

ABOVE THE FALLS & RIVER FIRST

An Analysis of Neighborhood Plans and Recommendations for Youth Safety and Engagement

Prepared for the Minneapolis Department of Health and Family Support

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View from Farview Park to Land Bridge, urban farming and park extension

Introduction

Above the Falls & RiverFIRST An Analysis of Neighborhood Plans and Recommendations for Youth Safety and Engagement

This analysis was undertaken in response to a request from the Minneapolis Department of Health and Family Support to address the following items:

1. Obtain and review the Neighborhood Master Plans.
2. Identify how the plans address opportunities for youth and young adults.
3. Identify changes that may lead to reductions in crime and violence.
4. Provide recommendations for how *Above the Falls (ATF)*, *RiverFIRST (RF)* and other neighborhood or corridor specific plans could be better coordinated to reduce violence and crime.
5. Evaluate the potential benefits and costs associated with implementing the ATF and RiverFIRST Plans that could reduce crime and violence along the main corridors.

—Project Description, Minneapolis Department of Health and Family Support

Approach

This analysis addresses the specific objectives outlined by the Minneapolis Department of Health and Family Support and provides

the supplementary information they requested by using a framework designed to address crime and safety. The paper is divided into two sections. The first section is an analysis of

neighborhood plans. The second section provides best practices for engaging youth in the planning process and improving public safety.

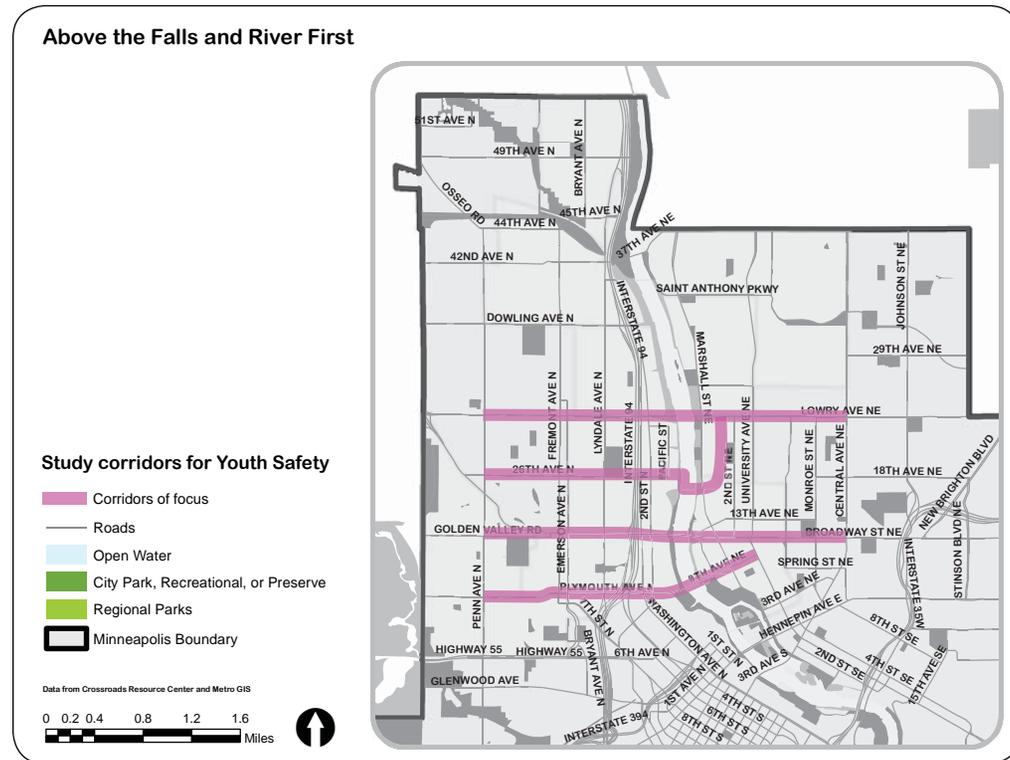
The first section of our analysis examines the ways in which the Neighborhood Revitalization Plans (NRP) address safety. Measures to improve community safety varied widely from plans to bring in additional police officers to plans to improve community safety through improvement of public spaces. This section also includes a discussion of the Above the Falls plan and the RiverFIRST plan, along with recommendations for planning agencies as they implement these plans.

The second section examines best practices for engaging youth and improving public safety for youth. The Minneapolis Department of Health and Human Services requested that we focus on youth in our analysis. In addition, we believe that the focus on youth issues is appropriate because

they were not addressed in many of the neighborhood plans.

Crime as a framework for analysis

This paper analyzes issues in the neighborhood plans and the riverfront



Map 1

above the falls & river FIRST

development plans in relation to crime and safety. While neither riverfront plan addresses crime specifically, public comments in the RiverFIRST plan indicate that many residents are concerned about crime. Map 1

shows the corridors that we focused on in our analysis of crime. These corridors were selected because they are important transportation corridors (Map 3). An informal analysis of crime in North Minneapolis and Northeast

Minneapolis shows that the spatial distribution of crime is significantly higher in North Minneapolis than in Northeast Minneapolis. This comparison represents a similar comparison of North Minneapolis neighborhoods to other neighborhoods in the city of Minneapolis as a whole. Figure 1 shows the spatial distribution of crimes in North Minneapolis compared to Northeast Minneapolis. Figure 2 shows a comparison of the number of crimes that occurred in the study corridors in North and Northeast Minneapolis. A full

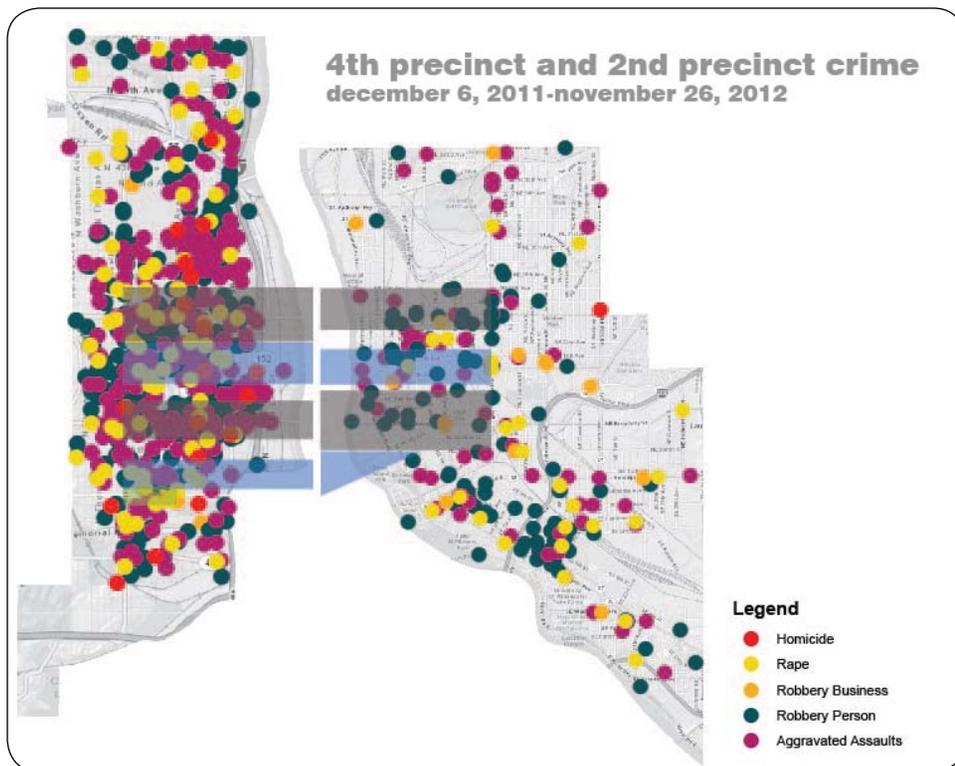


Figure 1

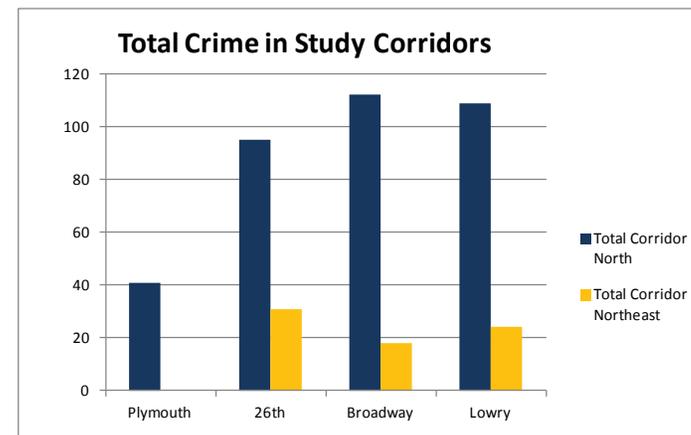


Figure 2

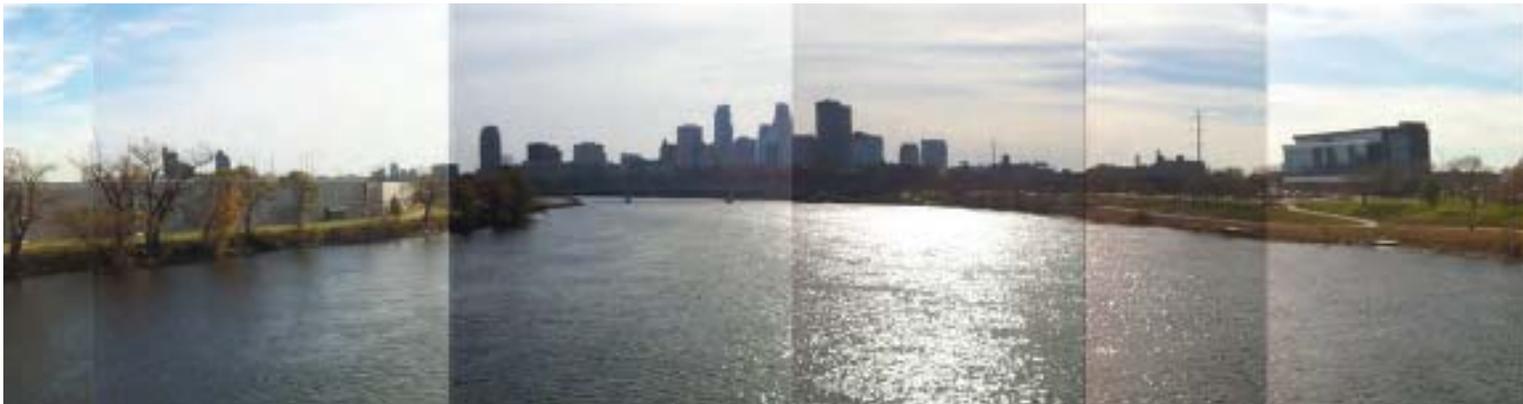
description of this process and more refined data can be found in Appendix B. Given the concerns about crime, and the statistics that indicate crime is higher in North Minneapolis, addressing crime and perceptions of crime will be an important component of realizing the Above the Falls and River First plans.

Safety as a framework for analysis

This paper focus on safety for people transporting themselves from North and Northeast Minneapolis to the upper riverfront. We are looking at safety in relation to crime and overall pedestrian and traffic safety.

Goals of this paper

The overall goals of this paper are to identify the ways neighborhoods are to address crime and safety in planning for riverfront development and to provide recommendations for engaging youth in planning and crime reduction. As the City implements the Above the Falls and RiverFIRST plans, it is critical that they address these issues to insure that the riverfront is a safe and accessible destination for the surrounding neighborhoods.



View of Minneapolis from the North on the Mississippi River, from the RiverFirst plan

Analysis:

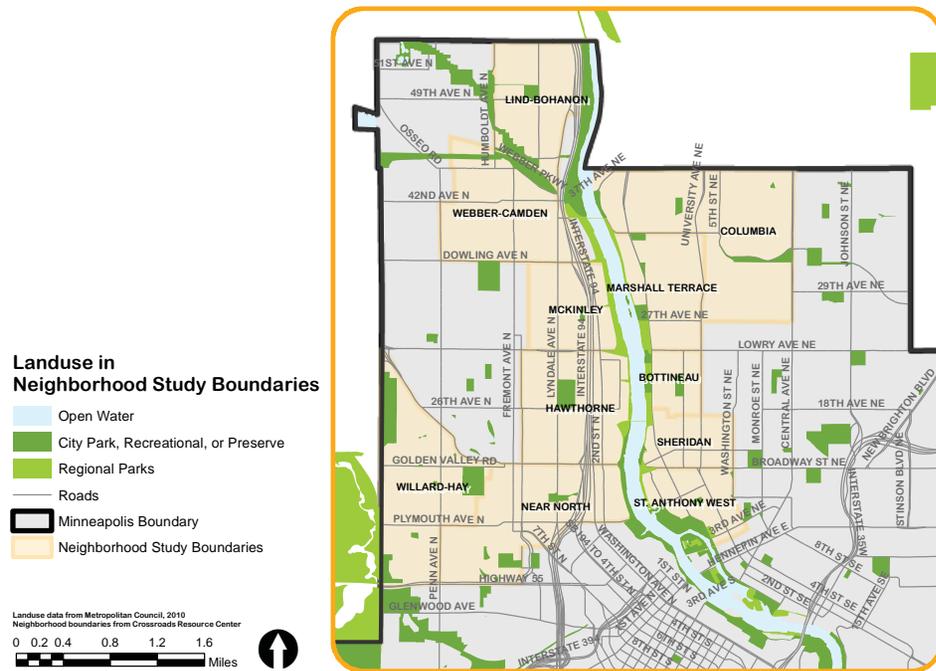
Neighborhood Plans, Above the Falls, RiverFIRST

Scope of analysis

This document is an analysis of the Phase Two NRP plans of ten neighborhoods near the upper riverfront in Minneapolis. These neighborhoods are Hawthorne, Columbia Park, Near North/Willard Hay, Bottineau, Sheridan, Marshall Terrace, Lind Bohanon, Webber-Camden, McKinley, and Saint Anthony West. Map 2 shows where each of the neighborhoods are in relation to the river. This paper also analyses the Above the Falls and RiverFIRST plans.

These neighborhoods were selected because they are located near the area affected by the River First and Above the Falls plans. North Minneapolis has one of the highest youth populations in the City of Minneapolis. Youth themes are analyzed to understand how neighborhood plans incorporate their perspective in the planning process. Plans to create safe connections between surrounding neighborhoods and the riverfront are crucial for ensuring that the riverfront will become a place that is a safe, accessible, and enjoyable destination for residents of Minneapolis. We have also included an analysis of the RiverFIRST and Above the Falls plans to illustrate on how the neighborhoods safety goals relate to these plans.

Above the Falls and River First



Focus of analysis

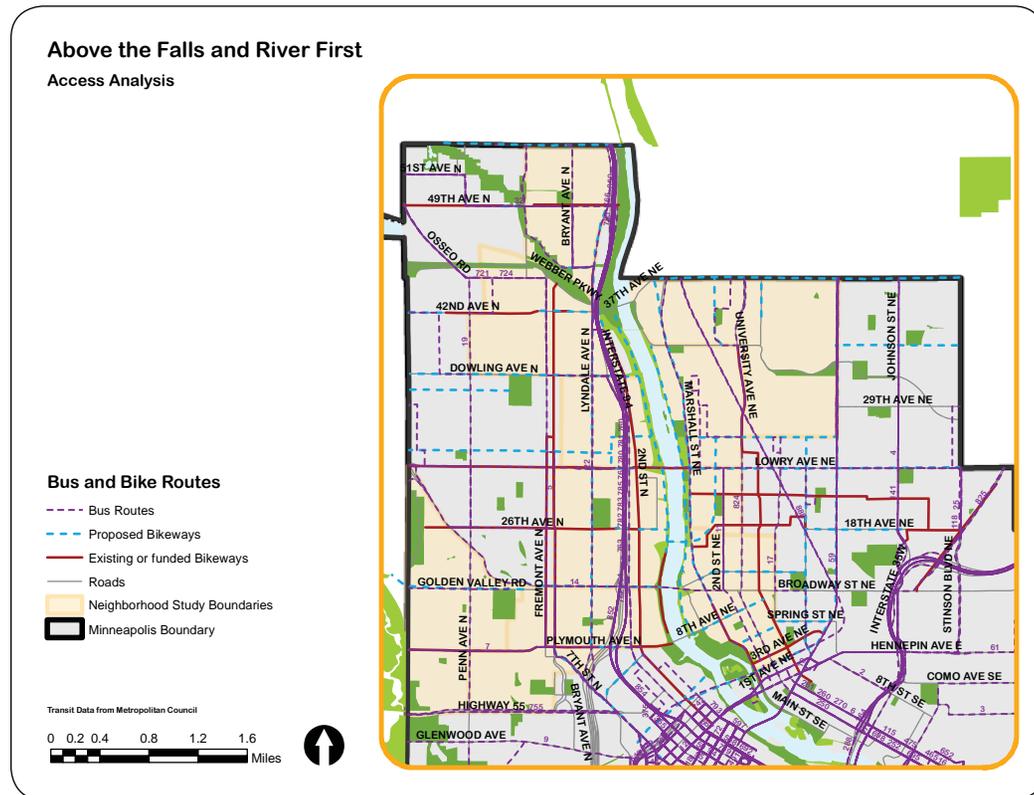
This section focuses on how neighborhood and riverfront plans address safety and crime. This information can help planners better understand the issues impacting people transporting themselves from North and Northeast Minneapolis to the upper riverfront and connections across the riverfront. Map 3 shows bicycle and bus transportation routes in North and Northeast Minneapolis.

The neighborhood plans varied in their scope and comprehensiveness. Similarly there are differences in the riverfront plans. The Above the Falls plan is policy oriented and comprehensive in scope, and RiverFIRST focuses on nodes of development, phasing, and potential design. RiverFIRST is more conceptual in its planning with regard to housing and jobs and has more specific recommendations for developing riverfront ecology and

trails.

All of the plans were analyzed to understand how the following three items were addressed.

1. safety and crime
2. access to the riverfront
3. how youth are incorporated into their planning efforts



Map 3

Issues for each item were identified by analyzing themes common to each plan. Safety themes that emerged were:

1. Lighting
2. Police presence
3. Promote visibility of public space
4. Biking & pedestrian access and safety
5. Traffic calming
6. Residential improvements
7. Business improvements and access to jobs
8. Community building
9. Public space and public art
10. Environment

Themes regarding youth include increasing youth input in the planning process and providing more structured activities for youth. These issues address the ways in which communities create safe outdoor environments. This contributes to the safety of

youth who transport themselves to the riverfront on public streets.

Next, we looked at how neighborhoods plan to coordinate with surrounding communities or the RiverFIRST and Above the Falls plans. Coordination between communities can increase the project's chances for success. This is particularly true for projects that focus on creating connections between communities and the riverfront.

Finally, we note general trends in the plans. We do not make recommendations for each neighborhood, as we have not done significant analysis on a neighborhood-by-neighborhood basis, and don't have a complete understanding of their needs and resources.

Plan Analysis: Safety

Lighting

Several communities have addressed lighting in their plans. These neighborhoods include Hawthorne, Columbia Park, Near North/Willard Hay, Bottineau, Marshall Terrace, McKinley, and Saint Anthony West. Lighting is an important part of pedestrian safety because it increases visibility which reduces opportunities to commit crimes.

Improved street lighting

The neighborhoods of Hawthorne, Near North/Willard Hay, Bottineau, and Marshall Terrace all have plans to improve street lighting. Hawthorne plans to install street lights on existing Xcel Energy poles. Near North/Willard Hay plan to target the streets and alleys most in need of lighting. Bottineau plans to create a comprehensive street lighting plan focused on issues such as safety and improving pedestrian access. Marshall Terrace plans to work with the City of Minneapolis and Xcel Energy to obtain as much pedestrian lighting as possible.

Improved open-space lighting

Columbia Park plans to improve lighting in parks and open spaces. This is part of a limited plan to improve parks and open spaces in the neighborhood. Because some of these parks are along arterial roads, this plan has the potential to improve pedestrian safety.

Motion detector lights for homes

The neighborhoods of Hawthorne, Bottineau, Marshall Terrace, and Saint Anthony West all offer loans for home improvements that can be applied to motion detector lights for homes, in an effort to improve visibility and safety.



Streetlights retrieved from <http://www.skyscrapercity.com/showthread.php?t=403992&page=5>

Police Presence

The communities of Hawthorne, Near North/Willard Hay, Bottineau, Lind Bohanon, McKinley, and Saint Anthony West all have plans to support police officers in their communities. These plans relate to increasing police presence, improving the relationship between police officers and community members, and offering capacity building workshops for community members and police officers.

Increased Police Presence

Hawthorne plans to increase the police presence in the community by funding more foot patrol, inspectors, and beat patrol. Near North/Willard Hay plan to prevent crime through directed police patrols, bike patrols, and beat patrols. Lind Bohanon plans to work with the Park Board to increase the presence of park police. McKinley plans to continue to support Minneapolis Police Department (MPD) bike officers who patrol streets during the summer. McKinley also plans to partner with the MPD and other Camden neighborhoods to increase patrols. Saint Anthony West plans to

work with the 2nd precinct to develop a summer safety strategy. They will also support supplemental police patrols during the summer and provide directed patrols in the “North East Bar Beat”

Improved Community Relationships with MPD

Near North/Willard Hay plan to invite police officers to community events and encourage them to talk with local businesses. This will help improve the relationship between police officers and the community. Lind Bohanon also plans to improve the relationship between the MPD and the community, but was unspecific as to how this

would be implemented.

Capacity Building

Hawthorne plans to have the MPD lead educational trainings on crime and crime prevention in the community. Bottineau plans to build neighborhood capacity to identify and report criminal activity through trainings and workshops. Lind Bohanon plans to promote crime and safety education through a community newsletter and a website and work with the 4th precinct to provide community members with neighborhood focused crime information.

Promote Visibility of Public Space

Many neighborhoods feel that by encouraging outdoor activities, they are helping reduce crime by providing “eyes on the street” (Jacobs, 1961). They feel these activities make the public more vigilant about safety issues and provide more awareness of crime issues in the neighborhoods. Additionally, some neighborhoods have plans to remove the physical barriers that hide illegal activity that takes place in public spaces such vegetative barriers and other visual obstructions. Neighborhoods with plans to create walking clubs or improve visibility of public spaces include Bottineau, Sheridan, Marshall Terrace, Lind Bohanon, and Saint Anthony West.

Walking clubs

The neighborhood of Lind Bohanon plans to organize a neighborhood walking club. They feel that this club will promote neighborhood safety by increasing the presence of neighbors in the community. Saint Anthony West plans to work with the Second Precinct to utilize existing walking clubs and 311 patrols as “community eyes and ears on the street.” They feel this will improve public safety and increase awareness of crime issues. Sheridan also plans to create bike and walking clubs, although the primary purpose of these clubs is to encourage a healthy lifestyle, not to



Farview Park, retrieved from <http://www.thedeets.com/2009/10/26/run-minneapolis-theodore-wirth-to-longfellow/>

prevent crime.

Visibility of public spaces

Bottineau plans to work with residents, property owners, and the Second Precinct to identify areas where trees, fences, and other obstructions reduce visibility and provide a place for crime to take place in public spaces. Property owners will be encouraged to correct visibility issues. This will focus on major intersections, public spaces, and neighborhood destinations. Marshall Terrace plans to coordinate efforts to remove or trim trees and shrubs in public areas to improve visibility.

Biking and Pedestrian Access & Safety

The neighborhoods of Hawthorne, Bottineau, Sheridan, Marshall Terrace, Lind Bohanon, and McKinley have plans to improve biking and pedestrian access and safety. The Above the Falls and RiverFIRST plans also address biking issues. These steps are necessary to promote safe transportation to and from the riverfront. This is particularly important for people who are unable to drive, including youth.

Creation of bike and Walking Trails

The creation of bikeways and walking trails promotes increased rates of biking and walking which ideally promotes less automobile traffic and healthier living. Additionally, it is well documented that the use of bike lanes reduces automobile/bike accidents. (Lott, 1976). Providing designated greenways and bikeways also keeps pedestrians, bikers, and drivers separated and separated and safer. A number of neighborhood plans include plans that incorporate greenways and bikeways. Bottineau plans to work with the Minneapolis Parks and Recreation Board, Public

Works, and landowners to designate additional green space and pedestrian/bicycle paths throughout the community. Bottineau will focus on creating connections with existing and future pathway systems. Sheridan plans to support the creation of bike and walking trails along the river. Sheridan plans to continue the trails that are part of the Veteran's Park so that they continue further up the river and downstream to connect to the trails in Boom Island Park. Sheridan also plans to partner with neighboring communities to create a greenway along 18th Avenue. Marshall Terrace supports the development of additional green space and pedestrian

and bicycle pathways. McKinley specifically mentions coordinating with the City of Minneapolis to create trails to the riverfront. Above the Falls proposes fifteen miles of new bike trails. These will include trails on the pedestrian bridges that cross the river and trails along a riverway street system that will parallel riverfront parks. RiverFirst proposes a series of riverfront trails with WiFi access points to promote environmental education.

Improving Existing Bike Infrastructure

Hawthorne plans to work with the City of Minneapolis and surrounding neighborhoods to establish 26th

Avenue North as a green and bike friendly street. This includes plans for stormwater management, streetscape improvements, and bicycle friendly improvements. Hawthorne also plans to support the location of a bike shop in the industrial area near Washington Avenue North, 2nd Street North and along the West River Road Parkway. Hawthorne also plans to promote biking to work by promoting bike racks and kiosks and by creating a fund for bicycle amenities which will include bike racks, route signs, and funding for off road bike paths. Sheridan plans to explore ways to make neighborhood streets more walkable. Techniques can include improved streetscapes, planting trees, and improvements to crosswalks. Lind Bohanon plans to invest in the revitalization of North Lyndale Avenue. The goal is to make it a mixed-use, neighborhood friendly, walkable main street. Investments

will include streetscape elements, commercial grants or loans, and signage improvements.

Traffic Calming

Several communities have plans that address the reduction of the speed of traffic moving through the neighborhood. This improves safety for both drivers and pedestrians. Additionally, it has been demonstrated that traffic calming measures are associated with an increase in pedestrian activity in residential neighborhoods (Morrison et al, 2004). This ties into the previously described goal of creating “eyes on the street.” Neighborhoods with traffic calming plans include Columbia Park, Bottineau, Sheridan, Marshall Terrace, Lind Bohanon, McKinley, and Saint Anthony West. Columbia Park has plans to develop a strategy to improve traffic flow in problem areas including

Van Buren, Architect Ave, Main Street, 5th Street, and Saint Anthony Parkway. Bottineau plans to reduce speeding and reduce traffic volumes and noise by reducing non neighborhood traffic including truck traffic. Sheridan plans to utilize traffic calming strategies. Marshall Terrace plans to better enforce traffic regulations. Lind Bohanon plans to reduce truck traffic in the neighborhood. McKinley plans to expand the use of speed bumps. Saint Anthony West plans to install signs to encourage traffic calming. Funds for these signs can be applied to fund other traffic calming efforts. Lind Bohanon plans to focus on the Broadway/University and Broadway/Marshall intersections.

Residential

Keeping up the appearance of homes and making sure that buildings are occupied improves community safety. Improper care for buildings can have very real and negative consequences for community health and safety (Keating & Smith, 1996), (Laprade & Auspose, 2006), (Schuck & Rosenbaum, 2006). While some studies suggest that crime statistics are not necessarily different in neighborhoods that have run-down appearances, the perception of the neighborhood as unsafe persists among residents. (Barton, Blencker, Smith & Speck). Additional studies suggest that home ownership can decrease crime in neighborhoods (Breton, 2001), (Laprade & Auspose, 2006) . With more people occupying vacant buildings, there are more eyes on the street, reducing opportunity for deviant behaviors and increasing the perception of security (Laprade & Auspose, 2006). Therefore, improving the appearance of housing stock and encouraging home ownership are important elements of promoting safety in the built environment.

Residential improvements are included in every neighborhood plan. Figure 3 shows the impact of design in the short-term

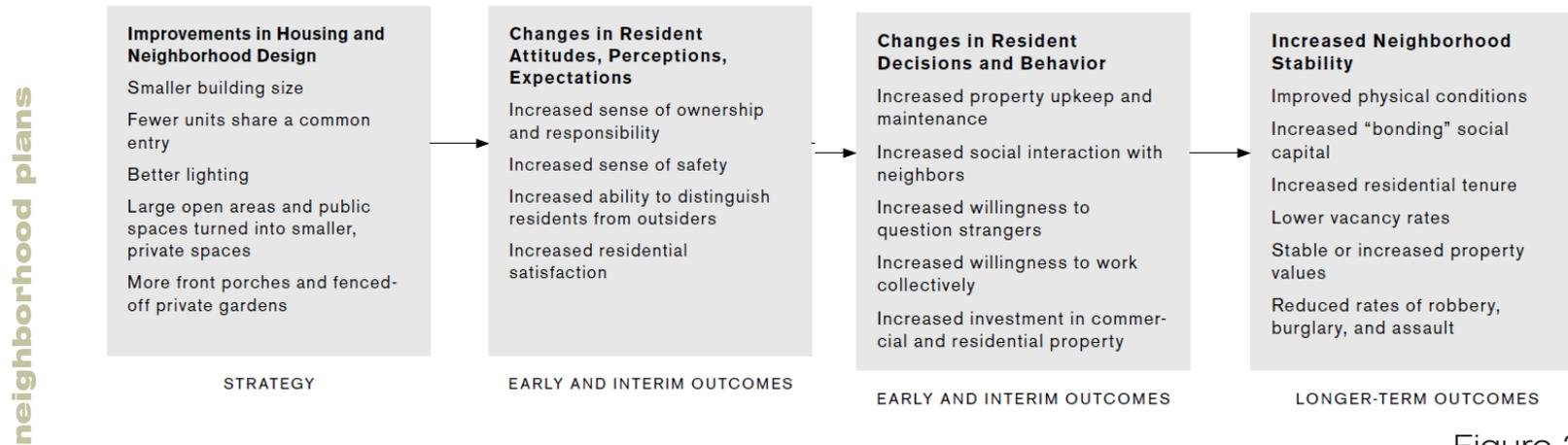


Figure 3

and the long-term. There is a wide range of outcomes, but throughout the process, safety is always noted. In early and interim stages, there are increased perceptions of safety, enhanced ability to identify neighboring residents, and a deeper sense of community ownership and responsibility. Long term outcomes show reduced rates of robbery, burglary, and assault.

Most of the plans prioritized grant and loan programs for residential improvements or purchases. The grants and loans included allocations for larger redevelopment projects ranging from larger housing development projects to rehabilitating individual properties. The grant and loan programs also focused on helping individual home owners make repairs to keep homes in good shape. Other neighborhoods focused on encouraging home ownership. The Above the Falls and RiverFIRST plans both address the creation of new housing stock. Because this housing stock will bring new residents into the neighborhood, the sense of community will be enhanced in the areas relevant to public safety.

Larger redevelopment and rehabilitation projects

Several of the neighborhoods are partnering with community development corporations to provide money for the purchase of homes to rehabilitate or demolish properties which can then be resold to private owners. Neighborhoods setting aside money for this include Hawthorne,

Sheridan, and St. Anthony West.

Existing Housing Stock

Other neighborhoods focused on providing assistance to existing homeowners and rental property owners to help fix and maintain housing stock. Near North/Willard Hay is providing emergency assistance to the elderly, while Columbia Park, Webber-Camden, McKinley, and



Foreclosed Home, North Minneapolis, retrieved from <http://minnesota.publicradio.org/display/web/2009/12/07/reclaiming-foreclosed-homes-in-north-minneapolis/>

St. Anthony West are providing emergency assistance to all of their residents. Lind-Bohanon, Bottineau, Sheridan, and McKinley are providing assistance for routine maintenance of homes. Other neighborhoods also provide more specialized loan and grant programs for residents. For example, Sheridan is extending its “fix and paint” program for artists. This program was established in the previous NRP plan. St. Anthony West is providing loans for home improvements that reduce greenhouse gas emissions or carbon footprints.

Encourage home ownership

Bottineau has goals to develop owner-occupied housing as opposed to rental housing units. Lind-Bohanon has goals to maintain a high ratio of owner occupied housing. Near North /Willard Hay plans to develop affordable housing units. McKinley

has the goal of providing educational classes to new home buyers as well as classes on upkeep and repairs.

Home Security and Safety

Many of the neighborhoods also focus on providing assistance to install smoke and carbon monoxide detectors. They also outlined provisions to work with local precincts to do home safety checks. While not directly related to pedestrian safety, it represents a concern for safety on the part of the neighborhood organizations.

Creating New Housing Stock

The Above the Falls and RiverFIRST plans address the creation of new housing stock. Above the Falls proposes 2,500 new housing units. RiverFIRST proposes the development of Scherer Park, a new mixed-use housing development. Because these plans will greatly increase the number

of residents around the riverfront, they will have a significant impact on the character of the community. It is likely that these developments will have a positive impact on public safety by bringing people into an area that was once non-residential.

Business Property Improvements and Job Access

Keeping up the appearance of businesses and promoting occupancy of vacant buildings can help increase feelings of security and reduce opportunities for crime (Laprade & Auspose, 2006). In addition, some neighborhoods are allocating resources to job training and placement for youth and adults. Higher employment rates in neighborhoods can lead to a reduction in crime (Cordero-Guzman & Auspos, 2006). Above the Falls and RiverFIRST also address job creation. Neighborhoods that do not have provisions for business improvements are Columbia Park, Marshall Terrace, and St. Anthony West.



North Minneapolis Business, retrieved from http://thaoworra.blogspot.com/2010_01_01_archive.html

Business Development/ Redevelopment Programs

Hawthorne, Sheridan, and Webber-Camden are allocating funds for business development in their neighborhoods. Hawthorne is focusing on small business development programs and plans to support redevelopment strategies on Lowry Avenue. Sheridan is focusing on business creation along 13 Avenue, also known as “Arts Avenue” in order to capitalize on the existing arts-related businesses that have popped up there in recent years. Finally,

Webber-Camden will provide loans for redevelopment activities in the neighborhood. Above the Falls proposes new commercial development that will bring an estimated 2,000 new jobs into the area. Generally these jobs are in light manufacturing, office, or research sectors. This represents a shift from the bulk material handling that has previously characterized riverfront industries. The RiverFIRST plan also proposes new commercial space in the mixed-use Scherer Park development.

Building improvements

Neighborhoods supporting structural improvements to businesses include Near North/Willard Hay, Bottineau, Lind-Bohanon, Webber-Camden, and McKinley. Near North/Willard Hay, Bottineau and Webber-Camden specifically provide funding for business improvements to the structure and facade of buildings. Near North/

Willard Hay have coined their program as the, “Clean and Green Program.” This program aims to create attractive and beautiful properties. Lind-Bohanon and McKinley are more vague. Their goals include providing support, assistance, and developing partnerships.

Education

Two neighborhoods are focusing on education for business owners. Bottineau plans to implement programs that increase the business community’s awareness of issues and needs of the neighborhood. Sheridan plans to teach businesses about design that will discourage crime.

Job Training and placement

Hawthorne neighborhood would like to help develop job training and placement programs. McKinley will continue to fund their community

supported agriculture program that provides training for youth and adults.

Community Building

Community building was an important goal for many of the neighborhoods. Of the ten neighborhoods, only Columbia Park and Webber-Camden did not have objectives or goals that addressed community building efforts. Building community connections in neighborhoods has the effect of helping neighbors keep an eye out for each other and for each other's children (Breton, 2001). Strong social networks help communities advocate for changes related to crime, urban design, or other issues in the neighborhood (Bell & Ruben, 2007). Networks are important to improving the mental health and physical health of newcomers and existing residents alike (ibid).

Support block club development

Developing block clubs and participation in block clubs is one of the more consistent initiatives in the plans. Neighborhoods that aim to increase the number of block clubs and participation in block clubs include Near North/Willard Hay, Sheridan, Lind-Bohanon, and St. Anthony. Other plans are more vague. Hawthorne and Marshall Terrace are planning to provide grants for community building efforts.

Increase opportunity for neighborhood connections

A couple of the neighborhoods noted specific plans to increase neighborhood connections. Bottineau is working to increase ethnic and cultural awareness and Lind Bohanon is trying to build a community center. Lind Bohanon and McKinley are both hoping to develop mailing lists and newsletters for their communities. Finally, St. Anthony West is focusing on increasing participation in National Night Out.

Public Space and Public Art

Several neighborhoods have plans to improve upon public spaces in their communities. Many of these plans involve park space and public art. While this is not directly related to safety, improving the aesthetic of public spaces impacts the quality of the trip to the riverfront. Neighborhoods with plans to improve public spaces include Hawthorne, Bottineau, Sheridan, Lind Bohanon, McKinley, and Saint Anthony West.

Park Space

Only two plans had mention of park space outside of riverfront development. Parks provide opportunities for recreation

and improve the appearance of neighborhoods. Both of these elements are positive for the health and safety of community residents. The McKinley neighborhood will identify vacant

lots and parcels to determine if they can be turned into park spaces. St. Anthony West plans to continue their relationship with the Minneapolis Parks and Recreation Board in their efforts to



Graffiti, retrieved from <http://www.graffitiremovaluk.com/graffiti-removal-health-safety/>

develop the 12-Acre Nelson Regional Park.

Public Art

Bottineau has plans to partner with the Northeast Minneapolis Arts Association to increase communication about the arts in their community and incorporate public art into neighborhood sponsored events and projects. Sheridan also has plans to promote the use of public art. The plans for improving the George Hill – Alice Rainville square in the Lind Bohanon neighborhood list public art as something that could potentially be incorporated in the project, along with other public amenities such as benches and sidewalks.

Other Plans for Public Space

Hawthorne and Sheridan both have plans to improve public spaces by eliminating graffiti. Bottineau has plans to leverage additional resources towards improving the physical and social environments of the neighborhood. The Lind Bohanon neighborhood has plans to increase community gardens in the neighborhood which they believe will improve inter-generational and inter-cultural relations and improve the aesthetic value of public spaces. Saint Anthony West plans to provide small grants to support boulevard planting and other green initiatives, improving the aesthetic value of their streetscape.

Environment

Many of the Neighborhood plans looked at environmental factors that also have an impact on safety in the neighborhood. There were two major trends in relation to the plans for the environment and safety. These trends were trash clean up efforts and chemical pollutant reduction. Above the Falls and RiverFIRST both address environmental issues through proposals to restore natural habitats.

Trash clean up

Trash clean up is recognized as a way to keep a neighborhood looking nice, as well as a way to reduce crime rates. An article by Perkins and Taylor (1996) indicates that an increase in trash and litter increases a neighborhood's fear of crime and the likelihood of an increase in the rate of crime. Hawthorne, Near North/Willard Hay, Bottineau, and Lind Bohanon specifically include neighborhood clean up efforts aimed at reducing trash and removing unwanted materials that detract the neighborhood's appearance. Near North/Willard Hay also created block level environmental grants to be used in a number of ways to increase

community connectedness as well as to improve and maintain the natural environment.

Chemical pollutant reduction

Society widely accepts that chemicals used and disposed of improperly are harmful to the natural environment and the people that live in it. Bottineau and Marshall Terrace both specify plans to create awareness about pollution, address chemical uses reduction, and eliminate health hazards.

Habitat Restoration

Above the Falls proposes four miles of restored riverbanks. The focus of this

restoration is on riverbank stabilization and improving the ecological and visual condition of the riverbanks. The Above the Falls proposal will greatly increase the quality of the wildlife habitat found along the river corridor. RiverFIRST proposes the addition of riparian corridors and other bio-filtration measures to improve the relationship between the river and surrounding land.

Plan Analysis: **Youth**

increasing Youth Input

The involvement and input of youth has been recognized as important in the Sheridan, St. Anthony West, and Hawthorne neighborhood plans. Involving youth in different aspects of neighborhood plans creates a buy-in and investment in the neighborhood which can lead to more positive and constructive neighborhood activity.

Create relevant youth involvement plans

Programs such as “Green and Clean”, website creation, and mentoring programs found in the Hawthorne and Sheridan neighborhood plans create a time and space specific to engaging the youth in the neighborhood. The St. Anthony West neighborhood did not have specific plans to increase youth involvement but does plan to look at how the community can be more relevant in the lives of youth and whether youth will participate in their community activities.



Hmong Halloween,

retrieved from <http://www.tcdailyplanet.net/news/2012/11/05/north-minneapolis-hmong-halloween>

Increasing Structured Activities for Youth

A large number of young people live in the Northern Minneapolis area and many of those young people have a sizable amount of unstructured free time that community members have identified as a precursor to crime and deviant acts. An article by Ellen and Turner (1997), states that structured youth activities with proper adult supervision has a strong impact on youth in low income neighborhoods by giving youth role models to emulate. The Hawthorne, Near North/Willard Hay, Sheridan, and McKinley neighborhoods have plans for keeping youth active and engaged in structured programs within the community.

Employment programs

Hawthorne, Near North/Willard Hay, and McKinley neighborhoods identified employment and employment preparation programs as structured activities that would be beneficial to the youth in their neighborhood. McKinley specifically mention youth working at the local CSA, while Hawthorne and Near North/Willard Hay focus on training and programing in relation to employment, finances, and entrepreneurial skills.

Cultivating resources

The Near North/Willard Hay and Sheridan neighborhoods focus on looking at what resources are available to youth, gaps in services, and how to connect and strengthen those services.

Planned activities

The McKinley neighborhood has plans to cultivate community youth centered activities by establishing or partnering with organizations supporting youth sports, running or supporting youth summer camps, establishing a family movie night in a safe environment, and creating other youth/family events..

Plan Analysis: Connections

Cross-neighborhood Coordination

Some neighborhoods identified that the plans they would like to enact would require coordination with other neighborhoods to accomplish the desired goals. Hawthorne, Near North/Willard Hay, Lind Bohanon, and McKinley have specific plans to coordinate with adjacent neighborhoods.

Supporting projects that involve multiple neighborhoods

Near North/Willard Hay plans to support the Better Streets program and other initiatives that may come after in relation to improving the Lowery corridor and involve multiple neighborhoods.

to identify and improve areas along their corridors and boundaries which may require funding in partnership with groups such as JACC, McKinley Community, FNA, CNA, and CPED.

Specific partnerships/coordination efforts

Some neighborhoods state specific plans to work with other neighborhoods on specific projects or ideas. For example, McKinley plans to coordinate with other Camden neighborhoods on activities. The Hawthorne neighborhood has a plan

Coordination with Above the Falls and RiverFIRST plans

Many of the the neighborhood plans mention the riverfront as a location to be developed. Some of the neighborhoods specifically mention supporting the RiverFIRST or Above the Falls plans. These neighborhoods specifically include Hawthorne, McKinley, Bottineau, Sheridan, Marshall Terrace, and Lind Bohanon.

Directly state support for Above the Falls or RiverFIRST

Hawthorne and McKinley specifically state their commitment to the plans to develop the riverfront through city planning. St. Anthony West makes a similar but looser commitment to cooperate with the Park Board on some activities.

of the plans name specific partners while others are more general in their commitments.

General commitment to riverfront development

Bottineau, Sheridan, Marshall Terrace, and Lind Bohanon all state general commitments to the development of the riverfront, along with parks and trails linked to the riverfront. Some

Discussion and Conclusion

general trends

Neighborhoods focused on a wide range of safety efforts, as described above, but some safety issues were more consistently applied throughout the plans. The top three safety strategies that neighborhoods focused on were residential improvements, business development, and community building efforts. All of the neighborhoods and the Above the Falls and RiverFIRST plans addressed residential improvements. Eight neighborhood plans and the Above the Falls and RiverFIRST plans addressed business development. Community building activities were addressed by eight of the neighborhood plans.

Six of the neighborhood plans focus on increasing bike trails and pedestrian access in the neighborhood. Pedestrian and bike access is a major component of both riverfront plans. Appendix D provides a GIS analysis of the number of people that are currently served by bike trails and the number of people that will be served after implementing the trail plans for Above the Falls.

Increasing outdoor activity and visibility to promote “eyes on the street” was addressed by five neighborhood plans. Environmental concerns were addressed by five neighborhoods and the Above the Falls and RiverFIRST plans. Four plans addressed coordinating with other neighborhoods, and four plans included increasing structured activities for youth. The least popular safety strategies were increasing youth input. Only three plans included increasing youth input. Appendix C contains a completed spreadsheet of how the plans address all of the issues discussed in this section.

going forward

As plans for the riverfront are developed in subsequent years, further analysis of how neighborhoods should coordinate their efforts in relation to parks and trails, and access to the riverfront should be explored. Additionally, youth issues and a focus on engaging youth in the planning process may be beneficial to understanding how health and safety can be addressed. This type of engagement may provide equitable opportunities for all to access the river.

Recommendations: Implementing Riverfront Plans

Recommendations for Implementing Above the Falls and RiverFIRST

The elements of the Above the Falls and RiverFIRST plans were analyzed to determine how they address crime and safety. While neither of these plans specifically mentions reduction of crime as an objective, both plans address housing, business development, access to the riverfront, and enhancing the environment. While the Above the Falls plan is more policy oriented and comprehensive in scope, RiverFIRST focuses on nodes of development, phasing, and potential design. RiverFIRST is conceptual in its planning with regard to housing and jobs and has more specific recommendations for developing riverfront ecology and trails. This section will discuss how the planners can support the goals of the Above the Falls and RiverFIRST plans.

Plan for affordable, attractive housing at varying income levels

Like the neighborhood plans, Above the Falls and RiverFIRST have the potential to address crime through added housing, while providing residents with opportunities to live closer to the riverfront. However, without provisions to ensure that residents from surrounding neighborhoods have the opportunity to live in affordable housing, current residents of North and Northeast

Minneapolis may not be closer to the riverfront or benefit from new housing development.

Plan for skill appropriate job development or training opportunities for job creation

In addition to planning for mixed-income housing, planners need to encourage job opportunities for varying skill levels. If new businesses do not provide jobs that are skill appropriate for the nearby workforce,

residents will not benefit from increased employment. As discussed earlier, unemployment is correlated with higher crime.

Going Beyond the Riverfront

In general, the goals of Above the Falls and RiverFIRST are commendable. They are concerned with how they connect with surrounding neighborhoods. However, the plans do not make policy or design recommendations outside of the river corridor. To ensure that there is equal access to the riverfront, planners should also address issues related to crime and safety in the corridors that connect to surrounding neighborhoods.

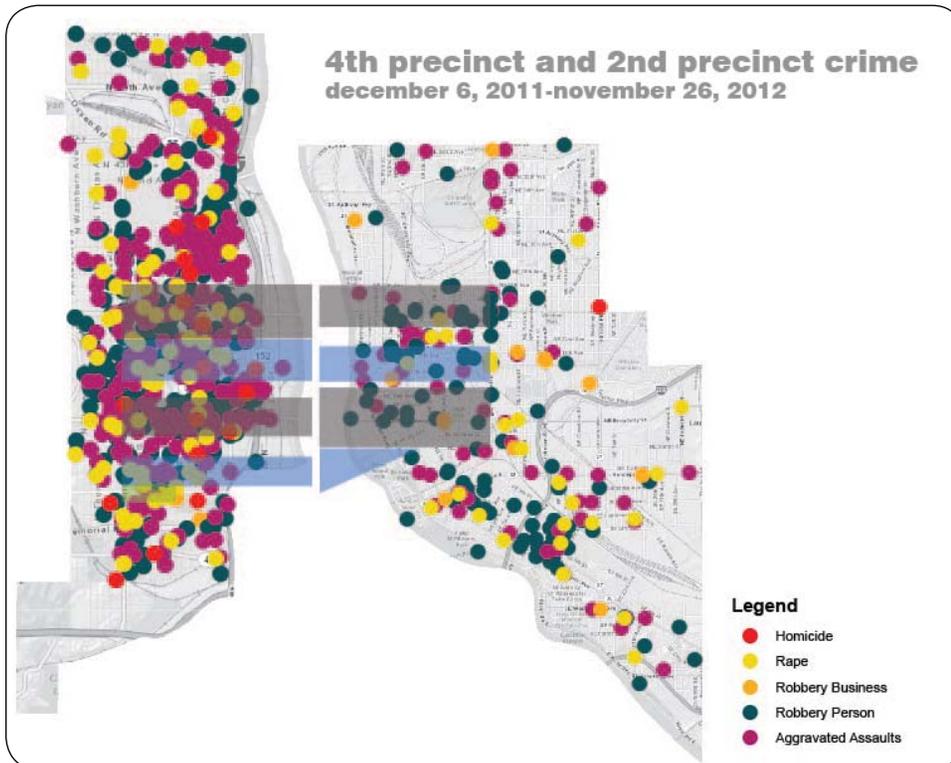


Figure 1

If people are afraid to walk, bike, or take public transportation to the destinations, access for North Minneapolis' residents cannot be realized. While the plans provide adequate biking trails to surrounding neighborhoods in North Minneapolis, the plans need to also address the fact that there are significantly higher crime rates in the North Minneapolis neighborhoods than the rest of Minneapolis (See figure 1). To view a full-size version and methodology for this map, please see Appendix A.

The design of the streetscape on main thoroughfares should be assessed for perceptions of safety; whether these

perceptions relate to high traffic volumes, trash, lack of maintenance, or unforgiving building design, such as the Kemps building. In addition, planners should look for ways to support the work of local nonprofit organizations, schools, and religious organizations that are working to reduce crime and to support families in the neighborhoods. Finally, planners should explore the relationship residents have with the police department. If there is a perception of police harassment or general distrust of the police, many issues related to crime cannot be adequately addressed by police officers.

Perception of Crime

People have different perceptions of crime and different comfort levels with crime. The RiverFIRST plan includes comments from the public that range from feelings that the plans would reduce crime, the plans would increase crime, and that not enough was being done about crime in existing parks. These comments indicate that crime is on the minds of residents and that even if the parks are safe, it will be important to manage perception of crimes.

Engaging Youth

Planners should engage youth in crime reduction efforts using the methods described earlier in this

report. Engaging youth in planning efforts provides a sense of ownership and empowerment for neighborhood youth. North Minneapolis has one of the highest populations of youth in the twin cities (Metro Transit), and planners could benefit from their knowledge about local issues.

Recommendations: Youth Best Practices & Case Studies

Reccomendations for Youth

This section provides best practices for how Minneapolis can better address the needs of youth in the riverfront redevelopment process. Because the neighborhood plans placed minimal emphasis on youth issues, this focus provides beneficial information to the City.

We divided this analysis into two sections. First we provide a general discussion of best practices for engaging youth with planning and the built environment. These practices include the use of design charrettes, placemaking efforts, and expanding service learning opportunities. We then focused on highlighting successful programs for engaging youth in improving community safety that have been implemented in other cities. This section highlights the Teen Activity Transportation Enterprise, a program focused on addressing safety issues in places where teens congregate; Youth-Plan, Learn, Act, Now!, a program that includes youth in the planning of urban areas that are being redeveloped; and Youth Violence Prevention Through Community Involvement, a program focused on developing an approach for preventing youth violence that is centered on viewing youth as a community asset. earlier, unemployment is correlated with higher crime.



Camden Youth Engagement

Project, retrieved from <http://www.lindobanahon.org/neighborhood.nsf/Get+LBNA+Camden+Youth+opendocument>

Best Practices

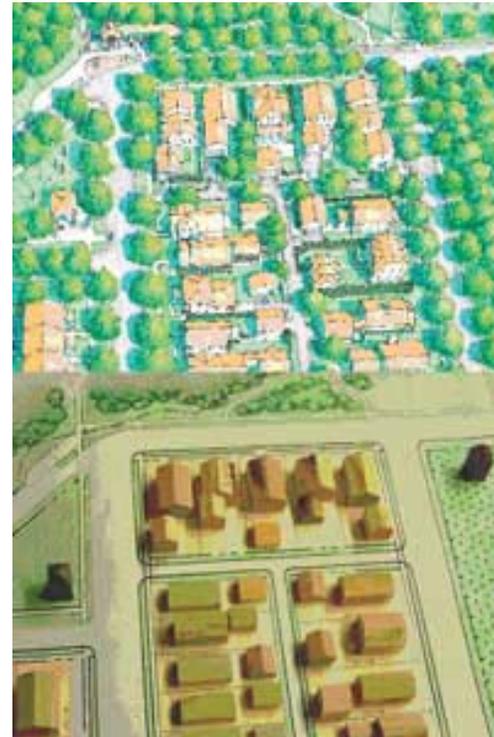
Design Charrettes

What is it: Design charrettes are workshops that bring together community members with the purpose of exploring different design options. These workshops typically involve some sort of visual representation of different design options such as drawings or 3D models.

Why is it important: Design charrettes help community members visualize the design process. They are an effective form of public participation because they give community members the opportunity to integrate their ideas about diverse topics into a comprehensive design.

Other considerations: More visual hands-on types of design charrettes might be a good way to engage youth. It may be useful to partner with departments that have experience engaging youth to determine the most appropriate design charrette technique.

Applying to a case study: A twin cities planner named Rich McLaughlin utilized what he called a neighborhood modeling system to do design charrettes throughout Minnesota. This system involved wooden models of housing types and different community amenities. Community members were allowed to arrange these models inside of a scale model of their community. This technique was used in for urban-infill projects in areas including Excelsior



McLaughlin, R. (2003, November). N-vision - neighborhood modeling system.

on Grand, Saint Louis Park, and Cloverfield in Chaska and in small towns throughout Minnesota (McLaughlin, 2003).

Use in City of Minneapolis: A technique similar to Rich McLaughlin's would be a useful way to do design charrettes with youth because it gives youth the opportunity to visualize their ideas and quickly make changes as they experiment with new arrangements. Because of the effort involved in making models ahead of time, it would not be practical to use this exact technique for projects where the specific infrastructure that will be installed does not have a fixed size or form. It may be more useful for urban-infill projects or any new playground projects that will be associated with the Above the Falls project. It may be more useful to employ drawings or computer models for projects with less fixed infrastructure.

McLaughlin, R. (2003, November). N-vision - neighborhood modeling system. Retrieved from <http://www.charrettecenter.net/charrettecenter.asp?a=spf&pfk=7&gk=19>

Placemaking : Pavement Murals

What is it: City Repair, a placemaking organization in Portland, Oregon, defines placemaking as the creative reclamation of public space. They see placemaking as a way to transform underutilized public spaces into beautiful public meeting places. Placemaking is focused on managing public spaces in a way that strengthens communities by encouraging public activity.

Why is it important: Placemaking can help build pride in a community by creating a sense of uniqueness. Additionally, by beautifying public spaces, placemaking encourages residents to gather outdoors. This promotes community building and public safety by putting “eyes on the street” as described in the neighborhood plan analysis above.

Other considerations: Placemaking is a very broad concept. Individual communities can choose forms of expression that are appropriate to their unique history, culture, and artistic talents.



City Repair (n.d.). The vision of city repair . Retrieved from <http://cityrepair.org>

Applying to a case study: Springboard for the Arts has facilitated a variety of placemaking projects through their Irrigate program. These projects are concentrated along the area affected by light rail construction. Artists are encouraged to create projects that relate to unique social and cultural characteristics in their communities as well as projects that take advantage of public spaces opened up by the light rail. A wide variety of projects have been completed including performing arts projects, sculptures, and environmental projects (Springboard for the Arts). The City of Portland has done placemaking work with pavement murals. These murals are painted onto the asphalt street surfaces at intersections in neighborhoods. They help show of the creativity of community members and are a great use of a surface that is not typically considered to have any significant aesthetic value. Planners in Portland say that these murals have encouraged more community activities in the streets and have improved community safety by slowing traffic, encouraging outdoor activity, and making public spaces more friendly to pedestrians (City Repair). The Corocoran neighborhood in Minneapolis is in the process of planning a similar project with local youth .

Use in City of Minneapolis: This type of project would be a great thing to do with youth and children. It's a good way to encourage creativity and outdoor activities. In addition, it could be used to start a discussion about how streets have historically been considered gathering spaces and not just spaces for cars. Kids could be encouraged to create designs that show the relationship between their communities and the riverfront or designs that promote community safety goals.

City Repair (n.d.). The vision of city repair . Retrieved from <http://cityrepair.org>

Springboard for the Arts. (n.d.). Irrigate. Retrieved from <http://irrigatearts.org>

Service Learning

What is it: The Minnesota Department of Education defines service learning as a form of experiential learning whereby students apply content knowledge, critical thinking and good judgment to address genuine community needs (Minnesota Department of Education). In other words, service learning is a teaching method that combines classroom learning with relevant community service.

Why is it important: Service Learning provides youth with an opportunity to apply what they are learning in school to a real-world project. In addition, service learning provides Minneapolis with classrooms full of youth who are already engaged in the subject matter. Going to places where youth are already in a structured environment makes youth outreach programs considerably easier to plan.

Other considerations: Because the goal of service learning is to tie projects into the school curriculum the scope of projects will be somewhat limited. Environmental projects could be linked to science classes. It may also be beneficial to work with art and civics classes. Because there is an educational goal behind service learning projects, it is important to give youth as much control over project design and management as possible. Youth would learn more from analysing community needs, selecting a project that they believe addresses those needs, and figuring out how to plan and implement the project. The role of professionals in service learning projects should be to guide youth along what is a primarily self-driven project. Additionally, professionals should help students evaluate their project when it is completed by leading discussions about lessons learned and ways the project could have been improved. Staff from Minneapolis Parks and Recreation should be consulted as they have experience in service learning projects. The Minnesota Department of Education has published a guidebook to service learning which contains examples of projects and a list of organizations in Minnesota that fund service learning projects (Kamenov). This guidebook should be made available to neighborhood organizations that are interested in expanding educational activities for youth.

Applying to a case study: An environmental science class at Edina High School did a service learning project where they used a variety of water testing mechanisms to determine the Water Quality Index for Nine Mile Creek. Students researched a variety of testing mechanisms prior to deciding how to perform their test. They then published their results using pamphlets, presentations, conversations with city officials and leaders, letters, news articles, and editorials. This project helped students understand the variety of systems that affect water quality and how these systems interact. The work that they did on outreach and publicizing their results helped them understand the social and political factors that affect environmental issues (Bascom).

Use in City of Minneapolis: Minneapolis Parks and Recreation already has a service learning program that implements projects related to environmental issues. These projects tend to be short-term service projects of about 2-4 hours in length and are segregated from classroom learning (Minneapolis Parks and Recreation). With more support, Minneapolis Parks and Recreation could expand upon their service learning program to incorporate projects that are more long-term, more youth driven, and more related to educational goals. The City should look into incorporating other departments to expand service learning opportunities for youth in North Minneapolis. For example, the Department of Health and Family Support could go to local schools and discuss the importance of outdoor activities in a Physical Education or Health class. Students could then create a project based on improving outdoor recreational activities. Other issues related to the riverfront projects could be addressed in similar ways. For example, arts classes could be used for service learning projects related to promoting public art and improving public spaces.

Minnesota Department of Education. (n.d.). Service learning . Retrieved from <http://education.state.mn.us/MDE/SchSup/CareerEdAdmin/ServLearn/index.html>

Kamenov, M. (n.d.). Service learning information packet . Minneapolis Parks and Recreation. (n.d.). Service learning opportunities. Retrieved from <http://www.minneapolisparks.org/default.asp?PageID=1349>

Rogers Bascom, J. (n.d.). Edina high school students receive minnesota state service learning award. Retrieved from [http://64.8.132.1/teach/curriculum/service/HS award.pdf](http://64.8.132.1/teach/curriculum/service/HS%20award.pdf)

Case Studies

Teen Activity Transportation Enterprise (TATE)

What is it: TATE is a program for inner-city High School youth enacted in cooperation with the University of Rhode Island. TATE identifies physical places where teens congregate and the perceived and actual levels of crime in these spaces.

Why is it important: Teens need places to socialize and interact where they feel safe and are not identified as loitering. Youth generally have an acute sense of safety in a neighborhood and can provide information that would otherwise be unknown.

Program niche: This program views youth as experts on youth safety. This empowers the youth to speak out and provide unique information.

Program basics: The program involves youth participation in a spatial mapping exercise where a grid is put over a map of the city and the teen participants identify the public places they spend free time in as well as how safe they feel in different squares of the city. The map activity provides an understanding of how elements of the built environment and community perceptions impact teens' sense of safety and/or insecurity. The participants also do a series of surveys and facilitate group discussions on the how, when, and where they spend their their free time and identify factors that make a place safe or unsafe. In the final stage of the program the teen participants were involved in conversations about changes that could be made to make problem areas safer and accessible. This process is a mutual exchange of information as officials hear what would make youth feel safe and youth learn about city laws, policies, and ordinances.

Use in City of Minneapolis: A technique similar to the Rhode Island example could be useful to implement in Minneapolis. Minneapolis is already engaging youth in conversations about safety and this model could be very helpful in

identifying areas that may limit youth in accessing the riverfront as well as what would attract them to spend time there. This program would also help the City pinpoint locations where the community should focus crime reduction efforts

McCray, T.M., & Mora, S. (2011). Analyzing the Activity Space of Low-Income Teenagers: How do they perceive the spaces where activities are carried out?. Journal of Urban Affairs, 33(5), 511-528.

Youth- Plan, Learn, Act, Now! (Y-PLAN)

What is it: Y-PLAN is a youth civic engagement program out of the University of California Berkeley that includes youth in city planning of urban areas being redeveloped. The program partners graduate students, high school students, government agencies, private interest groups, and community members.

Why is it important: Creates positive community outcomes and meaningful learning experiences. There are also important theoretical implications for the planning and educational fields.

Program niche: Requires youth-adult cooperation and joint decision making to be effective and sustaining.

Program basics: The program involves two classes from the university sending student to local schools to work as mentors with high school students ranging from remedial 9th graders to student in advanced placement classes. The program reaches out to the City and over time the City approaches the Y-PLAN program for projects to participate in. The ideal project is educational, youth friendly, and meaningful to the community. Y-PLAN then spends 10-12 weeks in a community planning process with a final presentation. During this program youth create a connection to the space, become invested in it's maintenance and use, gain positive experiences in civic engagement, and teens learn skill valuable to future employment and neighborhood improvement.

Use in City of Minneapolis: Using a similar model for the riverfront and areas and corridors leading to the river in North Minneapolis can be a positive tool to bring different government groups, nonprofits, and community members together to share knowledge and resources as a community problems are addressed. With a strong planning programs at the University of Minnesota there is a possibility for creating an effective working relationship for a program like Y-PLAN.

McKoy, D. & Vincent, J. (2007). Engaging Schools in Urban Revitalization: The Y-PLAN (Youth- Plan, Learn, Act, Now!). *Journal of Planning Education and Research*, 26(4), 389-403.



Youth from YPLAN. Retrieved from <http://studentsrebuild.org/youth-and-design-big-picture>

Youth Violence Prevention through Community Involvement

What is it: Suggested directions and considerations to create an environment of youth violence prevention

Why is it important: There is an ongoing perception that youth are deviant and unwilling to participate in civic community activities. Creating a shift in this thought process and policies related to this gives youth the opportunity to become involved in productive, structured, supervised, and positive community work.

Program niche: This programing approach looks at youth in a strengths based perspective and addresses how multiple systems and policies can be adapted to better support youth and prevent violence.

Program basics: Six policy directions to consider:

1. Broaden public conception of violence prevention- There is a negative connotation that goes along with the the phrase “violence prevention”. While violence prevention receives high attention from policy makers, a broader concept of the term would make violence prevention measures more effective. This can be done through public forums and informal conversations about the topic and by presenting options that are less punitive in nature.
2. Align policies to support youth engagement- Many policies are aimed at targeting undesirable youth behaviors such as smoking, drug use, unprotected sex, delinquency, and school drop outs. Rather than focusing on punishing specific behaviors, there should be a focus on youth development and engaging youth in the community. This can help prevent undesirable behavior.
3. Create local coalitions for community peace- Peace coalition groups are a way to help shape public opinion about youth and violence. These groups can be champions for encouraging youth involvement as a way to reduce violence. Successful groups have a diverse group of members including community members, police, youth, local nonprofits, and

businesses owners. This helps create a network of support and shared information.

4. Connect adults with their communities and with youth- Foster programs that help to change the perception adults about the motivations of youth that can close the mental and physical gap between adults and non-familial youth. These relationships strengthen communities as adults are connected to other families and youth have more adult role models and people to support them.
5. Strengthen screening and referral of youth- Both youth victims and actors of violence see a variety of practitioners who look for indicators and risk factors that may lead to future involvement in violence. It is valuable to have practitioners broaden their evaluations to look for opportunities for the youth to become involved in some form of community life which plays to a strengths perspective of youth development.
6. Reach out to engage at-risk youth- Youth that can benefit the most from community involvement typically have the least amount of access and opportunity due to life circumstances. A special effort needs to be made to reach these youth. One effective involvement tool is to reach out to these youth and involve them as a service provider instead of as a receiver. It is valuable to give youth an opportunity to contribute. Youth who contribute to their communities are more likely to sustain their relationship with their communities and have their needs met through community involvement.

Use in City of Minneapolis: There are a wide range of services and programs in Minneapolis and while the City may not be able to enact all six of these suggestions there are portions that could be adapted and easily included in conversations that are already happening around community involvement and youth violence.

Zeldin, S. (2004). Preventing Youth Violence Through the Promotion of Community Engagement and Membership. *Journal of Community Psychology*. 32(5), 623-641.

Discussion: Best Practices and Case Studies

This section has provided a variety of best practices for including youth in the planning process and addressing issues related to youth safety. The programs we chose to highlight are programs that have successfully engaged youth in the built environment or in public safety initiatives. It is our hope that the City of Minneapolis use these best practices as a guide for determining what youth engagement techniques are appropriate for engaging youth in the communities surrounding the upper riverfront. The implementation of a similar program will help ensure the success of Above the Falls and RiverFirst by engaging youth in the community and improving safety for all community members.

Conclusion

Above the Falls & RiverFIRST

An Analysis of Neighborhood Plans and Recommendations for Youth Safety and Engagement

In its completion, this document provides an understanding of strengths and obstacles faced by the Northern Minneapolis communities along the river. The information provided here can be used as an informative tool for identifying areas to make connections and provide services in order to facilitate safe access between North Minneapolis communities and the area affected by the RiverFIRST and Above the Falls plans. Making connections between neighborhoods and resources will be key in taking the information from this document forward. With organization and leadership the combination of the vision for the Riverfront, guidance from the City, and the organizing power of Northern Minneapolis neighborhoods the potential to impact the health and quality of life of residents is exponential.

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Zeldin, S. (2004). Preventing Youth Violence Through the Promotion of Community Engagement and Membership. *Journal of Community Psychology*. 32(5), 623-641.

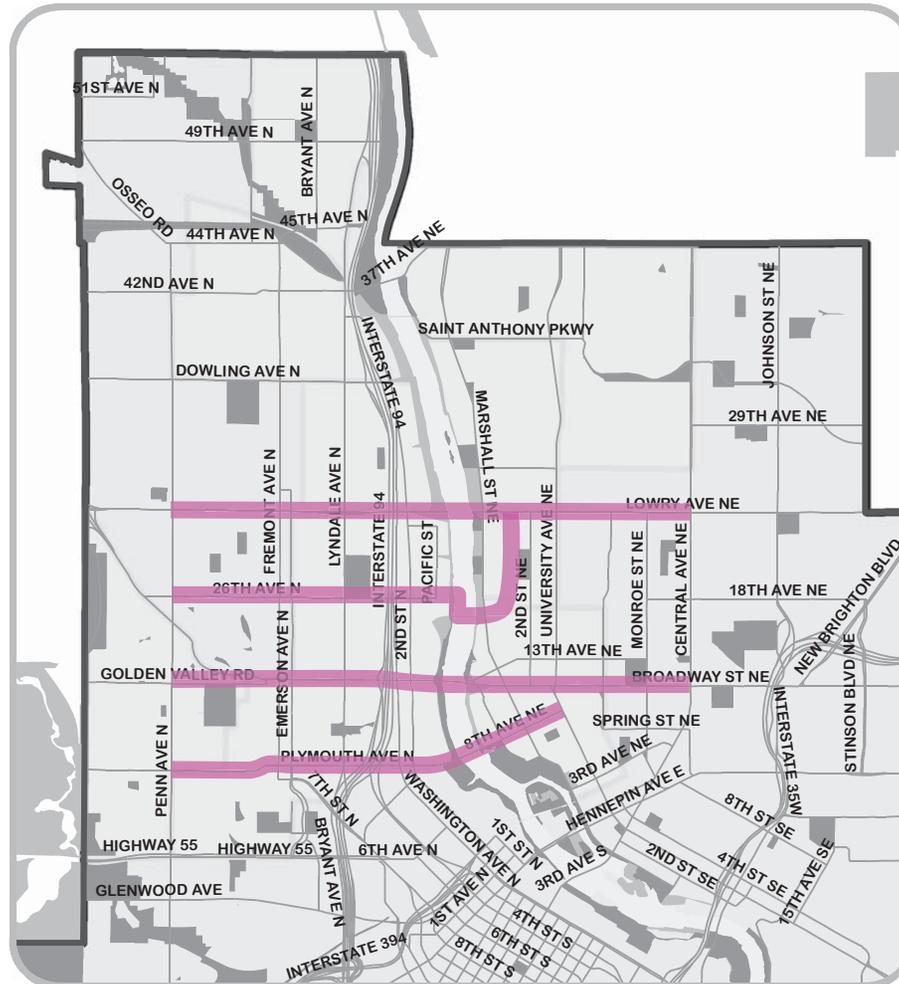
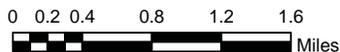
Appendix A - Crime Maps

Above the Falls and River First

Study corridors for Youth Safety

-  Corridors of focus
-  Roads
-  Open Water
-  City Park, Recreational, or Preserve
-  Regional Parks
-  Minneapolis Boundary

Data from Crossroads Resource Center and Metro GIS



Spatial Distribution of Crime

Methodology and Maps

Methodology for creating crime maps in North and Northeast Minneapolis

Maps showing occurrences of crime in North and Northeast Minneapolis from December 6, 2011 to November 26, 2012 were created using the design software Adobe Illustrator. Map data was retrieved from the City of Minneapolis Police Department's web site http://www.ci.minneapolis.mn.us/police/statistics/crime-statistics_codefor_index.

Aggregating the City of Minneapolis' Crime Map Data

Weekly data from the City of Minneapolis' web site was downloaded in pdf form and opened in the design software Adobe Illustrator. The pdfs from the City of Minneapolis are editable in Illustrator. To edit the pdf, the clipping mask on the document was released. The crime data for each week is color-coded by crime. For example, aggravated assault was purple, murder was red, etc. Using the "Select" tool, dots of the same color were selected and moved to an independent layer in the Illustrator file. With each type of crime in its own layer, subsequent crime map pdfs for the year were disaggregated in this way, and compiled into a master document.

Calculating the instances of crime in the study corridors

A boundary of two blocks to the north and south was drawn around the study corridors. These boundaries were used to differentiate crime in each of the study corridors. Crime in the study corridor was calculated by selecting all of the dots within the boundary. A total was calculated using the “Document Info-->Objects” window, which tells the number of objects selected. After the objects were selected, they were moved to another layer to avoid double counting. Calculations were as follows:

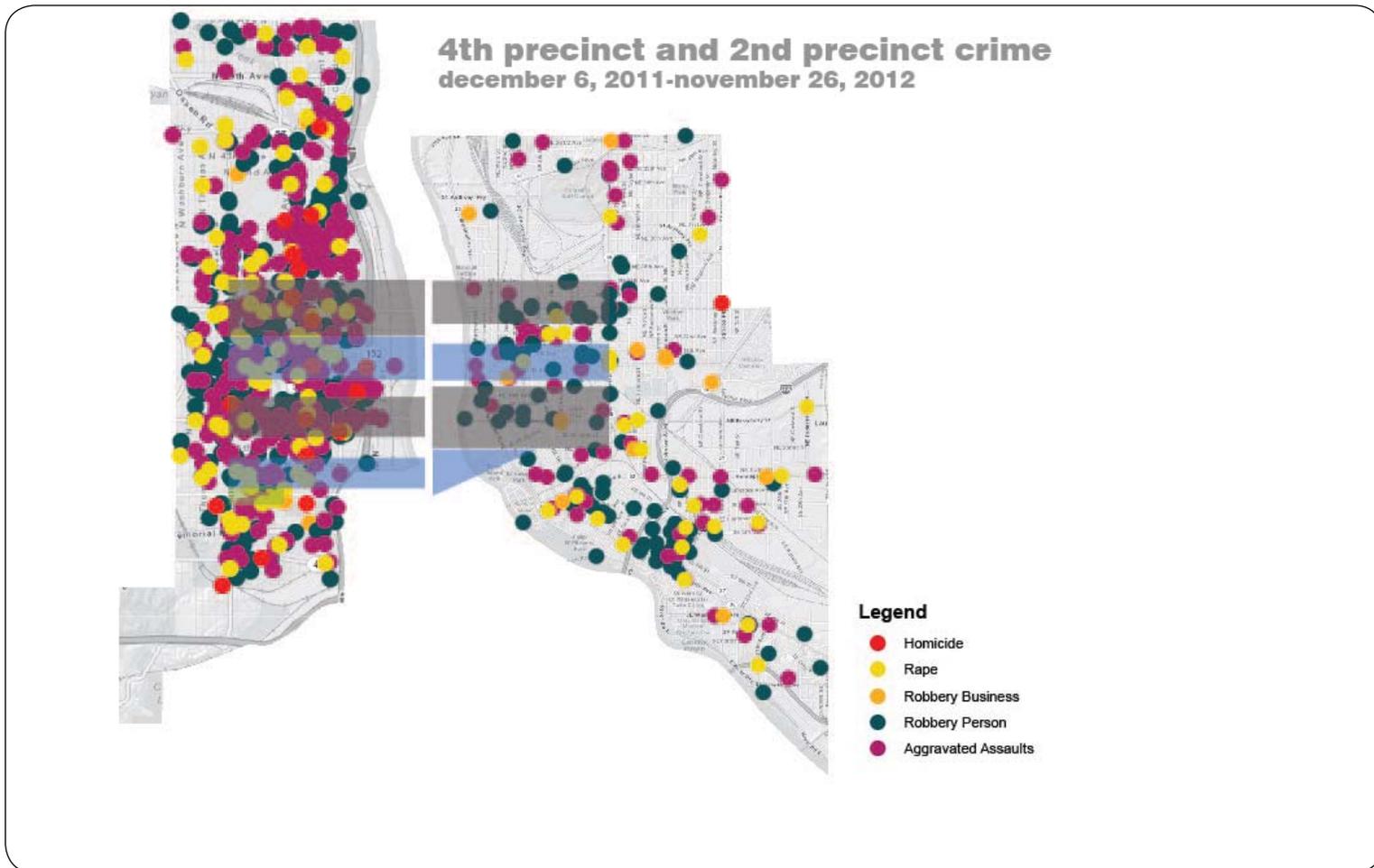
Street Names	North						Northeast					
	Robbery business	Robbery Person	Homicide	Rape	Aggravated Assault	Total Corridor North	Robbery business	Robbery Person	Homicide	Rape	Aggravated Assault	Total Corridor Northeast
Plymouth	3	12	0	10	16	41	0	0	0	0	0	0
26th	0	48	2	10	35	95	1	17	0	3	10	31
Broadway	5	59	3	4	41	112	1	12	0	0	5	18
Lowry	1	56	2	13	37	109	0	16	0	1	7	24
Total						357						73

Limitations to the data

At this time it is unknown whether the City of Minneapolis crime maps are reported crime or arrests. If it is reported crime, there are greater implications for safety in the streets. If it is arrests, then crime isn’t necessarily happening at that place. However, for the purposes of this report, we are assuming that these maps represent instances of reported crime.

The other major limitation to these maps are the differences in scale of the base maps between North Minneapolis and Northeast. The precinct maps were created at different scales and therefore may appear to have more or less crime. Additionally, the scale of the dots is large compared to the map -- the dots are often as large as a city block, making it difficult to see exactly where the crime occurred. The maps give an overall glimpse of crime in North and Northeast, however, they are not an exact science.

Completed crime map



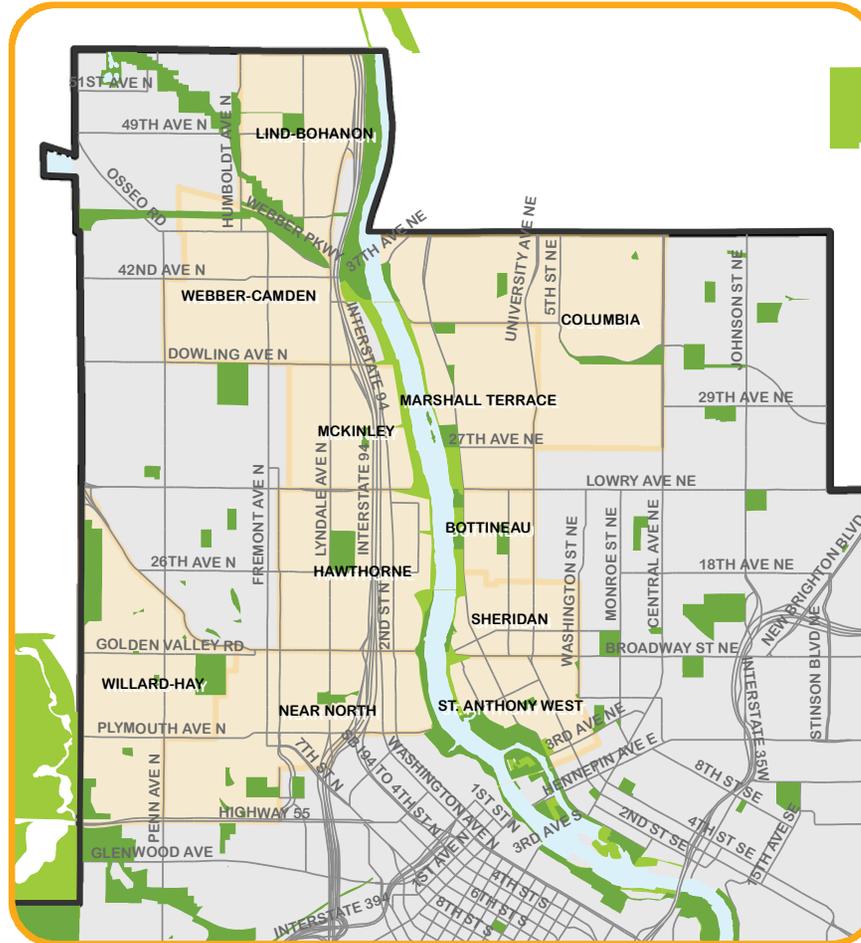
Appendix B - Base Map

Above the Falls and River First

Landuse in Neighborhood Study Boundaries

-  Open Water
-  City Park, Recreational, or Preserve
-  Regional Parks
-  Roads
-  Minneapolis Boundary
-  Neighborhood Study Boundaries

Landuse data from Metropolitan Council, 2010
Neighborhood boundaries from Crossroads Resource Center



Appendix C - Neighborhood Analysis

	Hawthorne	Columbia Park	Near North and Willard Hay	Bottineau	Sheridan	Marshall Terrace	Lind Bohanon	Webber-Camden	McKinley	St. Anthony West	# of plans that addressed issue	Above the Falls	River First
Residential improvements-Mary	Loans for building rehabilitation, emergency assistance loans for homeowners to fix property.	Revolving loan for exterior home improvements and providing an emergency repair loan fund	Home loans and emergency repair loans specifically for elderly and assisting in funding property rehabs and developing affordable housing	Provide resources for support of neighborhood housing projects; Encourage well maintained and managed rental property; support the development of new owner-occupied housing.	Encourage residents to get free home security checks; Home purchase and rehabilitation; Fix and paint funding for Artists	Initiate housing improvement loan and grant programs; Address land use issues that are disruptive to the residential character of the neighborhood	Develop a loan grant program for home improvement projects and routine maintenance ; Provide residential property owners access to home improvement programs for interior and exterior projects that prevent urban blight, improve the property, and enhance neighborhood appearance; maintain a high ratio of owner occupied housing	Loans for improving owner-occupied properties and emergency loans especially for properties that would otherwise become uninhabitable. Incentives to encourage residential stability including public awareness campaigns.	Loans for upkeep and repair of homes, loans for emergency assistance for home repairs, continue a fund for the demolition, renovation and/or acquisition of blighted properties, loans for homebuyers, offer homebuyers education for new homeowners and upkeep and repair training for all homeowners.	Loans for building rehabilitation, emergency loans for structural or safety code related emergencies, loans for non-cosmetic improvements to principal structures in homes, loans for home improvements that reduce greenhouse gas emissions or carbon footprints, and loans for motion detector lights.		10 2500 new housing units	Scherer Park Mixed Use Development; Northside Wetlands Park--space for corporate headquarters
Community building (block clubs/national night out)-Mary	Provide grants to support and expand the community building efforts of Hawthorne residents.		Encourage and fund block clubs	Increase opportunities for people in the neighborhood to develop connections, increase cultural and ethnic awareness, and become active in neighborhood issues.	Increase participation in block clubs	Initiate community-building efforts; recruit neighborhood volunteers	Provide for the recreational, social and cultural needs of the community by building a community center; provide a strong sense of community through welcoming packet and neighborhood newsletter; organize more block clubs and block club activities that prevent crime		Develop neighborhood events and advertise events through monthly/semi-annual mailings.	Work to increase interaction with National Night Out staff to increase participation in the event. Implement a limited "door-knocking" effort throughout the neighborhood to increase awareness of the Block Club and expand neighborhood email list. Install gateway neighborhood signs to encourage traffic calming. Funds can be used for other traffic calming efforts. Focus is on the Broadway/University and Broadway/Marshall intersections.	8		
Traffic calming -Cady		Improve traffic flow in problem areas identified as: Van Buren, Architect Ave, Main St, 5th St, and St Anthony Parkway		Increase neighborhood safety by reducing speeding, traffic volumes, non-neighborhood traffic (including truck traffic), and traffic noise.	Create safer streets through traffic calming strategies	Traffic regulation enforcement	Reduce truck traffic in the neighborhood;		Continue and expand the speed bump and speed hump funding program.		7		
Specify if they are coordinating with River First or ATF-Katrina	Will support the Above the Falls initiatives that strengthen the neighborhood links to the river and its trails			This plan looks to partner with the Mississippi River Coalition Minneapolis Environmental Management, MPCA, MN Dept of Health, and others to build on the environmental assessment work done by MCNC.	Develop parkland along the Mississippi River.	Develop a Land Use Plan for an inviting, accessible, and renewed Mississippi River and parks; consultant to identify neighborhood issues to include in the Upper Mississippi River Corridor plan.	Enhance upper Mississippi Corridor Area		Specifically mentions participating in the riverfront redevelopment process.	Coordinating with park board on some activities.	7		
Lighting -Cady	Providing motion detector lights for homeowners, and installation of street lights on existing Xcel energy poles.	Lighting in parks and open spaces	Enhance safety of targeted areas through street and alley lighting	Improve street lighting; Encourage home safety improvements through lighting		Provide motion detector lights; work with the City of Minneapolis and Xcel to obtain as much pedestrian lighting as possible				Provide loans for homeowners to install motion detector lights.	6		
Police and crime prevention-Cady	Funding more foot patrol, inspectors, beat patrol, and MPD lead educational trainings on crime and crime prevention		Plans to prevent crime through direct police patrols, stop talks, and investigation/prosecution in relationship with the 4th precinct	Build neighborhood capacity to identify and report criminal activity			Work with park board to increase presence of park police; reduce "opportunity crimes" and develop youth programs and/or activities to prevent criminal activity; establish restorative justice program; Improve relationship between the Minneapolis Police Department and Lind-Bohanon residents		Continue the support of MPD bike officers who patrol neighborhood streets during the summer. Partner with the MPD and other Camden neighborhoods to increase patrols.	Work with 2nd precinct to develop a summer safety strategy, support supplemental police patrols during summer months, and provide directed patrols in the "NE Bar Beat"	6		
Increase pedestrian and bicycle access-Cady	Redevelopment of Lowery Ave through the Great Streets plan (or successive plans)			BNA will work with MPRB, Public Works, private landowners, and others to build and/or designate additional community space and bike/walking paths throughout the neighborhood to increase opportunities for interaction and connections with existing and future pathway systems	Improve the pedestrian friendliness of Sheridan streets; create pedestrian-friendly community spaces along Arts; encourage walking and bicycle use for transportation; create safer streets through traffic calming strategies.	Support development of additional green space and pedestrian/bicycle pathways.	Increase safety for pedestrians and vehicles		Support creation of biking and walking trails from neighborhood to River.	15 miles of bike lanes and recreational trails, A Riverway Street System is proposed to parallel new riverfront parks and connect to existing neighborhoods. * Two pedestrian decks over the interstate are included making a direct connection from north Minneapolis to the river. * A railroad bridge is identified for conversion to a pedestrian and bicycle boardwalk, while overlooks and boating facilities offer visual and physical contact with the water.	6		Series of Riverfront trail systems that have wireless access points with a focus on developing nature
Public Space/Public Art			Provide a means to implement and leverage additional resources for actions that improve the physical and/or social environments of the Bottineau neighborhood. Partner with the Northeast Minneapolis Arts Association to increase communication about the arts in the community and incorporate public art into neighborhood sponsored projects and events.		Promote the use of public art and eliminate graffiti		Increase the number of community gardens and gardening participants in the Lind-Bohanon neighborhood with the goal of improving neighborhood amenities such as aesthetics of public spaces. Improve George Hill - Alice Rainville (GHAR) Square as a neighborhood destination. This involves adding sidewalks, benches, and public art. Increase park access by expanding hours of operation and improving public facilities within the park.		Continue to provide funding to the St. Anthony West Neighborhood in the form of mini-grants of up to \$200 designated to support boulevard planting and other green initiatives. Plans to continue working with Minneapolis Parks and Recreation to develop the 12-acre Nelson Regional Park site.	6			

Increasing structured activities for youth -Katrina

Expand, support, and supplement employment programs for youth and young adults. Engage youth in environmental projects such as (but not limited to) gardening, transportation, and Mississippi River sustainability

Youth initiatives to develop and encourage entrepreneurial and financial literacy. Developing new programs and expand existing programs to reach underserved youth by conducting service survey, creating youth transportation service to make programming accessible, and upgrade facilities.

Identify, cultivate, and coordinate resources for youth in the neighborhood build stronger partnerships with youth-serving organizations in the Northeast area.

There is an emphasis on youth employment in the community's CSA. Establish a family movie night in a safe environment and create other youth/family events. Establish or partner with organizations supporting youth sports. Partner with other organizations to run or support youth summer camps.

4

A regional park is outlined, to give north and northeast Minneapolis communities a waterfront amenity equal to those found in south Minneapolis, but a facility that also recognizes the unique culture and opportunities of the Upper River area. Realization of the plan will raise property values on the city's north side, while providing an incentive for current residents to stay in their community. Public projects will act as a catalyst to private investment in existing and new housing stock, as well as new business starts.

Specify if they are coordinating with other neighborhoods- Katrina

Identifying areas along corridors and boundaries of Hawthorne where funding is required to complete the strategy (partners include: JACC, McKinley Community, FNA, CNA, and CPED)

Support the Better Streets program and other similar initiatives

Collaborate with other neighborhoods in providing enterprise facilitation services as a way of nurturing local business development.

Mentions coordinating with other Cameron neighborhoods on some activities.

Promoting visibility in Public Space -Cadys

Improve sightlines in neighborhood, or remove barriers that hide illegal activity

Encourage Creation of Walking Clubs.

Coordinate efforts to remove or trim trees and shrubs to improve safety in public areas

Organize neighborhood walking club.

Work with 2nd precinct to utilize existing walk clubs and 311 patrols as "community eyes and ears on the street" to improve public safety and community awareness of crime issues.

3

Environment

Organize and promote a neighborhood clean-up effort to be held at least once yearly

Block level environmental grants to carry out activities that bring people together and enhance the neighborhood's environmental quality

Pollution Awareness: reduce chemical use; reduce trash in neighborhood

Eliminate health hazards through removal of pollution and return Marshall Terrace land to productive use.; Create a cleaner neighborhood by reducing unwanted materials in residential areas.

Neighborhood Clean-up Campaign: Reduce nuisance noise problems

Determine how the community can be more relevant in the lives of youth (and seniors). Determine whether youth (and seniors) will participate in community activities and support the community.

2

Increasing youth input - Katrina

"Green and Clean" is a neighborhood clean-up program in Hawthorne that pulls together youth and area block clubs.

Aims to involve youth in neighborhood activities through the development of a web site and mentorship activities

3

4 miles of restored riverbank; The Plan gives specific recommendations for riverbank stabilization and restoration to improve the ecological and visual condition of banks along the Upper River. Water quality ponds are a key feature, designed to meet current standards for retaining and filtering run-off in redevelopment areas. Wildlife habitat in the river corridor is increased and connected through landscape restoration proposals. restoring the relationship of land to water; a system of bio-filtration opportunities; riparian corridors

neighborhood analysis results

Crime prevention measures	Hawthorne	Columbia Park	Near North and Willard Hay	Bottineau	Sheridan	Marshall Terrace	Lind Bohanon	Webber-Camden	McKinley	St. Anthony West	# of plans that addressed issue	Above the Falls	River First
Residential improvements	X	X	X	X	X	X	X	X	X	X	10	X	X
Business issues	X		X	X	X	X	X	X	X		8	X	X
Community building (block clubs/national night out)	X		X	X	X	X	X		X	X	8		
Traffic calming		X		X	X	X	X		X	X	7		
Coordinating with River First or ATF	X			X	X	X	X		X	X	7		
Lighting	X	X	X	X		X				X	6		
Police and crime prevention	X		X	X			X		X	X	6		
Increase pedestrian and bicycle access	X			X	X	X	X		X		6	X	X
Public Space/Public Art	X			X	X		X		X	X	6		
Environment	X		X	X		X	X				5	X	X
Promoting visibility in Public Space				X	X	X	X			X	5		
Increasing structured activities for youth	X		X		X				X		4		
Specify if they are coordinating with other neighborhoods	X		X				X		X		4		
Increasing youth input	X				X					X	3		

Appendix D - Bike Trails

methodology: calculating population served by proposed and existing bike trails

Data and resources

The Geographical Informations Systems (GIS) program ArcGIS by Esri was used to calculate the number of people served by the existing or funded bike trails and the proposed bike trails. The existing and proposed bike trail GIS data was provided by the City of Minneapolis. Map 3 at the end of this appendix shows the existing and proposed bikeways in North and Northeast Minneapolis. Population data from 2010 was provided by the U.S. Census Bureau block data. This level (block data) was chosen because it is the smallest geographical unit provided by the U.S. Census Bureau.

Calculating the number of people served by bike trails

Using the buffer tool in GIS, a boundary of one quarter mile and one tenth of a mile was placed around both the existing or funded bike trails and the proposed bike trails. The boundaries of this analysis are shown in maps 4 and 5 at the end of this appendix. To calculate the population of people being served in these buffers, census data blocks were clipped by the one quarter mile and one tenth mile boundaries. The results of this operation are shown in maps 6 and 7.

Using the statistics tool in ArcGIS, the population for each census block was summed to provide the totals for each. The results were as follows:

	1/4 Mile	1/10 Mile
Existing	76,554	44,298
Proposed	87,597	56,147
Difference	11,043	11,849

Overlap in population

To determine the number of people served by both the proposed trails and the existing trails, an intersect function was performed in GIS (see Map 8). The total number of people in the

overlap in population was subtracted from the existing population at 1/10 of a mile and 1/4 of a mile to determine the total number of newly served people.

	1/4 Mile	1/10 Mile
Existing	76,554	44,298
Proposed	87,597	56,147
Difference	11,043	11,849
Overlap in	61,285	24,447
Additional	15,269	19,851
Total population before	76,554	44,298
Total population after	91,823	64,149

Limitations to using Census block population data

The data does have certain limitations and may be slightly inflated. This is due to the way data is processed when clipped. When ArcGIS clips a census block, the population data is not clipped. For example, if the population of a census block is 50, the population of census block remains at 50, even when it appears to be clipped in half on the map. Figure 1, below demonstrates this principle.

The bike maps show several census tracts that are not completely within the one quarter mile and one tenth mile boundaries. Therefore, the entire population of these census tracts are included in the population counts of the boundaries.

Map 4

Above the Falls and River First

Access Analysis

Existing and Funded Bike Trails with 1/10 and 1/4 Mile Boundaries

-  Roads
-  Proposed Bikeways
-  Existing or funded Bikeways
-  1/10 mile
-  1/4 mile
-  Neighborhood Study Boundaries
-  Minneapolis Boundary

Data from Crossroads Resource Center, Metro GIS, and the City of Minneapolis



Map 5

Above the Falls and River First Access Analysis

Proposed Bike Trails with 1/10 and 1/4 Mile Boundaries

-  Roads
-  Proposed Bikeways
-  Existing or funded Bikeways
-  1/10th mile
-  1/4 mile
-  Neighborhood Study Boundaries
-  Minneapolis Boundary

Data from Crossroads Resource Center, Metro GIS, and the City of Minneapolis



Map 6

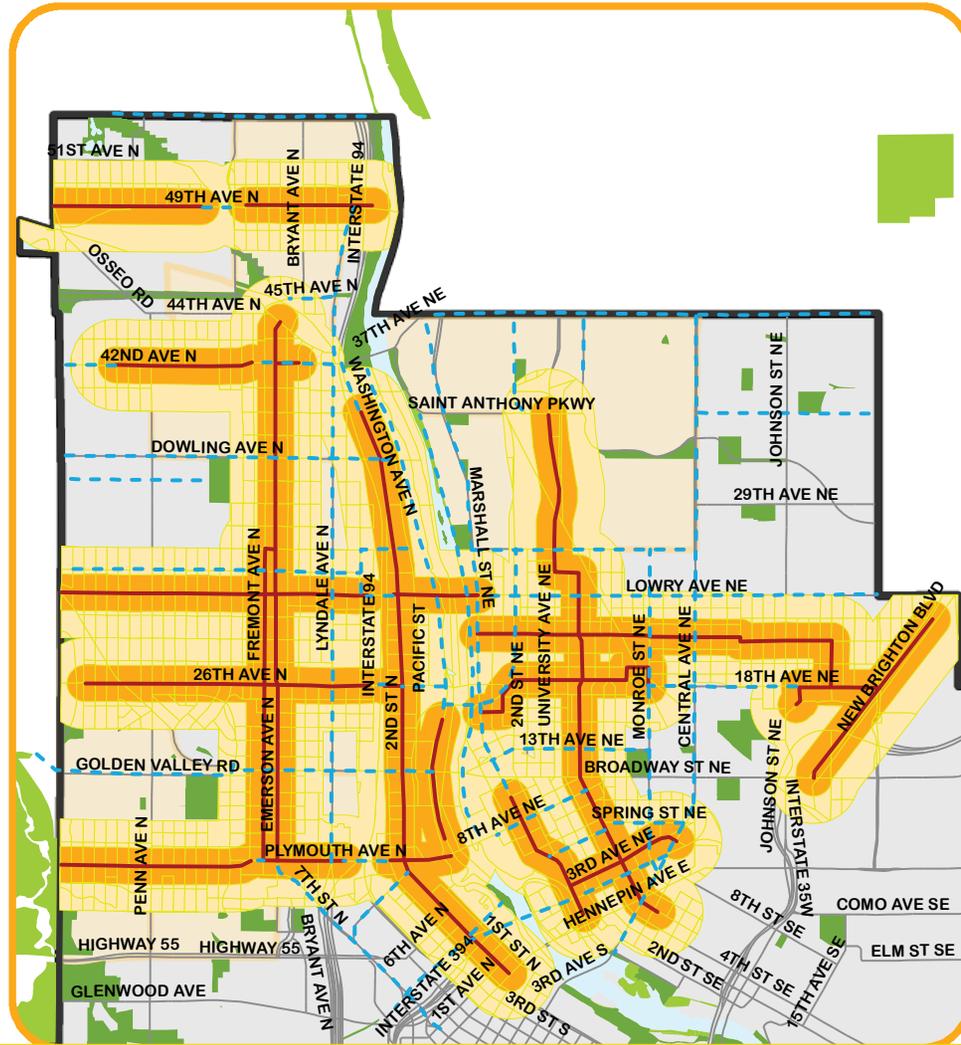
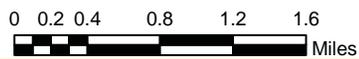
Above the Falls and River First

Access Analysis

Census Blocks Served by Existing and Funded Bike Trails at 1/10 and 1/4 Mile

-  Roads
-  Proposed Bikeways
-  Existing or funded Bikeways
-  Census Block Boundaries at 1/10th mile
-  Census Block Boundaries at 1/4 mile
-  Neighborhood Study Boundaries
-  Minneapolis Boundary

Data from Crossroads Resource Center, Metro GIS, and the City of Minneapolis



Map 7

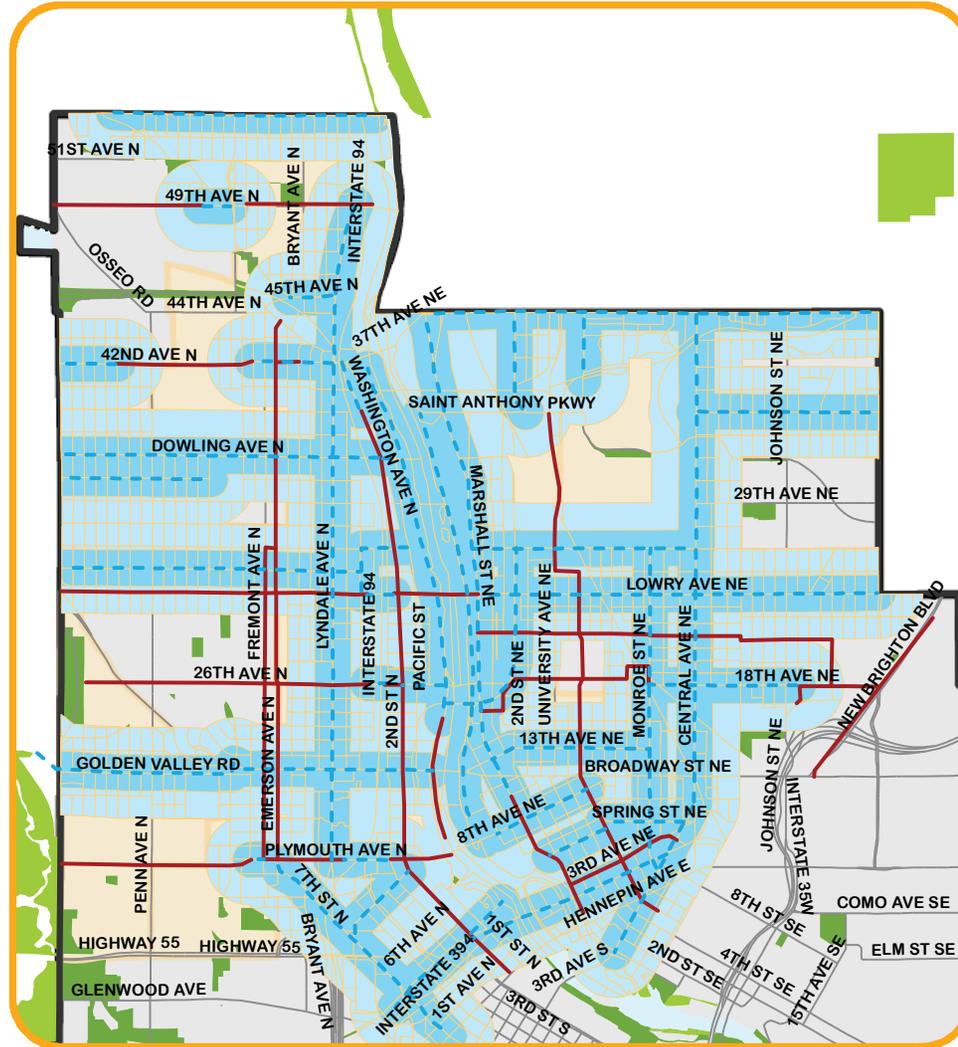
Above the Falls and River First

Access Analysis

Census Blocks Served by Proposed Bike Trails at 1/10 and 1/4 Mile

-  Proposed Bikeways
-  Existing or funded Bikeways
-  Census Block Boundaries at 1/10th mile
-  MplsCensusProposedBike1_4milebufclip
-  Roads
-  Neighborhood Study Boundaries
-  Minneapolis Boundary

Data from Crossroads Resource Center, Metro GIS, and the City of Minneapolis



Map 8

Above the Falls and River First

Access Analysis

Census Blocks Served by Proposed Bike Trails at 1/10 and 1/4 Mile

- - - Proposed Bikeways
- Existing or funded Bikeways
- 1/10th Mile Overlap
- 1/4 Mile Overlap
- Roads
- Neighborhood Study Boundaries
- Minneapolis Boundary

