

RESOLUTION 2023-54

RESOLUTION REQUESTING THE CITY OF MINNEAPOLIS TO INCREASE PARKWAY PAVING AND RELATED INFRASTRUCTURE INVESTMENT INCLUDING ADA IMPROVEMENTS AND SEALCOATING TO \$6.0 MILLION PER YEAR STARTING IN 2024, INCLUDING AN ESCALATION FACTOR FOR FUTURE YEARS CONSISTENT WITH THE CITY'S CAPITAL PROGRAM ANNUAL INCREASES, AND TO DEVELOP A PROGRAM AND FUNDING TO SUPPORT PARKWAY RECONSTRUCTION

Parkway Renovation & Rehabilitation: Complete removal and replacement of the parkway asphalt pavement, from curb gutter to curb gutter

Parkway Reconstruction: The complete rebuilding of the parkway including curbs and gutters, pavement, base and utilities (generally an opportunity to implement roadway width or alignment changes in line with approved plans)

Sealcoat: The upper layer of the asphalt consisting of loose chips compressed into the roadway surface with a binder that provides for a flexible, waterproof and highly skid-resistant surface (parkways use red chips within the sealcoat)

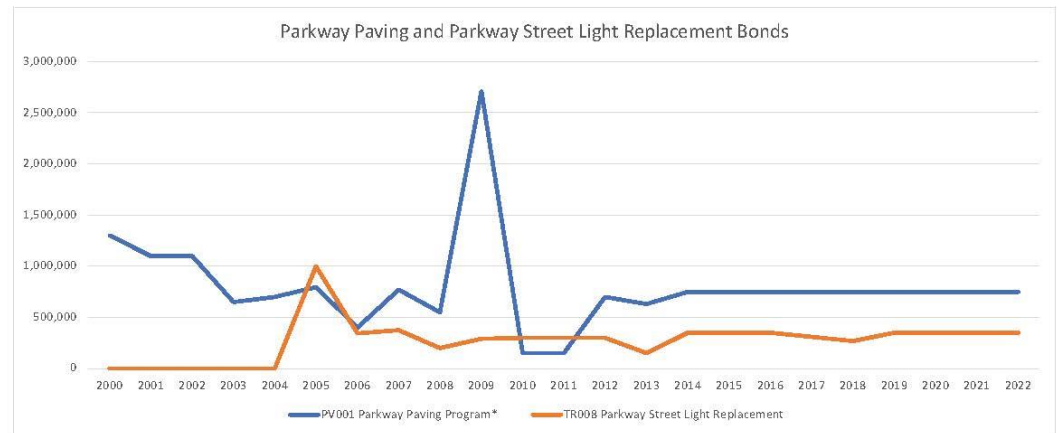
PCI: Pavement Condition Index; a industry standard means to compare the condition of a roadway surface

PV001: The City of Minneapolis' Parkway Renovation & Rehabilitation fund source

TR008: The City of Minneapolis' Parkway Lighting Replacement fund source

- Through a service redesign agreement between MPRB and the City authorized over 20 years ago, the City of Minneapolis is responsible for parkway renovation and maintenance

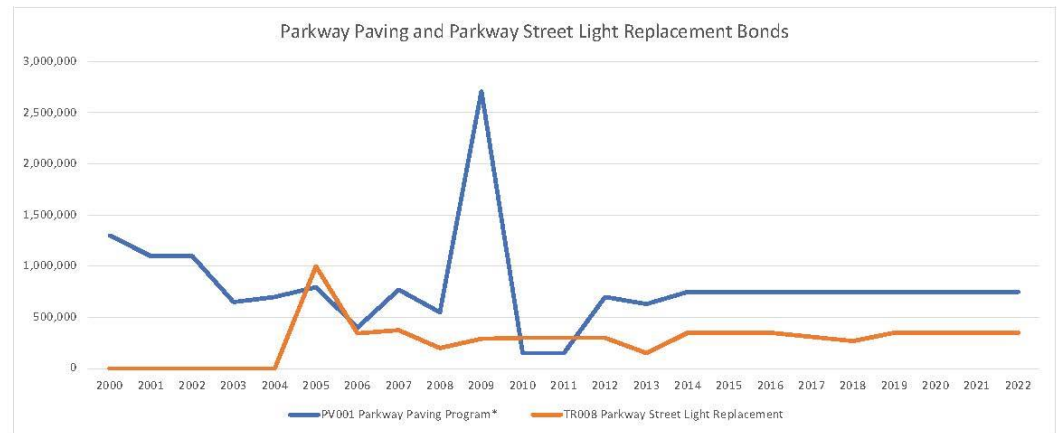
○ Investment in Parkways since 2000



* includes assessment bonds

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- To accomplish parkway renovation, a funding source (PV001) was created
 - PV001 has been funded at \$750K on average for over 20 years
 - Due to inflation, this funding is renovating less and less parkway each year, now at 0.35 miles/yr for two-way parkways and 0.6 miles/yr for one-way parkways
 - Pedestrian ramp upgrades are now included in this fund source, exacerbating the funding shortfall
 - Assessments on adjacent properties when applicable supplement PV001 and increase the funding available for parkway renovation, though generally insignificantly compared to project costs

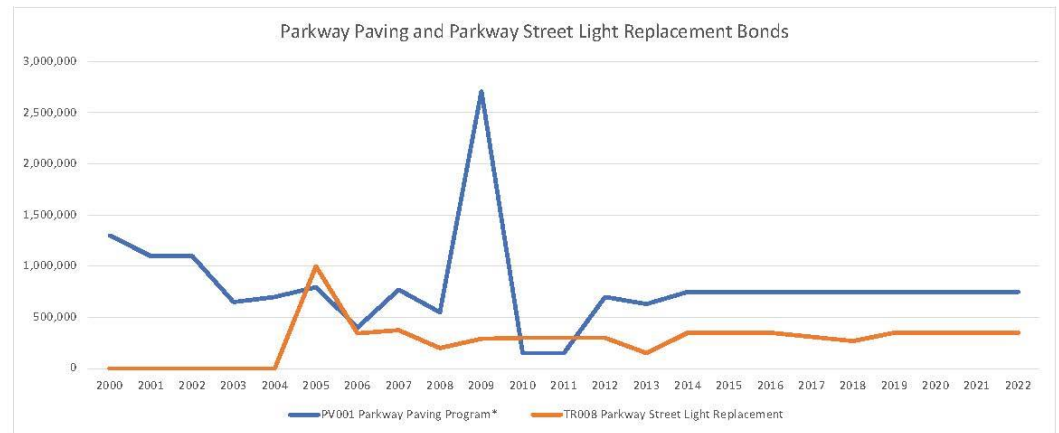
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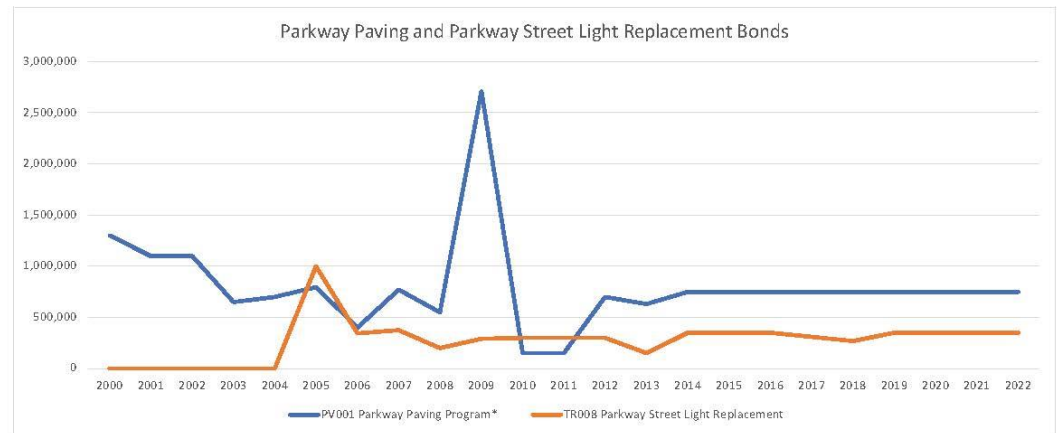
○ Investment in Parkway since 2000



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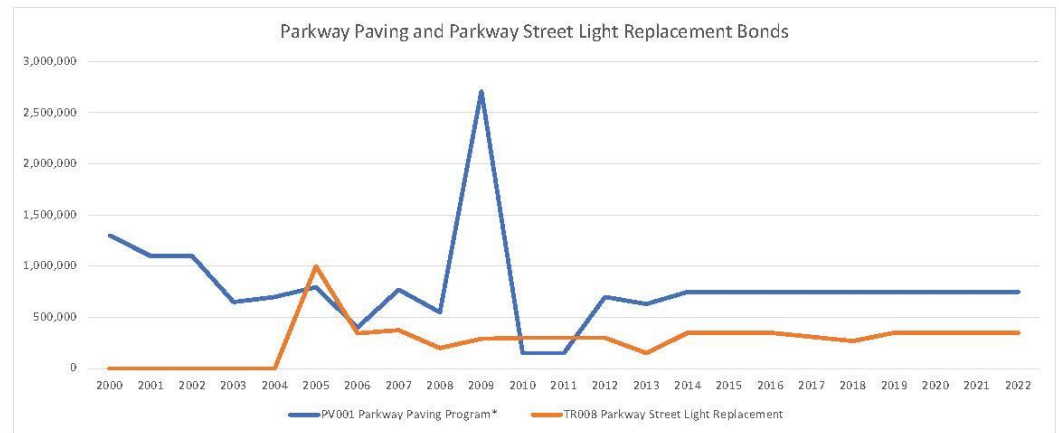
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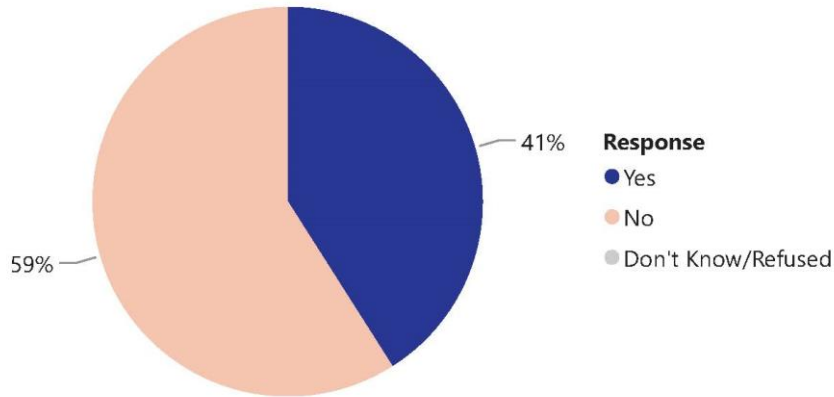
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- City invests just over \$650K annually on average for parkway maintenance not covered in PV001
- Over the last few years, the Capital Long-range Improvement Committee (CLIC) of the City of Minneapolis has consistently recommended a greater annual investment in PV001

○ Investment in Parkway since 2000

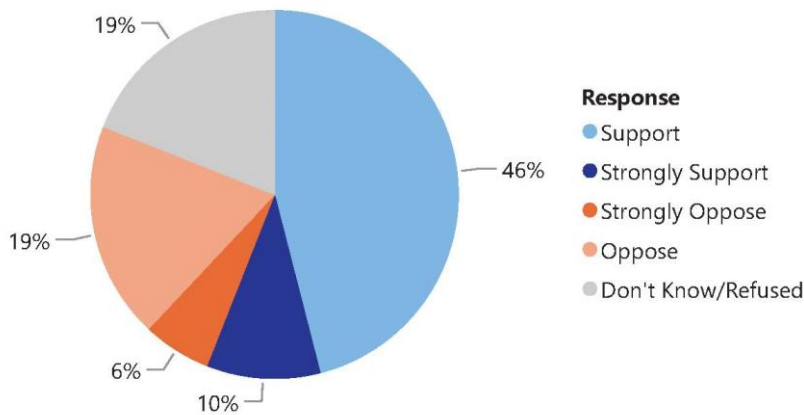


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Do you live on or regularly use parkways in the City of Minneapolis?

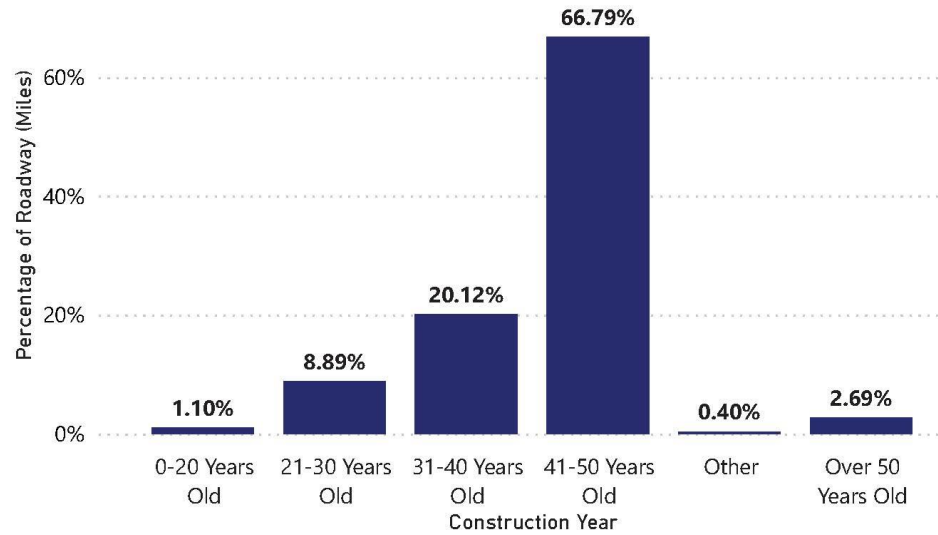


Would you support or oppose a property tax increase to improve the condition of parkways? Do you feel strongly that way?



- Through the 2022 statistically valid survey, we find strong support for improving the conditions of parkways
 - While only 41% of respondents said they live on or regularly use the parkways, 56% strongly support or support a property tax increase to improve the conditions of parkways
 - 25% oppose or strongly oppose a property tax to improve the conditions of parkways while 19% don't know or refused to answer this questions

Percentage of Roadway (Miles) by Construction Year

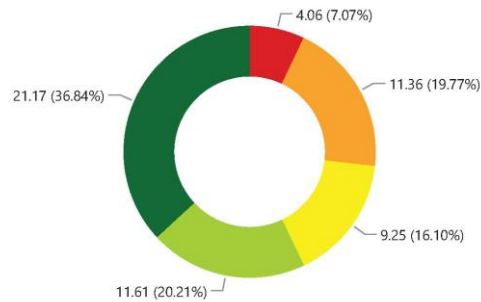


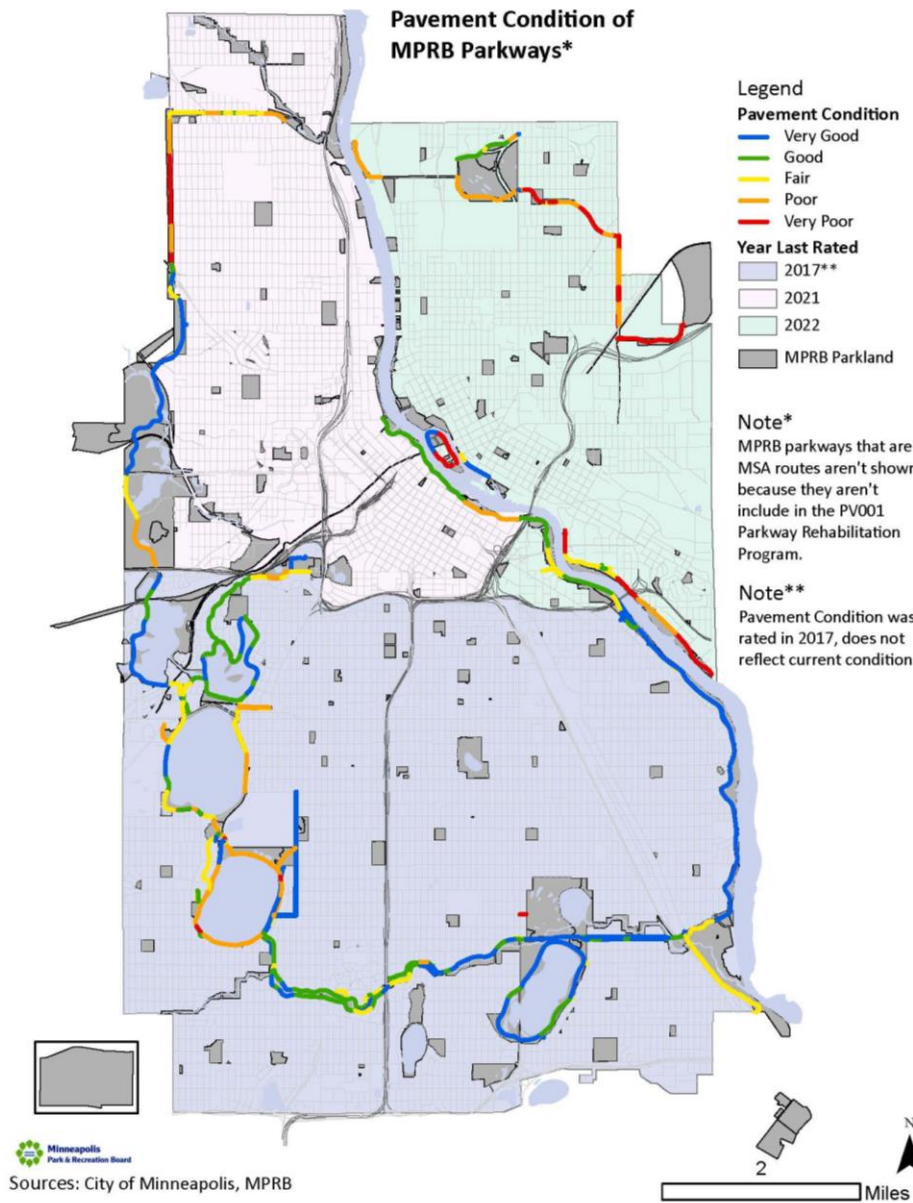
74.95

Average Block PCI

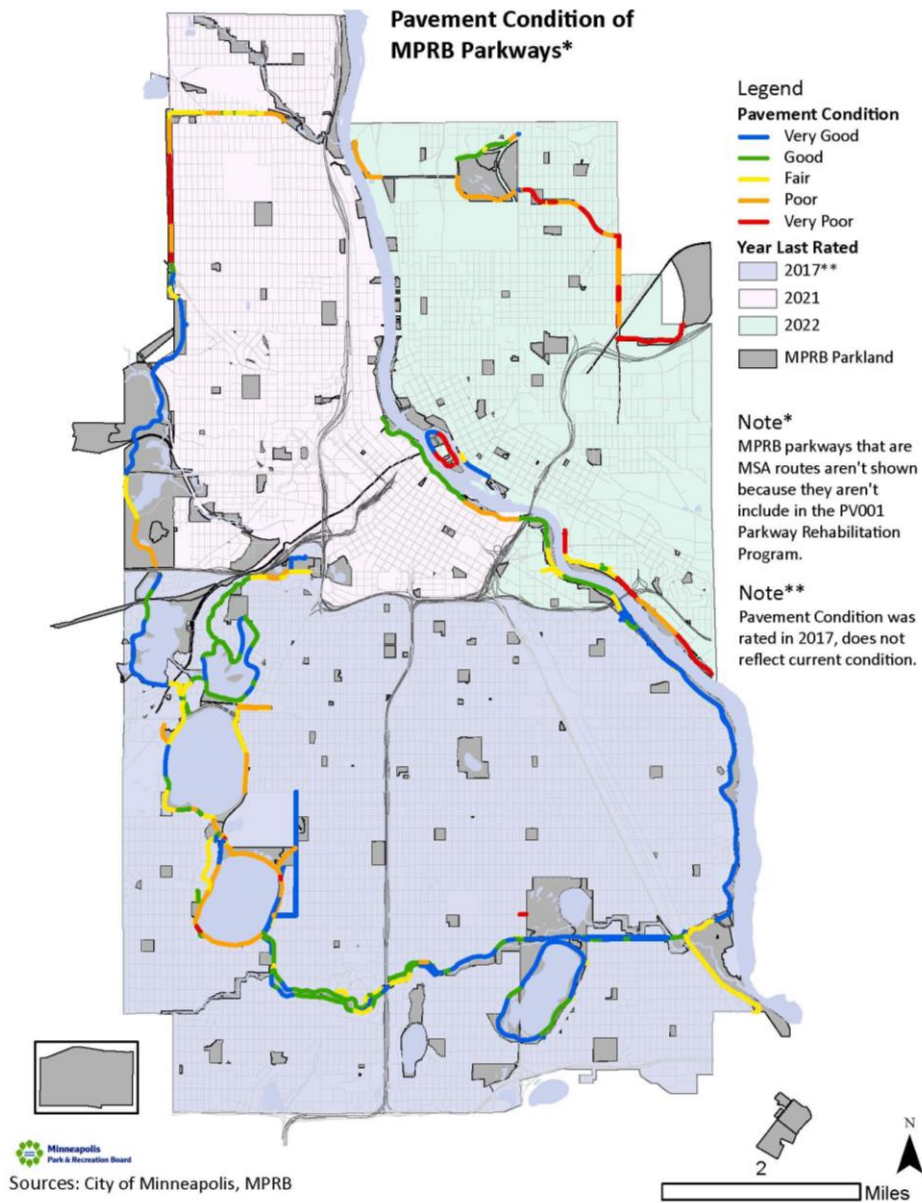
Percentage of Roadway (miles) by Block PCI Rating

PCI Condition Categories: 0-35 (Red), 36-60 (Orange), 61-75 (Yellow), 76-88 (Light Green), 89-100 (Dark Green)

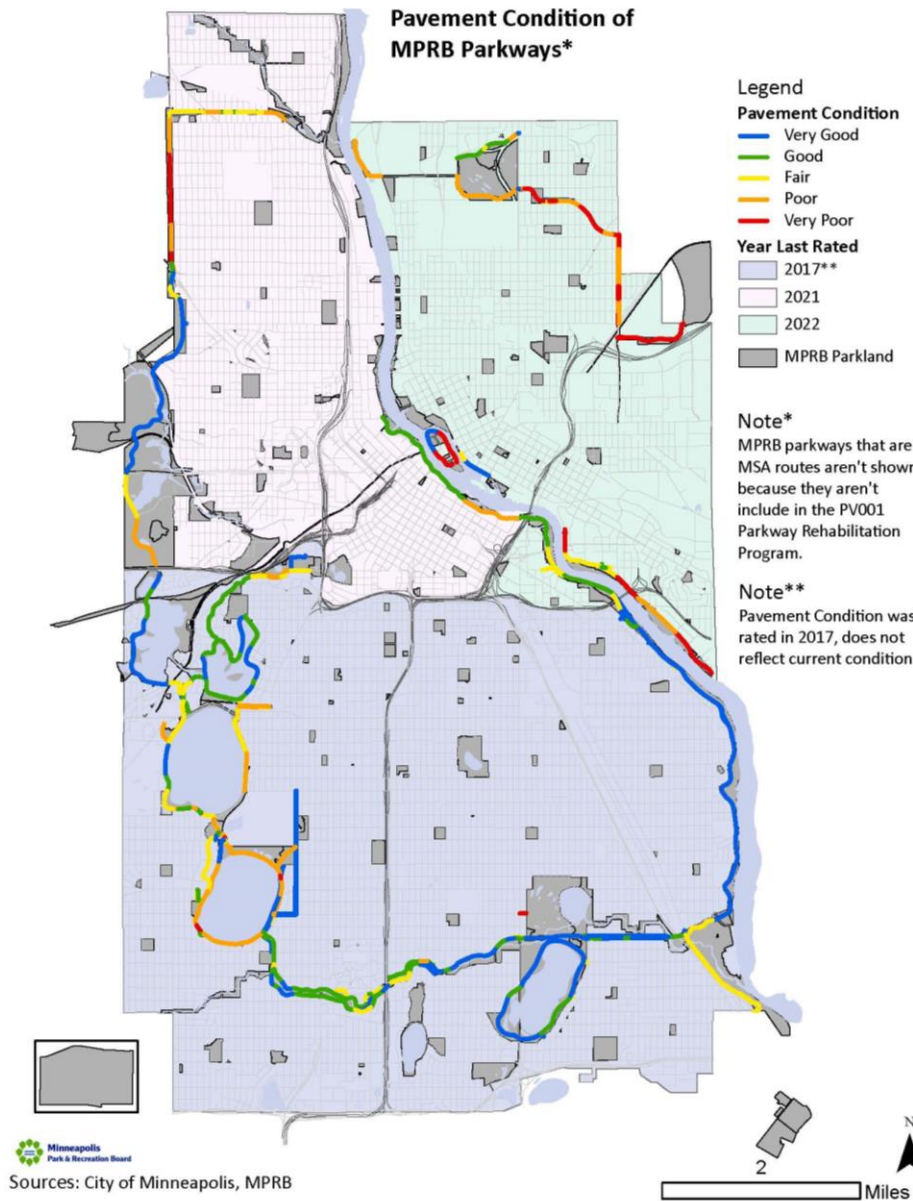




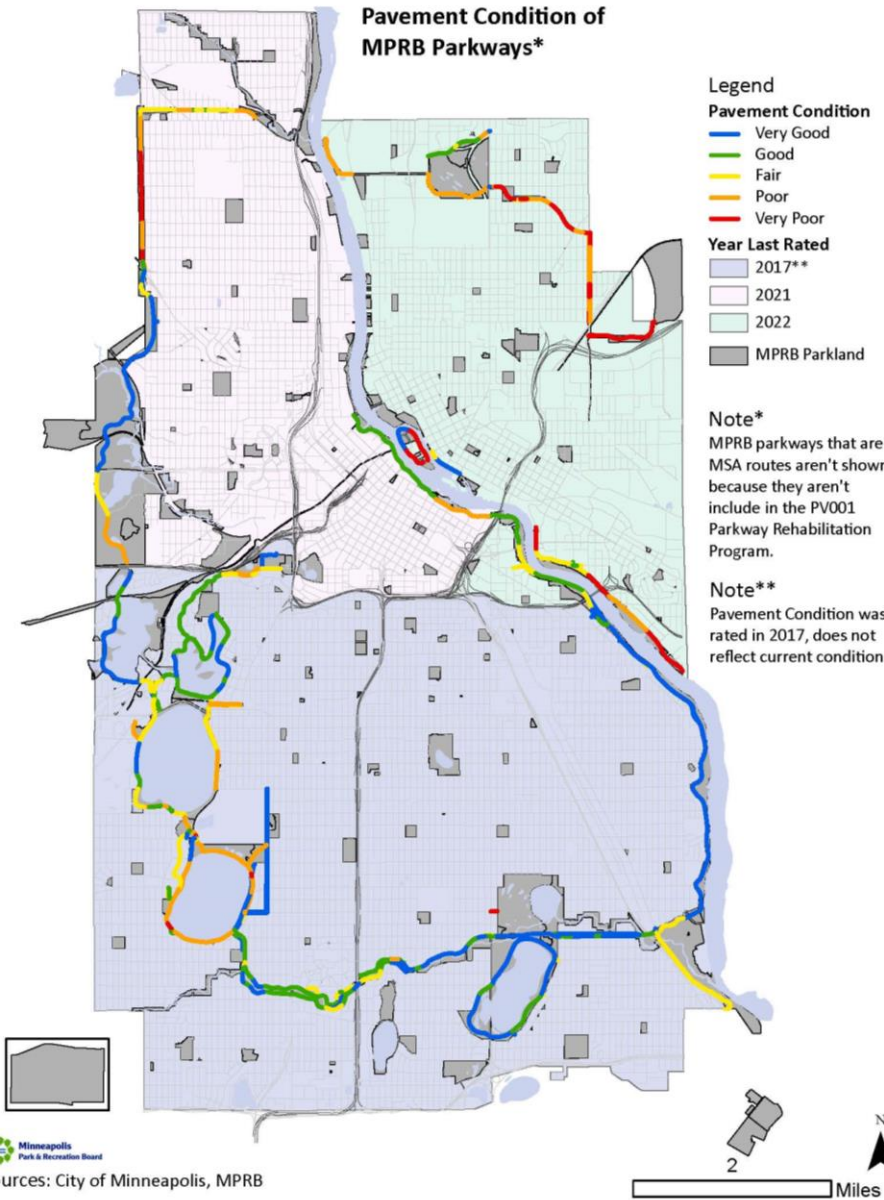
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 - South and Southwest Minneapolis were collected in 2017 and the conditions of the parkway pavement in that part of the City has deteriorated beyond what is shown

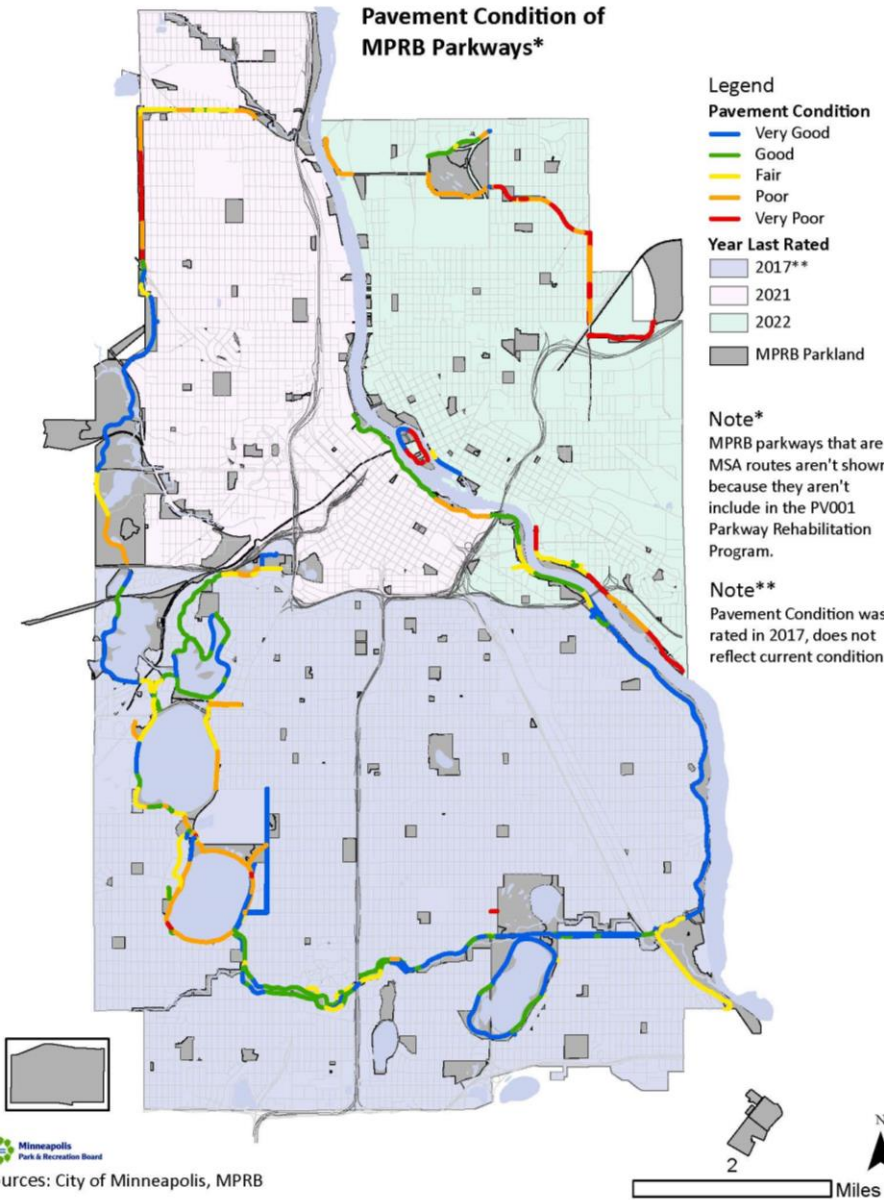


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- Importantly, not all of the pavement conditions are reflective of current conditions
 - South and Southwest Minneapolis were collected in 2017 and the conditions of the parkway pavement in that part of the City has deteriorated beyond what is shown
- This PCI dataset is the baseline for the MPRB analysis into funding needs for PV001
 - While traditional pavement management funding and condition analysis is completed through complex software solutions, this analysis utilized existing software and the talents of the Data Insights Team



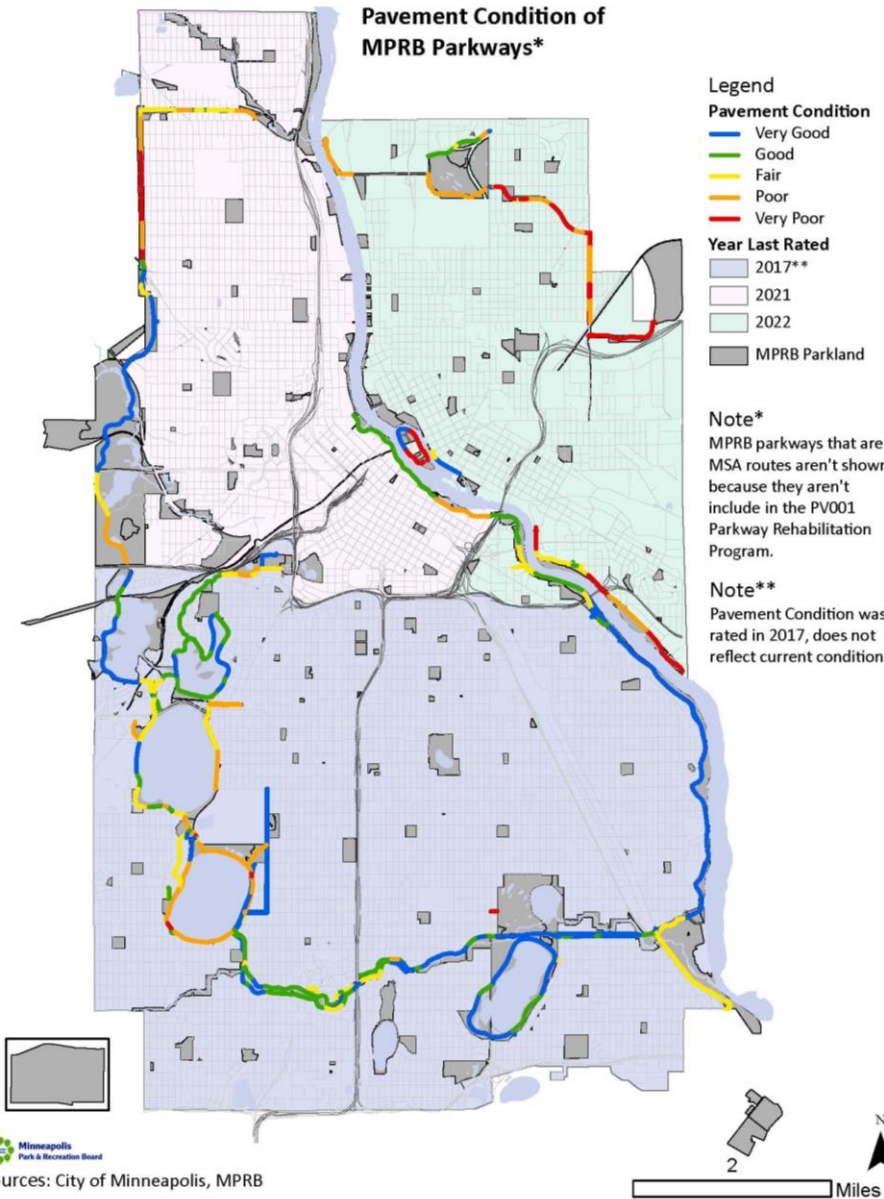
Three Funding/Program Scenarios

1. Existing Funding does not increase over next 30 years



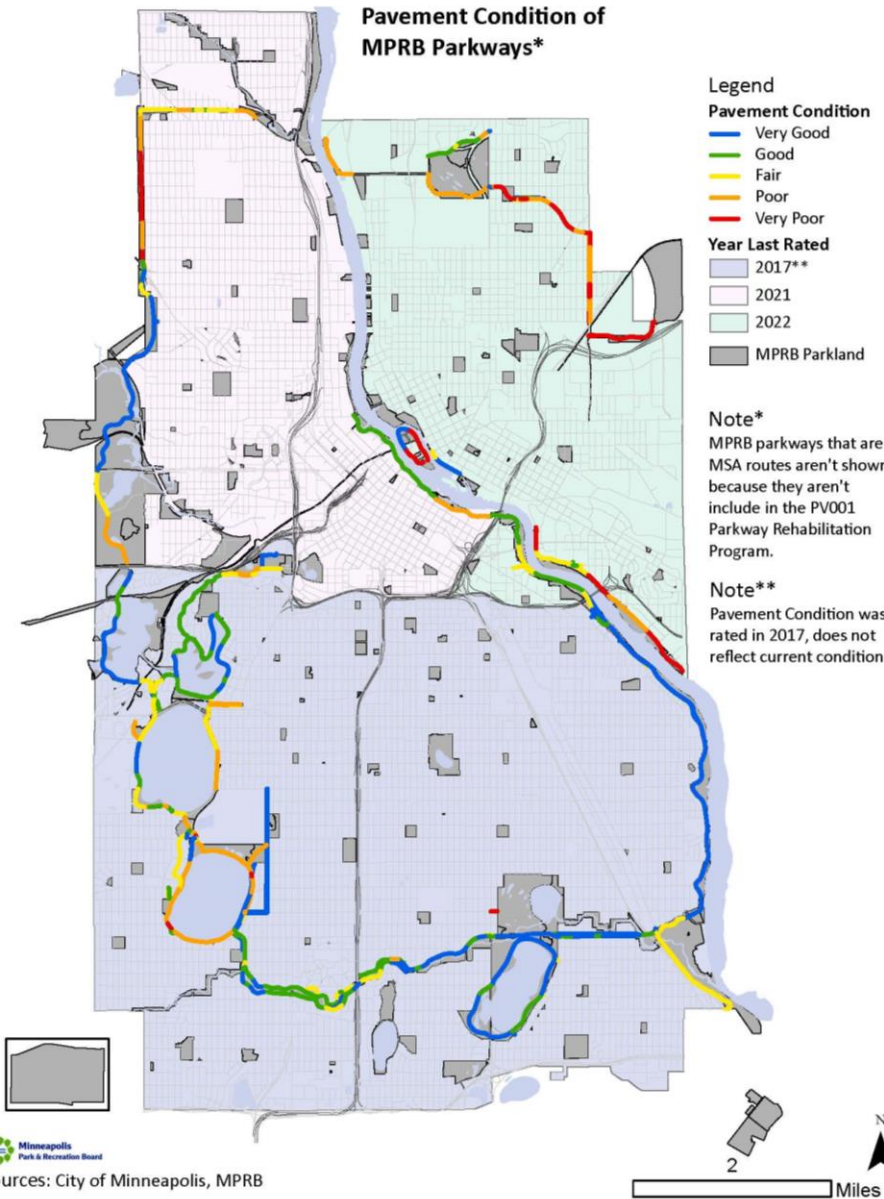
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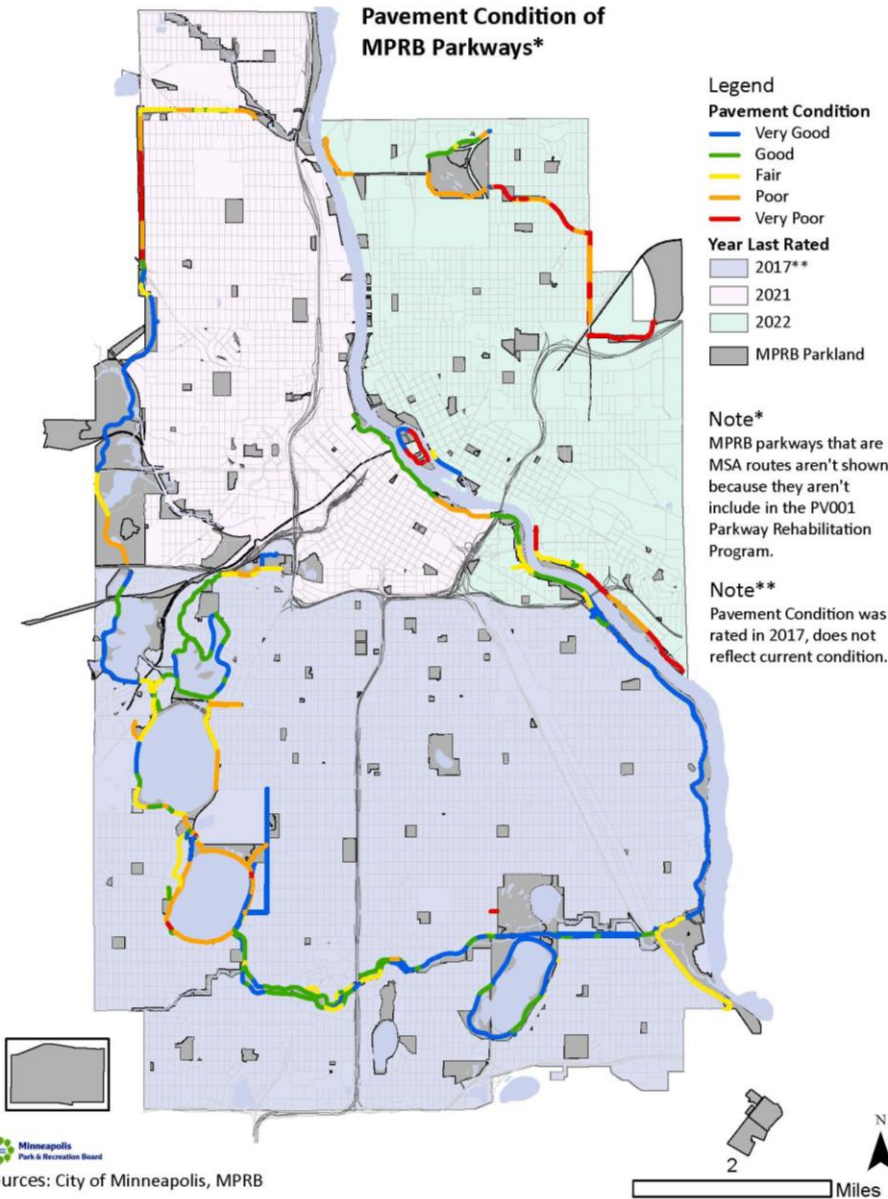
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Excluded from this analysis are segments of the parkway system that are Minnesota State Aid roadways (funding comes from another source)



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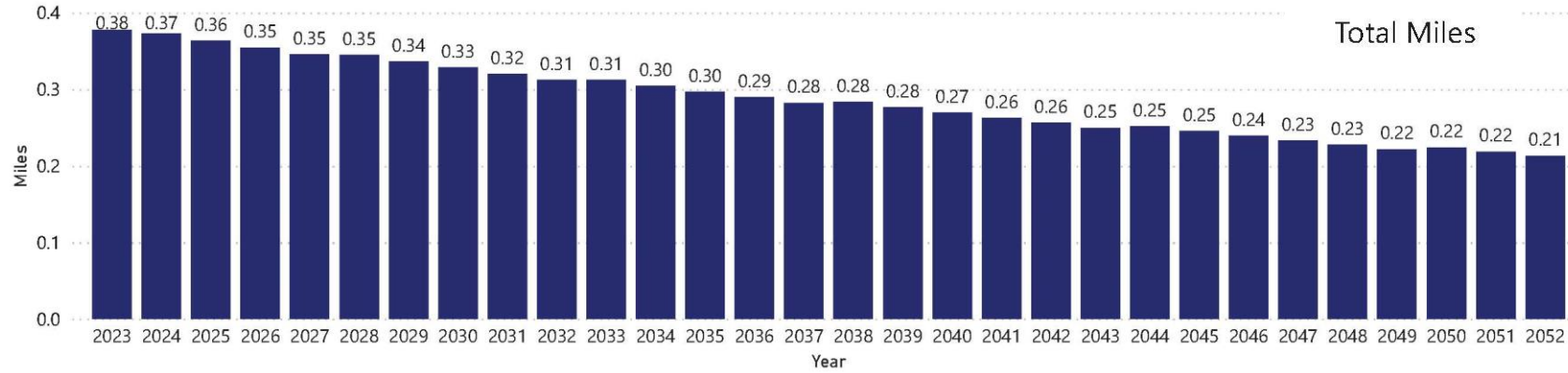
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Parkway segments slated for reconstruction are not part of the pavement modeling. Parkway reconstruction cost approx. \$11M/mile in today's \$s (1.5 miles of parkway system anticipated for reconstruction in the next 10-15 years)

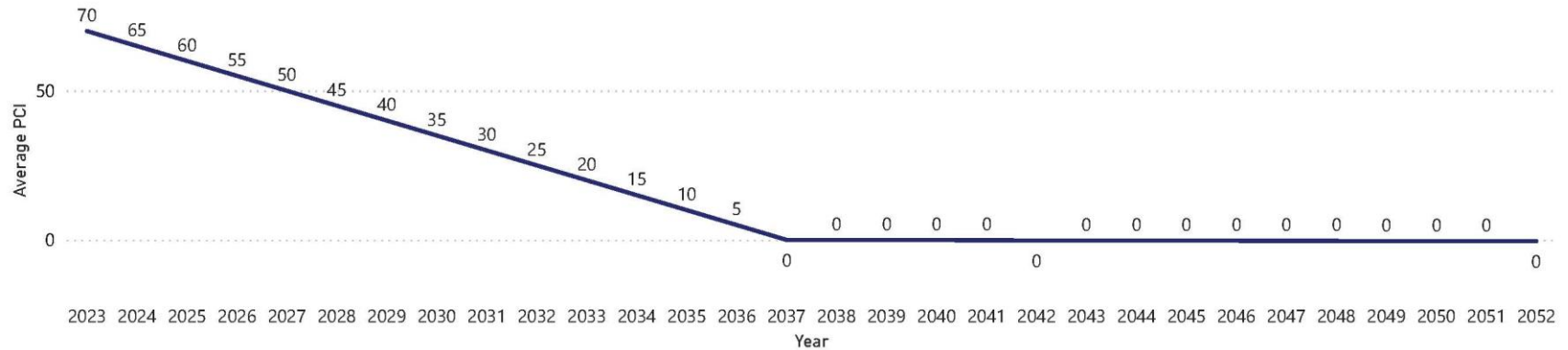
8.61

Total Miles

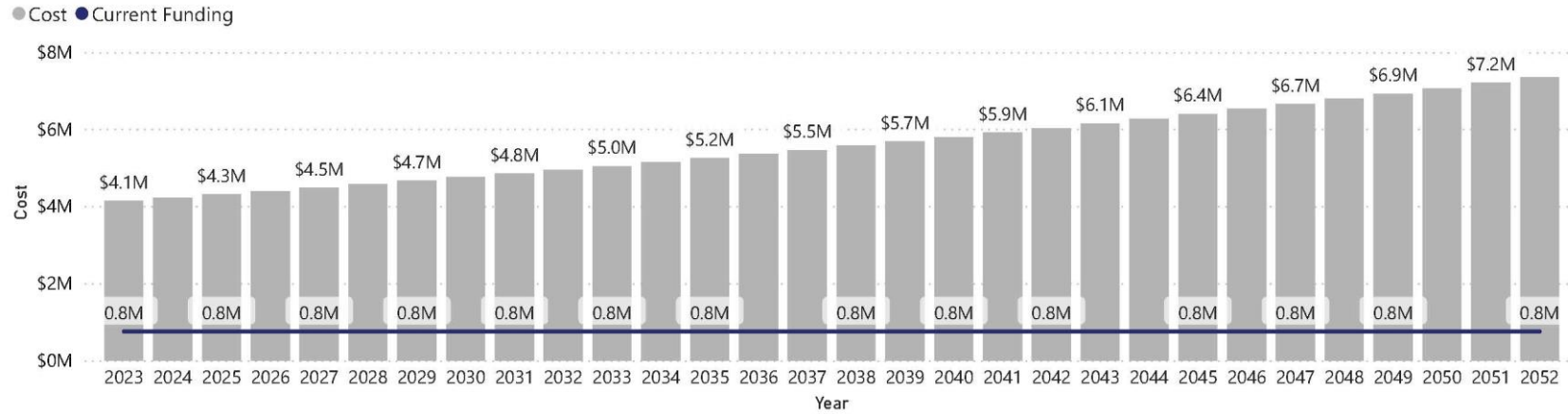
Miles Per Year with Current Funding - 30 Years



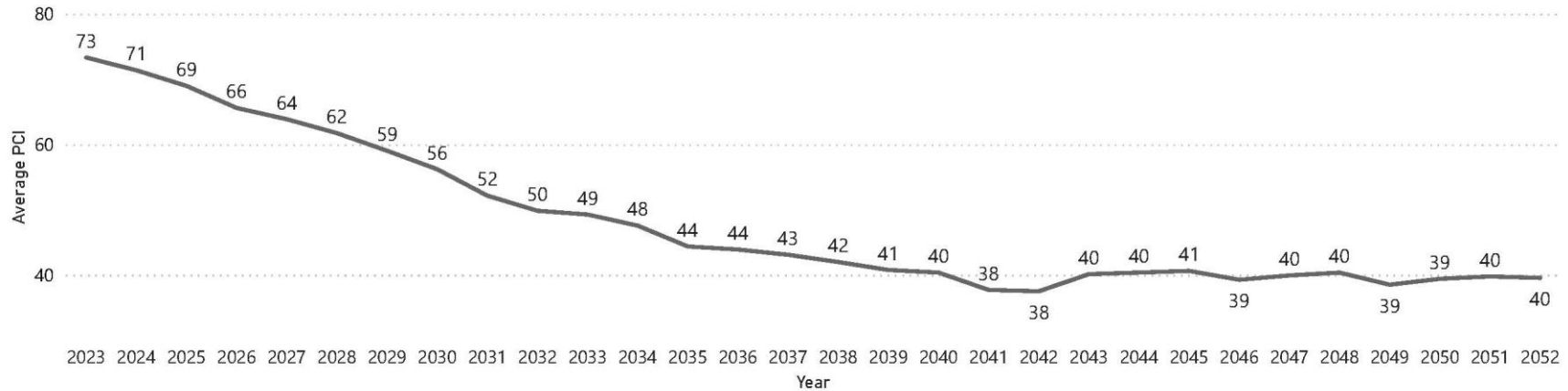
Average Pavement Condition Score (PCI) With No Improvements



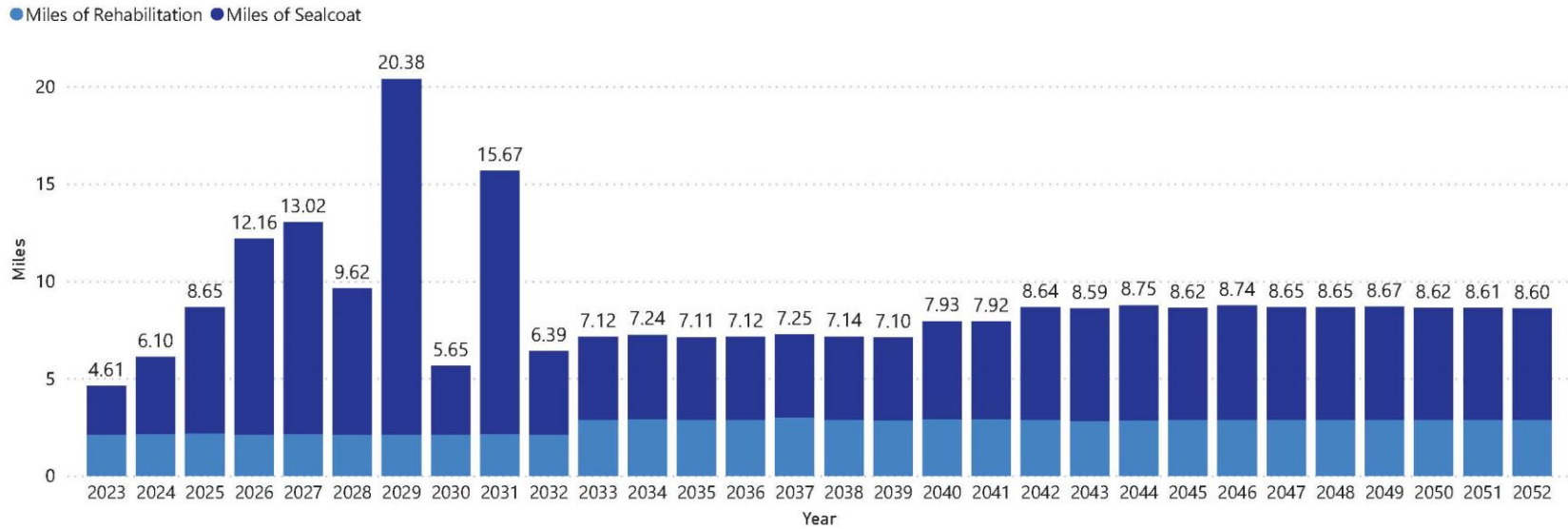
Total Cost for 2 Miles of Rehab and Current Funding Levels - 30 Years



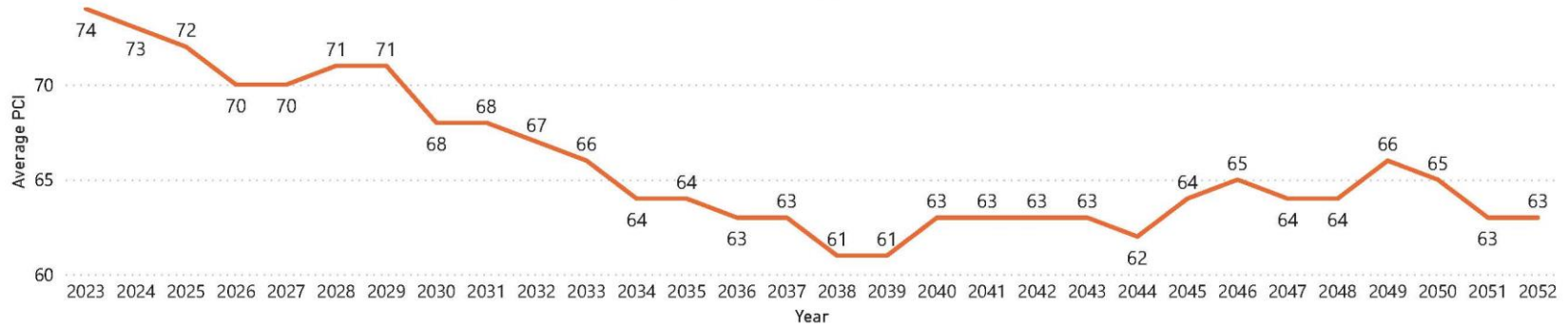
Average Pavement Condition Score (PCI) for 2 Miles of Rehab Annually, 30 Years



Miles Improved Annually Using a Pavement Management Strategy - 30 Years

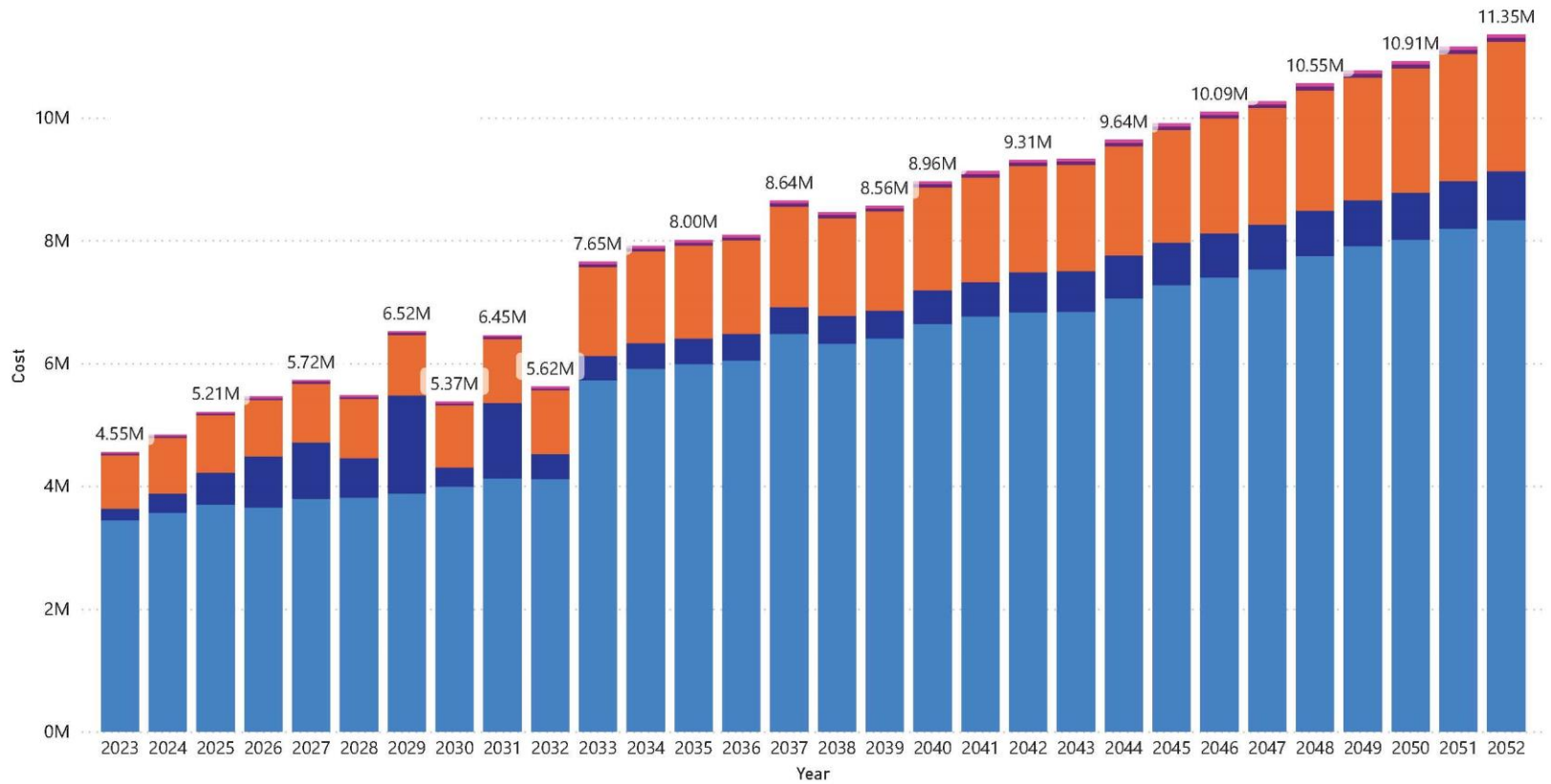


Average Pavement Condition Score (PCI) With a Pavement Management Strategy - 30 Years

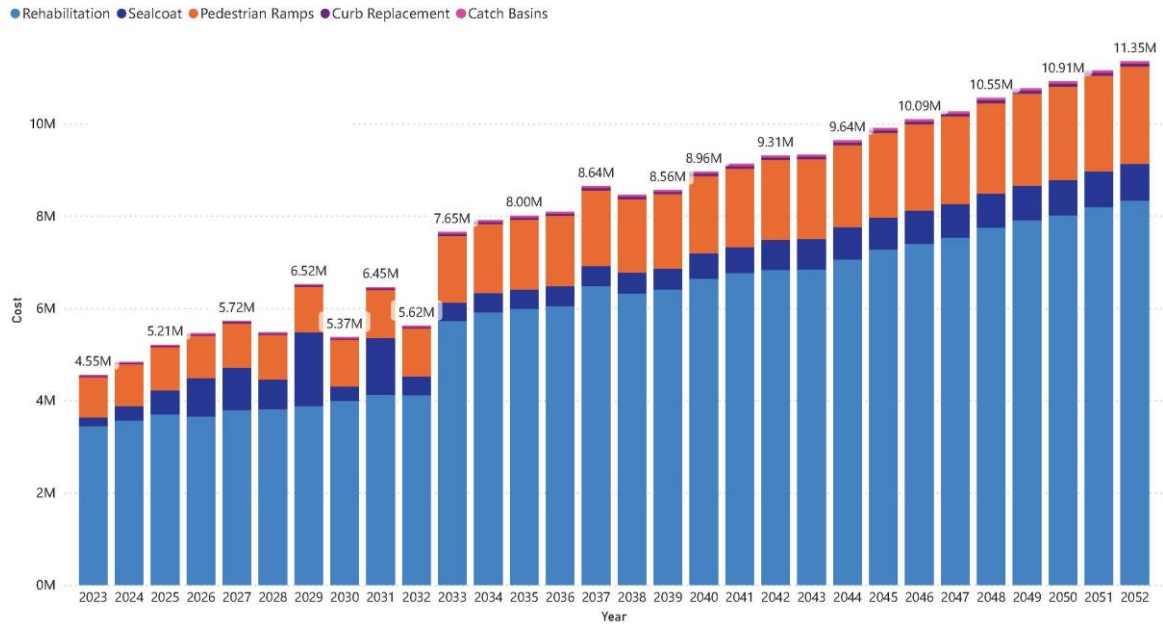


Costs for Improvements Using a Pavement Management Strategy - 30 Years

● Rehabilitation ● Sealcoat ● Pedestrian Ramps ● Curb Replacement ● Catch Basins



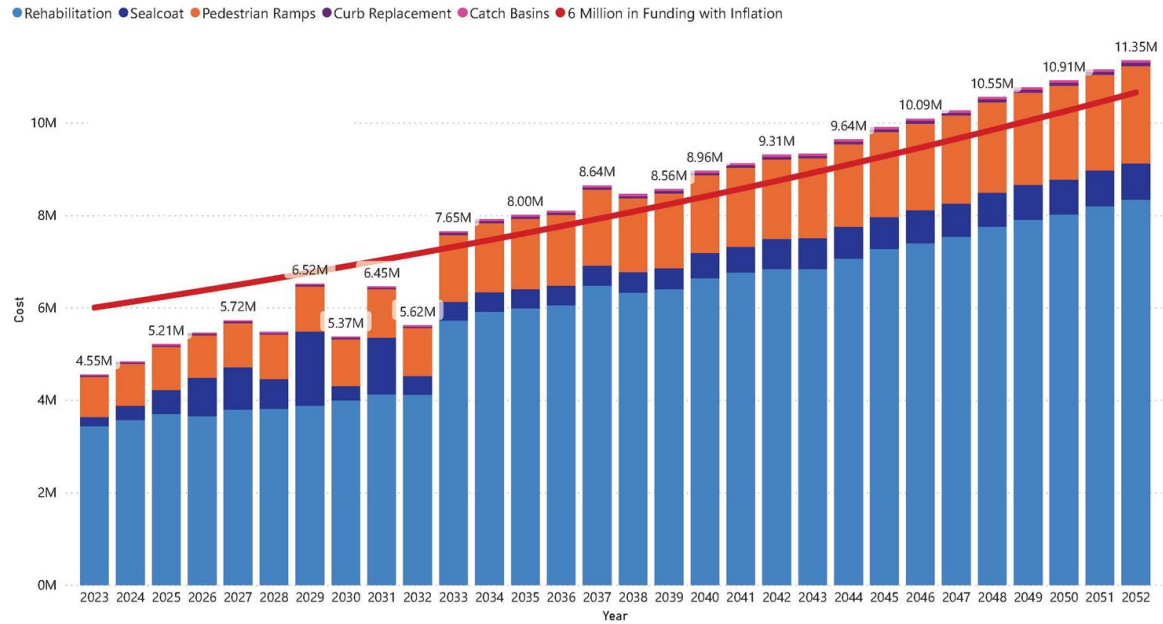
Costs for Improvements Using a Pavement Management Strategy - 30 Years



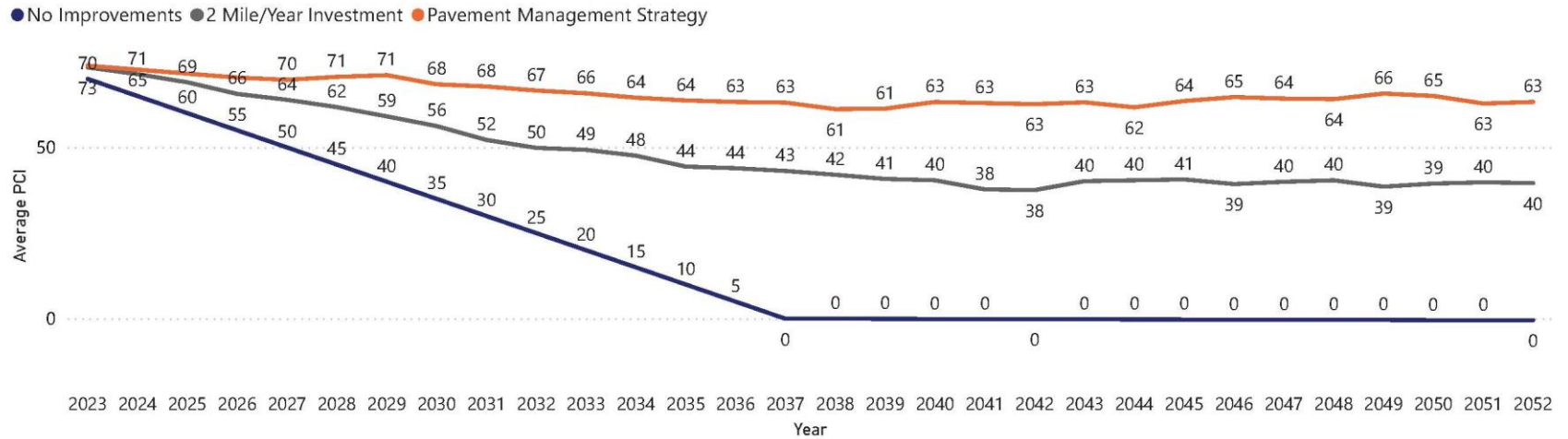
Average Pavement Condition Score (PCI) for 3 Scenarios - 30 Years



Costs for Improvements Using a Pavement Management Strategy - 30 Years



Average Pavement Condition Score (PCI) for 3 Scenarios - 30 Years





THANK YOU!

QUESTIONS?