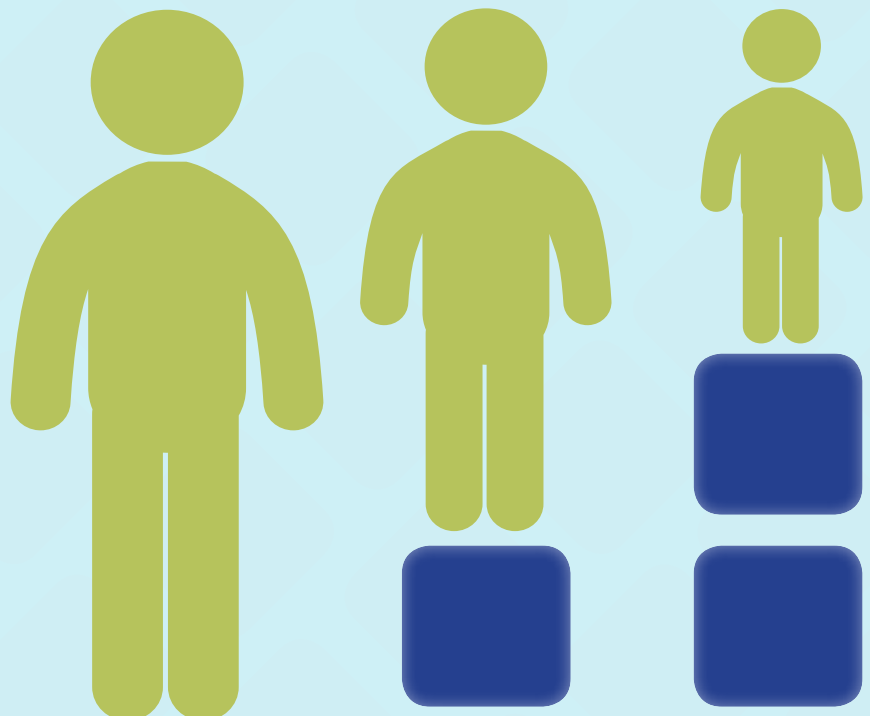




CITY OF MINNEAPOLIS

20 Year Streets FUNDING PLAN

2018 Update



May 2018

WHAT IS THE 20 YEAR STREETS FUNDING PLAN?

The *20 Year Streets Funding Plan* details the process and criteria for how the City of Minneapolis selects street improvement projects for inclusion in the annual Capital Improvement Program (CIP). The Plan details how street funding will be prioritized based on a variety of factors such as the physical condition of streets, community demographics, and modal needs (i.e. the needs of pedestrians, transit users, etc.), while applying a lens of racial and economic equity to the prioritization process.

WHY UPDATE THE PLAN?

Public Works updated the *20 Year Streets Funding Plan* in 2018 to incorporate new datasets, such as updated pavement condition data and data gathered via public outreach, as well as to adjust the scoring process to better align with City goals and policies and what Public Works heard from extensive public engagement held throughout 2017. The *20 Year Streets Funding Plan - 2018 Update (2018 Update)* describes the updated datasets and summarizes the changes made to the 2016 Plan's scoring framework.

The 2018 Plan replaces Chapter 4 of the original 2016 Plan; the remainder of the 2016 Plan remains current and valid.

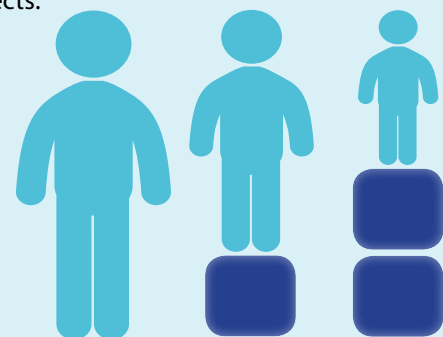
WHAT IS THE HISTORY OF THE 20 YEAR STREETS FUNDING PLAN?

The plan is guided by the Neighborhood Park and Street Infrastructure ordinance, a landmark agreement passed by the City Council in April 2016 to equitably address needed funding to repave City streets and maintain neighborhood parks far into the future.

The 2016 ordinance specified the use of a criteria-based system with a focus on racial and economic equity to annually select projects for the Capital Improvement Plan (CIP). The ordinance increased the capital street paving budget, which is a part of the City's CIP, by \$21.2 million per year (adjusted for inflation) annually for 20 years, starting in 2017.

WHY DOES THE 20 YEAR STREETS FUNDING PLAN MATTER?

The *20 Year Streets Funding Plan* matters because the Plan guides how city funds are spent on street paving projects.



FOCUS ON EQUITY

Meeting different levels of need, as defined by the people involved.

INCORPORATION OF NEW DATA



Figure 1 Public Works staff connected with over 1,700 participants to gauge their priorities for how to invest street funding.

2017 PUBLIC OUTREACH EFFORTS

In 2017, Public Works staff conducted a series of outreach events designed to gauge the public’s priorities for investing in City streets. Staff hosted a booth at eight Open Streets events, four farmers’ markets, and the City’s Community Connections Conference, reaching over 1,700 participants. As shown in **Figure 1**, the booth activity was set up to display a simplified version of all the criteria the *20 Year Streets Funding Plan* uses to prioritize projects. Participants were asked to share the top three criteria they would use to prioritize funding. The purpose of the exercise was to see how the public’s priorities aligned with the scoring weights used in the 2016 *20 Year Streets Funding Plan* scoring framework. As shown in **Figure 2**, streets that ‘need physical improvements’ had the highest percentage of participants marking it as a priority, with low-income areas, and streets used by many modes coming in at the second and third highest. This feedback aligned well with the weight given to asset condition and streets used by many modes in the 20 Year Streets Funding Plan scoring framework. However, it did not align well with the weight given to low-income areas. The 2018 Update increased the points given to the low-income criterion to align with this feedback.

SURVEY RESPONDENTS' TOP PRIORITIES BY PERCENTAGE OF RESPONDENTS

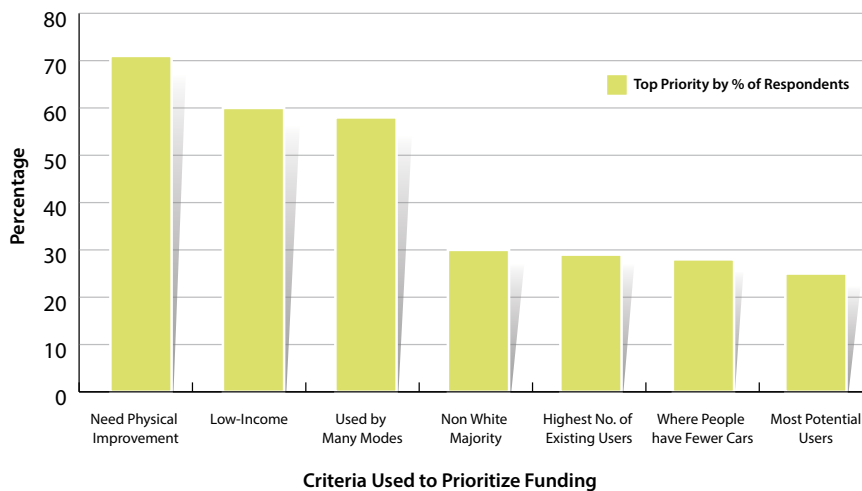


Figure 2 Public Works staff adjusted the points given to the ‘Low-Income’ criteria to bring it into alignment with the high percentage of participants marking it as a priority.



Figure 3 Images from community outreach events held during summer 2017 to refine criteria for 20 Year Streets Funding Plan

AUTOMATED PAVEMENT CONDITION DATA COLLECTION

In Minneapolis, the surface condition of streets is reported as its pavement condition index (PCI). In the past, the City manually collected PCI data, sending out crews of people to visually assess and record PCI data for all City-owned streets. This methodology had staff working out in the street, which can create safety issues, and was also labor and time intensive. To address these issues during 2016 and 2017, the City undertook an automated process, using a van to collect data, as shown in **Figure 4**. This new dataset was incorporated into the *2018 Update*. Automated collection of pavement condition data is a safer way for the City to assess the condition of the pavement and will also help ensure consistency between datasets.



Figure 4 A Dynatest van collects pavement condition data in Minneapolis.

OTHER UPDATED DATASETS

The *2018 Update* also updated the following datasets:

- City of Minneapolis Bicycle network
 - Updated to reflect bicycle infrastructure installed in 2016 and 2017
- ADA ramp condition
 - Updated to reflect ADA ramps installed in 2016 and 2017
- U.S. Census Bureau, American Community Survey (ACS)
 - Updated to reflect data from the latest 2011-2015 ACS survey

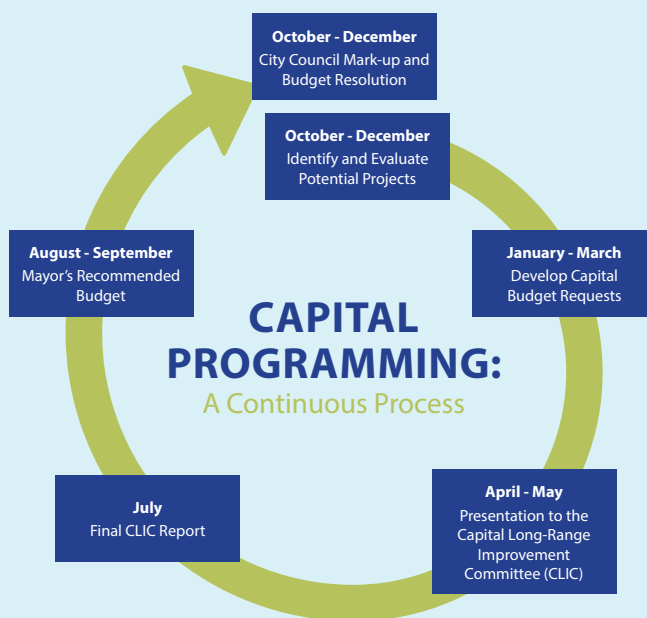
CAPITAL PROJECT PRIORITIZATION

REFINING THE 20 YEAR STREETS FUNDING PLAN SCORING FRAMEWORK

The 2016 *20 Year Streets Funding Plan* laid out a data-driven process with a focus on racial and economic equity to prioritize street projects on an annual basis. The framework is data driven, but also is flexible to allow Public Works the ability to seize opportunities and deliver projects that achieve larger City goals. Throughout development of the 2016 *20 Year Streets Funding Plan*, a list of process improvements was produced to consider as a part of the cyclical update process of this 20-year commitment. The recommendations focused on adjustments to the scoring process to better align scoring with City goals and policies. In the *2018 Update* the City updated the scoring framework based on these recommendations as well as on the input heard through the 2017 community outreach process. This section details the changes made to the scoring framework.

WHAT IS THE CAPITAL IMPROVEMENT PLAN (CIP)?

The Capital Improvement Plan (CIP) is a five year outlook of planned City of Minneapolis construction projects. The CIP is updated annually. CIP projects include street resurfacing, reconstruction, alley renovation, bridge maintenance, sidewalk maintenance, traffic signals, ADA ramp replacement, other safety improvements, and more. The 20 Year Streets Funding Plan guides only a portion of the total CIP.



AN ANNUAL PROCESS

The capital programming process occurs annually, and involves Public Works, residents, the Capital Long-Range Improvements Committee (CLIC), the Mayor, and City Council to develop and adopt a plan for investments.

SUMMARY OF SCORING CHANGES

A summary of the changes made to the scoring framework is shown below. As shown in the table, two categories received point increases: Pedestrian Facilities under the Asset Condition section and Low-Income Areas, under the Equity Community Demographics section. These changes increased the total available points from 166 to 174.

POINT INCREASES

- Pedestrian Facilities: Total points increased to align with the City's Complete Streets Policy
- Low Income Population: Total point increased to reflect community feedback

			2016 Points	2018 Points
Asset Condition	Infrastructure Condition	Pavement Condition	66	66
		Pedestrian Facilities*	4	8
	Safety	Crash rates	12	12
	Utilities	Public/Private Utilities	6	6
	<i>Asset Condition Subtotal</i>			88
Equity	Community Demographics	Non White Majority*	12	12
		Low Income Population*	12	16
		Vehicle Availability*	8	8
		Potential Users	12	12
	Use and Mode Conditions	Pedestrian needs	12	12
		Bicycle needs*	8	8
		Transit needs	8	8
		Freight needs	2	2
		User Volumes	4	4
	Equity subtotal			78
TOTAL POINTS			166	174

*Note: Dataset inputs updated in the 2018 Plan Update due to new data or change in points available.

CHANGES TO THE 2016 20 YEARS STREETS FUNDING PLAN SCORING FRAMEWORK

This section details the changes made to the 2016 20 Year Streets Funding Plan scoring framework.

PEDESTRIAN FACILITIES

Pedestrian Facilities points were increased to better align with the Complete Streets Policy’s modal hierarchy framework. In the 2016 Plan, within the Infrastructure Condition category, pedestrian facilities were worth a maximum of four points, while the existence of an on-street bicycle facility was worth a maximum of six points. The 2018 Update increased the total available points for pedestrian facilities from four points to eight points.



Pedestrian Facility	2016 Points	2018 Points
Street with non-compliant ADA ramp	2	4
Street with pedestrian zone less than 10 feet	1	2
Street with sidewalk obstruction (criteria to be scored when data becomes available)	1 point (not yet available)	2 points (not yet available)
TOTAL	4	8

UTILITY NEEDS

The Utility Need scoring was modified to remove the distinction between public and private utility needs, and instead focuses on the number of overall utility needs. The goal of this criterion is to prioritize streets with utility projects to support coordination, whether a utility need is public or private does not change the need to coordinate. Coordinating utility and paving projects means fewer impacts to the street surface and the traveling public. Therefore the scoring framework was adjusted to give more points to streets with multiple utility needs, regardless of utility ownership.

2016 framework: Utility Needs	2016 Points	2018 framework: Utility Needs	2018 Points
Street with a public utility project or need	3	Street with a single private OR public utility project or need	3
Street with a private utility project or need	3	Street with two or more private OR public utility projects or needs	6
TOTAL	6		6

LOW INCOME POPULATION

The maximum available points for the Low Income Population criterion were increased from 12 to 16 – meaning these points now make up nine percent of the total available points versus 7 percent of the total available points in the 2016 framework. The scoring framework was stratified to create more opportunities for streets to receive points in this category, particularly if they were close to the threshold of 40 percent of residents having family income <185 percent of the federal poverty threshold. As shown in the table below, this was done by creating a third category of potential points. These changes were made to align with public feedback.

2016 framework: Percentage of Low-Income Residents	2016 Points Awarded	2018 framework: Percentage of Low-Income Residents	2018 Points
Street in area with >40% of residents having family income <185% of the federal poverty threshold	12	Street in area with ≥40% of residents having family income <185% of the federal poverty threshold	16
Street in area with <40% of residents having family income <185% of the federal poverty threshold	0	Street in area with ≥30% to <40% of residents having family income <185% of the federal poverty threshold	5
		Streets in area with <30% of residents having family income <185% of the federal poverty threshold	0
TOTAL	12		16

NON-WHITE MAJORITY

Like the low income population criteria, the Non-White Majority scoring framework was also further stratified to create more opportunities for streets to receive points in this category, particularly if they were close to the threshold of 50 percent of residents being persons of color. This change was made to keep the scoring framework for the category similar to the Low Income Population Category. The maximum of 12 available points remains the same.

2016 framework: Percentage of Minority Residents	2016 Points Awarded	2018 framework: Percentage of Minority Residents	2018 Points
Street in area with >50% of residents being persons of color	12	Street in area with ≥50% of residents being persons of color	12
Street in area with <50% of residents being persons of color	0	Street in area with ≥30% to <50% of residents being persons of color	4
		Streets in area with <30% of residents being persons of color	0
TOTAL	12		12

BICYCLE NEEDS

The Bicycle Needs scoring was adjusted to give streets with an existing bikeway (i.e. protected lane, bicycle lane, or bicycle boulevard) four points. This was adjusted because streets with existing facilities can be good candidates for facility upgrades (e.g. upgrading bicycle lanes to protected bikeways or interim protection (paint and bollards) to more permanent protection (curbs, planters, etc.)). The maximum of eight available points remains the same for this category.

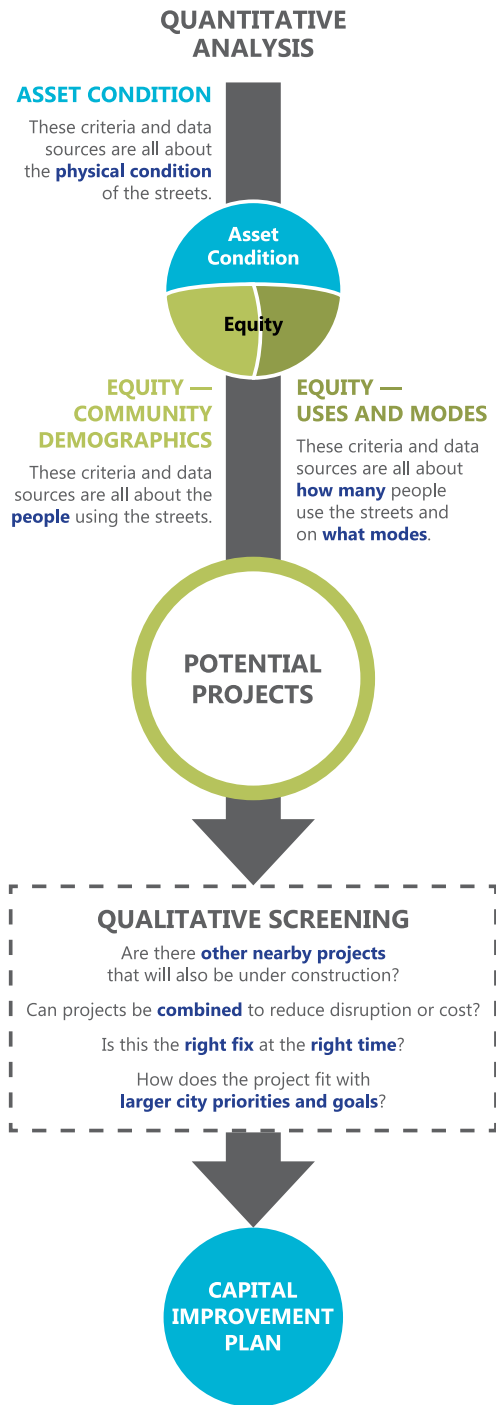
Bicycle Need	2016 Points	2018 Points
Street with identified future protected bikeway or off-street facility	8	8
Street with identified future on-street facility (bicycle lanes or boulevards)	4	4
Street with an existing bikeway (protected lane, bicycle lane, or boulevards)		4
TOTAL	8	8

ASSET VERSUS EQUITY POINT COMPARISON

Overall, the changes to the point structure do not significantly change the weights of the Asset Condition and Equity categories – only one tenth of a percentage point shifts from Asset Condition to Equity, as shown below.

	2016 Point % Breakdown	2018 Point % Breakdown
Asset Condition	53.0%	52.9%
Equity	47.0%	47.1%
TOTAL	100.0%	100.0%

Figure 5 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 following pages detail the criteria and scoring framework used to select projects for the 2019-2023 CIP. Similar to how the *2018 Update* refined the original 2016 scoring framework, this updated framework will be reviewed and refined in the future. 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 annual CIP. This criteria-based evaluation process will continue to be the basis of the development of the CIP. Continuing to refine the criteria over the 20-year funding commitment ensures the selection process methodology will continue to reflect City policies and priorities, and feedback from the public.

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.

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 and maintenance history? Is it in need of physical improvement?
- What is the underground utility condition?
- Are crashes occurring along the street?

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 a 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 now and into the future. Based on the condition, some streets may need a new surface to extend the life of the pavement, while others may need to be reconstructed. 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 create and seize 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. The table below summarizes the criteria and associated points.

Criteria	Points
Asset Condition	92
Pavement Condition - Vehicle and Bicycle	66
Pedestrian Facilities	8
Safety	12
Utility Needs	6
Equity	82
Community Demographic Conditions	48
Non-White Majority	12
Low-Income Population	16
Vehicle Availability	8
Potential Users	12

Table 1 Quantitative Criteria Summary, Continued

Criteria	Points
Use and Mode Conditions	34
Pedestrian Needs	12
Bicycle Needs	8
Transit Needs	8
Freight Needs	2
Existing Users	4

ASSET CONDITION: 92 POINTS

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

INFRASTRUCTURE CONDITION [74 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, last updated in 2017. City of Minneapolis existing on-street bicycle network.

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	

PEDESTRIAN FACILITIES [8 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, City of Minneapolis ADA Transition Plan, and sidewalk obstruction data (to be gathered in the future).

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	+4 points
Street with pedestrian zone less than 10 feet	+2 point
Street with sidewalk obstruction (criteria to be scored when data becomes available)	+2 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

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 (2013-2015). 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.

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).

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 single private OR public utility project or need	+3 points
Street with two or more private OR public utility projects or needs	+6 points

EQUITY: 82 POINTS

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

COMMUNITY DEMOGRAPHIC CONDITIONS: 48 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 2011–2015; 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.

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 ≥30% to <50% of residents being persons of color	4 points
Street in area with <30% 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.²⁻¹

2-1 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).

LOW-INCOME POPULATION [16 POINTS]

What is measured: Percentage of residents with family income less than 185% of the federal poverty threshold. In 2017, 185% of the federal poverty threshold was \$44,955 for a family of four or \$21,978 for an individual living alone.

Data source: Block group level estimates from the U.S. Census Bureau, American Community Survey 5 Year Estimate for 2011–2015.

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 $\geq 40\%$ of residents having family income $< 185\%$ of the federal poverty threshold	16 points
Street in area with $\geq 30\%$ to $< 40\%$ of residents having family income $< 185\%$ of the federal poverty threshold	5 points
Street in area with $< 30\%$ 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.²⁻¹

2-1 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).

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 2011–2015.

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

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 2011—2015, Access Minneapolis Citywide Action Plan (Chapter 6).

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

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

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 & Protected Bikeways Update

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 2020.²⁻¹ 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 or off-street facility	8 points
Street with identified future on-street facility (bicycle lanes or boulevards)	4 points
Street with an existing bikeway (protected lane, bicycle lane, or boulevards)	4 points

2-1 Minneapolis Protected Bikeways Update, June 2015.

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.

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.

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

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.

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

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.

RESULTS

The *2018 Update* informed the selection and planning process of the paving projects within the 2019-2023 CIP

For a detailed list of all projects included in the 2019-2023 CIP please visit the following website: <http://www.ci.minneapolis.mn.us/finance/reports/WCMS1Q-068780>.

Annual results and progress on the outcomes of the 20 Year Streets Funding Plan framework can be found on the City's website: <http://www.minneapolismn.gov/publicworks/20yearplan>.