park East	Residential Concrete Rehabilitation	2017
PV108	Waite Park West	Residential Concrete Rehabilitation	2017
PV056	Hay South	Resurfacing	2017
PV056	Sheridan Area North	Resurfacing	2017
PV056	Sheridan South	Resurfacing	2017
PV056	Harriet Area	Resurfacing	2017
PV056	Lakewood	Resurfacing	2017
PV056	42nd St W, Bryant Ave S to Nicollet Ave	Resurfacing	2017
PV056	38th St W, Bryant Ave S to Lyndale Ave S	Resurfacing	2017
PV056	22nd Ave NE, Marshall St NE to University Ave NE	Resurfacing	2017
PV056	17th Ave NE, 2nd St NE to University Ave NE	Resurfacing	2017
PV056	8th St SE, Central Ave NE to 15th Ave S	Resurfacing	2017
PV056	13th Ave S, 5th St S to 8th St S	Resurfacing	2017
PV056	7th St S, 13th Ave S to 11th Ave S	Resurfacing	2017
PV056	Washington St NE, 17th Ave NE to 27th Ave NE	Resurfacing	2017
PV056	38th St E, Minnehaha Ave to West River Pkwy	Resurfacing	2017
PV087	34th Ave S, 58th St E to Minnehaha Pkwy	Reconstruction	2018
PV095	4th St N & S, 2nd Ave N to 4th Ave S	Reconstruction	2018
PV103	61st St W, Lyndale Ave to Nicollet Ave	Reconstruction	2018
PV121	Hennepin Ave, Lake St W to 36th St W	Reconstruction	2018
PV124	Mid City Industrial	Reconstruction	2018
PV134	28t Ave S, TH 62 Ramp to 59th St E	Reconstruction	2018
PV108	Jordan North	Residential Concrete Rehabilitation	2018
PV056	Lyndale Area	Resurfacing	2018
PV056	Willard South	Resurfacing	2018
PV056	Jordan West	Resurfacing	2018
PV056	Whittier South	Resurfacing	2018
PV056	Armatage South	Resurfacing	2018

draft as of 12/2016 – subject to change

D. 2017-2022 Amended CIP Maps

Amended 2017-2022 CIP List of Projects Draft as of 12/2016 – Subject to Change

Project ID	Project Name	Project Type	Project Year
PV056	Nokomis	Resurfacing	2018
PV056	5th St NE, East Hennepin Ave to 8th Ave NE	Resurfacing	2018
PV056	24th St, Hennepin Ave to 3rd Ave S	Resurfacing	2018
PV056	Plymouth Ave N, Penn Ave N to Lyndale Ave N	Resurfacing	2018
PV056	Lyndale Ave N, Webber Pkwy to 49th Ave N	Resurfacing	2018
PV054	8th St S, Hennepin Ave to Chicago Ave	Reconstruction	2019
PV117	Broadway St NE, Stinson Blvd to Industrial Blvd	Reconstruction	2019
PV125	35th St E, RR Tracks to Dight Ave	Reconstruction	2019
PV135	North Loop Paving	Reconstruction	2019
PV136	Emerson Ave N, Plymouth Ave to W Broadway	Reconstruction	2019
PV139	18th Ave NE, Johnson St NE to Stinson Blvd	Reconstruction	2019
PV141	Grand Ave S, Lake St W to 46th St W	Reconstruction	2019
PV108	Jordan South	Residential Concrete Rehabilitation	2019
PV056	Fulton Area North Half	Resurfacing	2019
PV056	Fulton Area South	Resurfacing	2019
PV056	South Phillips	Resurfacing	2019
PV056	King Field	Resurfacing	2019
PV056	Pennhurst	Resurfacing	2019
PV056	56th St W, Penn Ave S to Irving Ave S	Resurfacing	2019
PV056	4th Ave S, 46th St E to 38th St E	Resurfacing	2019
PV056	4th St S, 19th Ave S to 21st Ave S	Resurfacing	2019
PV056	19th Ave S, Riverside Ave to Washington Ave S	Resurfacing	2019
PV056	20th Ave S, Riverside Ave to 4th St S	Resurfacing	2019
PV056	Franklin Ave W, Penn Ave S to Hennepin Ave	Resurfacing	2019
PV056	Grand St NE, Lowry Ave NE to 31st Ave NE	Resurfacing	2019
PV113	29th St W Phase II	Reconstruction	2020
PV118	Hennepin Ave, Washington Ave to 12th St S	Reconstruction	2020
PV126	Bryant Ave S, Lake St W to 50th St W	Reconstruction	2020
PV147	Girard Ave S, W Lake St to Lagoon Ave	Reconstruction	2020
PV148	6th St NE, 1st Ave NE to Central Ave	Reconstruction	2020
PV092	Technology Drive, 37th Ave NE to Marshall St NE	Reconstruction	2020
PV108	Como South	Residential Concrete Rehabilitation	2020
PV056	Sanford	Resurfacing	2020
PV056	Minnehaha, E 49th St	Resurfacing	2020
PV056	Folwell East	Resurfacing	2020

draft as of 12/2016 – subject to change

D. 2017-2022 Amended CIP Maps

Amended 2017-2022 CIP List of Projects Draft as of 12/2016 – Subject to Change

Project ID	Project Name	Project Type	Project Year
PV056	South Minnehaha	Resurfacing	2020
PV056	Dorman South	Resurfacing	2020
PV056	35th St E, 23rd Ave S to 27th Ave S	Resurfacing	2020
PV056	Evergreen Dr, 23rd Ave S to 25th Ave S	Resurfacing	2020
PV056	4th St SE, Cul-de-sac to Bedford St SE	Resurfacing	2020
PV056	Bedford St SE, University Ave SE to 4th St SE	Resurfacing	2020
PV056	28th St E, 29th Ave S to 36th Ave S	Resurfacing	2020
PV056	31st Ave S, Minnehaha Ave to Lake St E	Resurfacing	2020
PV056	37th Ave NE, Main St NE to Central Ave NE	Resurfacing	2020
PV056	Elm St SE, 17th Ave SE to 24th Ave SE	Resurfacing	2020
PV056	Rollins Ave SE, 15th Ave SE to 17th Ave SE	Resurfacing	2020
PV056	17th Ave SE, Elm St SE to Rollins Ave SE	Resurfacing	2020
PV056	Monroe St NE, Broadway St NE to Lowry Ave NE	Resurfacing	2020
PV056	53rd Ave N, Humboldt Ave N to I-94	Resurfacing	2020
PV056	Walnut St, Industrial Blvd to City Boundary	Resurfacing	2020
PV123	Logan Park Commercial	Reconstruction	2021
PV127	37th Ave NE, Central Ave NE to Stinson Blvd NE	Reconstruction	2021
PV132	1st Ave S/Marquette Ave, 12th St to Lake St	Reconstruction	2021
PV133	33rd St E, Minnehaha Ave to Hiawatha Ave	Reconstruction	2021
PV137	29th Ave NE, Central Ave NE to Stinson Blvd	Reconstruction	2021
PV138	26th St E, 27th Ave S to Minnehaha Ave	Reconstruction	2021
PV140	13th Ave NE, Sibley St NE to Washington St NE	Reconstruction	2021
PV143	North Industrial	Reconstruction	2021
PV144	18th Ave N, Washington Ave N to 2nd St N	Reconstruction	2021
PV145	North Loop Industrial	Reconstruction	2021
PV108	Cleveland	Residential Concrete Rehabilitation	2021
PV056	Clinton	Resurfacing	2021
PV056	Northeast River Ridge	Resurfacing	2021
PV056	Burroughs South	Resurfacing	2021
PV056	Bancroft	Resurfacing	2021
PV056	Crystal Lake	Resurfacing	2021
PV056	Highland	Resurfacing	2021
PV056	Jefferson West Area	Resurfacing	2021
PV056	36th Ave S, 34th St E to 25th St E	Resurfacing	2021
PV056	54th St E, 28th Ave S to Minnehaha Ave	Resurfacing	2021

D. 2017-2022 Amended CIP Maps

Amended 2017-2022 CIP List of Projects Draft as of 12/2016 – Subject to Change

Project ID	Project Name	Project Type	Project Year
PV056	Aldrich Ave N, Dunwoody Blvd to cul-de-sac	Resurfacing	2021
PV056	Ontario Ave, Aldrich Ave N to West Lyndale Ave N	Resurfacing	2021
PV056	7th Ave NE, cul-de-sac to Ramsey St NE	Resurfacing	2021
PV056	3rd Ave S, 27th St E to 17th St E	Resurfacing	2021
PV122	Dowling Ave N, I-94 to 1st St N	Reconstruction	2022
PV142	Downtown East Paving (10th Ave S/12th Ave S/3rd St S)	Reconstruction	2022
PV146	9th St SE, 6th Ave SE to 9th Ave SE	Reconstruction	2022
PV149	4th Ave S, 3rd St S to 10th St S	Reconstruction	2022
PV150	1st Ave N, Washington Ave to 12th St N	Reconstruction	2022
PV151	4th St NE, Broadway St NE to Lowry Ave NE	Reconstruction	2022
PV152	Plymouth Ave, Xerxes Ave N to Penn Ave N	Reconstruction	2022
PV154	Franklin Ave W, Hennepin Ave to Lyndale Ave	Reconstruction	2022
PV153	Sunrise/60th/58th Sts W, Xerxes Ave S to Aldrich Ave S	Reconstruction	2022
PV154	Franklin Ave W, Hennepin Ave to Lyndale Ave	Reconstruction	2022
PV056	Near North – North	Resurfacing	2022
PV056	Near – North Central	Resurfacing	2022
PV056	Hay North East	Resurfacing	2022
PV056	Saint Mary's	Resurfacing	2022
PV056	Folwell Northwest	Resurfacing	2022
PV056	Corcoran	Resurfacing	2022
PV056	Standish North	Resurfacing	2022
PV056	Jefferson West Area	Resurfacing	2022
PV056	Wenonah	Resurfacing	2022
PV056	Warrington, E of Chicago	Resurfacing	2022
PV056	Fremont Ave N, 2nd Ave N to N of Glenwood	Resurfacing	2022
PV056	24th St E, Portland Ave to Cedar Ave S	Resurfacing	2022
PV056	26th St W, Blaisdell Ave to Hennepin Ave	Resurfacing	2022
PV056	28th St W, Hennepin Ave to Stevens Ave	Resurfacing	2022
PV056	2nd St S, 2nd Ave S to 13th Ave S	Resurfacing	2022
PV056	13th Ave S, 2nd St S to West River Pkwy	Resurfacing	2022
PV056	2nd St NE, Broadway St NE to 17th Ave NE	Resurfacing	2022