

APPENDIX B: 2024 Evaluation and Update

OVERVIEW

The [ADA Transition Plan for Public Works](#) was adopted in February 2020 and updated in 2022. The work to complete the important actions in the plan is ongoing. The 2024 ADA Transition Plan update represents a moment in time to evaluate the ongoing progress and highlight next steps. The goal of this evaluation and update is to:

- Understand the progress made to date on the recommendations outlined in the 2022 plan
- Ensure that Public Works is making progress on the recommendations outlined in the plan
- Identify any roadblocks preventing progress, ways to improve workflows, or adjustments that need to be made to the recommendations or their associated timelines

Similar to the 2022 ADA Plan update, there are two primary elements of the 2024 ADA Transition Plan for Public Works update: a redlined version of the 2022 ADA Transition Plan for Public Works Update and a new Appendix B, which highlights progress made to date and includes a summary update of all the recommendations and milestones identified in the ADA Transition Plan.

The ADA Transition Plan for Public Works 2022 Update has been redlined to reflect policy updates that have occurred since the last update in 2022. Along with the redlined document, this appendix provides an overview of the progress made to date on the recommendations and milestones within the plan, highlights some of the key work currently in progress, identifies challenges within this work, and outlines anticipated milestones in the coming years.

This appendix includes a summary table with a progress update for each of the recommendations put forth in the ADA Transition Plan for Public Works and includes revised timelines for ongoing and upcoming milestones.

PROCESS AND ENGAGEMENT

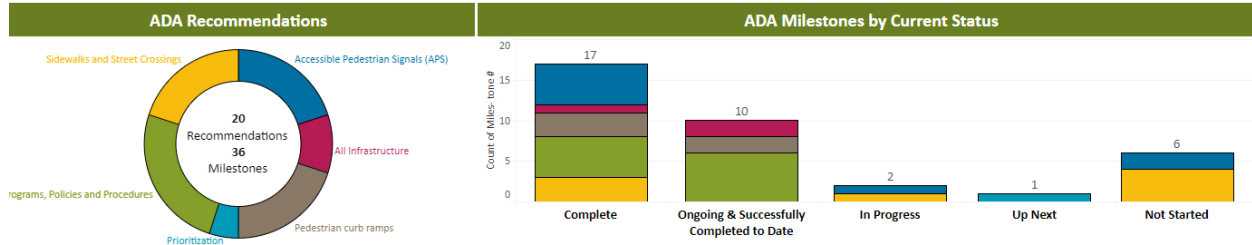
Public Works created a cross-divisional core team to evaluate the progress made on the recommendations and milestones outlined in the ADA Transition Plan and to identify any challenges within this work. Updates were provided to Public Works leadership through the Transportation Action Plan (TAP) Steering Committee to get their input and approval on proposed changes.

Public Works connected with City advisory committees that were key stakeholders in the development of the ADA Transition Plan including the Pedestrian Advisory Committee (PAC), Minneapolis Advisory Committee on People with Disabilities (MACOPD), and the Minneapolis Advisory Committee on Aging (MACOA) to share key highlights of the ongoing work and an overview of progress since 2022. Since the content of the plan was not dramatically altered, engagement was focused on informing the progress made to date. Feedback from these groups was received and integrated where possible as part of this update.

PROGRESS SINCE THE 2022 PLAN UPDATE

The ADA Transition Plan for Public Works outlines 20 recommendations to help identify and remove barriers within the public right of way. Within these 20 recommendations, there are a total of 36 milestones that provide action items needed to complete the recommendations. *Figure B-1*, below, provides a quick glance at the milestone progress as of December 2023. *Table B-1*, at the end of this document, includes a full summary of the progress made to date on the ADA Transition Plan for Public Works recommendations.

Figure B-1: Summary of milestone progress by current status



Since the adoption of the 2020 ADA Transition Plan for Public Works and the subsequent 2022 Plan update, the ADA and Right of Way (ROW) Administrative team was formed following *Recommendation 5.3* and operates from the Transportation Engineering and Design (TED) division in Public Works. The ROW team was created to help improve the tracking, inspecting and inventorying of infrastructure in the public right of way to ensure ADA compliance. This includes tracking of pedestrian curb ramps, Accessible Pedestrian Signals (APS), and sidewalks. Additionally, this team aims to improve enforcement of the infrastructure built public right of way by both City and non-city entities to ensure ADA compliance. The ROW team's work has been instrumental in completing several recommendations and milestones in the ADA Transition Plan such as:

- *Recommendation 3.1*: Making improvements to pedestrian curb ramp inventorying and tracking
- *Recommendation 3.2*: Making improvements to APS inventorying and tracking
- *Recommendation 3.3*: Identifying data collection improvements for APS compliance

Since the 2022 plan update, seven milestones have been completed that were either previously in progress, up next, or not yet started. As of December 2023, 27 milestones of the 36 total milestones are either complete or ongoing and successfully completed to date. There are seven milestones that have not yet started, the majority of which are dependent on in progress milestones to be completed first.

PROGRESS HIGHLIGHTS

Public Works is continuously making progress on the recommendations and milestones outlined in the ADA Transition Plan for Public Works. Below are three highlights of ongoing work to reduce and remove barriers within the public right of way that have made significant progress since the adoption of the 2020 ADA Transition Plan for Public Works and subsequent 2022 Plan update. The progress highlights include:

- Improvements in ROW Tracking and Monitoring
- Contractor Accountability
- Sidewalk Snow and Ice Removal Pilot

Improvements in ROW Tracking and Monitoring

Recommendation 5.3: Improve the mechanism for tracking, inspecting and inventorying pedestrian curb ramps, Accessible Pedestrian Signals (APS) and sidewalks that are built in Minneapolis' public right of way by private developers, utilities, and other agencies and determine whether additional inspection staff or resources are needed to ensure all city managed or built infrastructure is built according to city specifications, ADA Standards and in alignment with Minneapolis design guidelines.

To help support the goals and recommendations of the ADA Transition Plan for Public Works, Public Works created an ADA and Right of Way Administrative team. The primary goal of this team is to increase capacity to manage the use of the right of way to match City goals for equity, safety, and mobility, as well as improve overall coordination between agencies, utilities, private developers and advancing actions contained in the ADA Transition Plan. This includes pedestrian curb ramps, audible pedestrian signals (APS), and proactive inspection of permitted right of way.

The Public Works ROW team was tasked with repairing the City's ADA pedestrian ramp data and create a new system for tracking all pedestrian ramp data. An innovative, Geographic Information System (GIS) catalog was quickly developed that combined all previous data with new data collection efforts. This led to more accurate data to inform future pedestrian ramp reconstruction efforts. A survey questionnaire was created for staff to enter physical ramp data more efficiently in the field using a tablet, thus effectively capturing ramp compliance information. Through this new data collection methodology, the ROW team corrected a data error backlog of roughly 3,500 pedestrian curb ramps.

Dynamic tracking mechanisms were produced to identify where pedestrian curb ramps are replaced as part of private or public projects in the City ROW. The ROW team is currently working to make this data available to the public. Additionally, the ROW team has developed a training program for interns and Public Works staff to collect accurate pedestrian ramp data to inform future construction projects.

In addition to the updated curb ramp data collection methodology, the ROW team has made improvements to the APS data collection methodology. Previously, the City had been tracking where APS is located but was not tracking more detailed information to know if existing APS met all compliance standards. Over the last year, the ROW team has developed a detailed survey to use during inspections to track specific compliance information per MnDOT compliance standards. *Figure B-2*, below, shows the data that is now tracked for all existing and future APS locations. All compliance data for existing APS locations is anticipated to be complete in 2024.

Figure B-2: APS data collection survey questions used for improved compliance tracking

Minneapolis APS Inspection Checklist

APS Standards:

Is the PAR maintained and unaffected by APS infrastructure?
Is at least a 4ft pedestrian access route maintained through the corner?
 Yes No

Push buttons oriented parallel with crosswalk:
 Yes No

Push buttons adjacent to min 4'x4' landing:
 Yes No

Push buttons are 42" from the ground:
 Yes No

Push buttons have less than 10" side reach:
 Yes No

Push buttons are at least 9" from a joint or edge of walk:
Measured from center of push button.
 Yes No

Audible cues to walk okay:
"Wait", "Cross", and "Street name" are all audible.
 Yes No

Tactile cues okay:
There is a raised directional arrow on the button that vibrates when walk is on. Braille is included on the instruction panel.
 Yes No

Visual cues okay:
Countdown timer includes time remaining to cross and instructions are posted on the pole.
 Yes No

Push buttons are within 5ft of crosswalk edge:
 Yes No

Push buttons are between 1.5ft and 10ft of back of curb:
 Yes No

Distance between push buttons:
- [] +

Distance between push buttons acceptable:
 Yes No N/A

Meets MUTCD Standards: *
Answer yes if all criteria are met above.
 Yes No

Description of issues:
Please describe problems with the APS at this quadrant:
[]

Image of issue:
[]

Image of issue:
[]

Contractor Accountability

Recommendation 5.3: Improve the mechanism for tracking, inspecting and inventorying pedestrian curb ramps, Accessible Pedestrian Signals (APS) and sidewalks that are built in Minneapolis' public right of way by private developers, utilities, and other agencies and determine whether additional inspection staff or resources are needed to ensure all city managed or built infrastructure is built according to city specifications, ADA Standards and in alignment with Minneapolis design guidelines.

The ROW team was tasked with improving enforcement of the public ROW by generating guidelines for private contractors on ADA pedestrian ramp construction in the City of Minneapolis. In 2023, the [ADA Curb Ramp Design, Construction and Repair Technical Memorandum](#) was created to address curb ramp construction enforcement. If a pedestrian curb ramp is not constructed to meet ADA compliance, the contractor is now required to replace the non-compliant curb ramp. A total of 75 pedestrian curb ramps were tracked in 2023 by private utilities under this guidance. The technical memorandum, utilizing the ADA curb ramp designs and policy guidelines from the Minnesota Department of Transportation (MnDOT), sets the scoping, design, and construction requirements within the City of Minneapolis. Major highlights include:

- Changes to the sidewalk permitting system to better track where the contractors are replacing pedestrian curb ramps in Minneapolis.
- Added requirement for reconstructed corners with potential horizontal or vertical constraints. Plans are now mandatory for these corners to give the ROW team the opportunity to review before construction to identify and address any potential issues related to certain utility and development projects.

Sidewalk Snow and Ice Removal Pilot

Recommendation 3.9: Continue to address seasonal barriers such as snow and ice on sidewalks as outlined by [Minneapolis Ordinance 445](#) and the [Pedestrian and Bicycle Winter Maintenance Study](#); explore modifications to improve access to the public right of way through additional direction in the [Transportation Action Plan](#).

In February 2023, a [Legislative Directive](#) from the Minneapolis City Council’s Public Works and Infrastructure Committee (referred to as the Climate & Infrastructure Committee as of 2024) requested a multidisciplinary review of potential City-led sidewalk snow and ice removal programs that could be fully implemented by 2027. A fiscal analysis was administered and calculated the capital and operating costs for this potential program such as snow removal equipment, equipment storage facility, labor costs, operating costs, and snow removal costs where no boulevards for snow storage are present.

The Legislative Directive led to the Sidewalk Snow and Ice Removal Pilot Programs, funded for the 2024-2025 winter season, and are implementable to start as soon as fall of 2024:

- Snow Case Worker Pilot
- Senior Snow Clearing Assistance Pilot
- Snow Ambassador Pilot
- Mobile Team Pilot

Details on the Sidewalk Snow and Ice Removal Pilots were [presented to City Council in 2023](#). The City Council approved funding in the 2024 to implement four sidewalk snow and ice removal pilots.

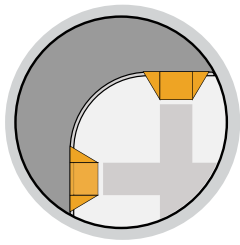
In 2024, Public Works finalized an updated Winter Walking and Biking Study. This study consolidates all the City’s recent work on winter walking and biking and recommends actions that build off that work.

INFRASTRUCTURE IMPROVEMENTS

The 2022 ADA Transition Plan update included sidewalk and pedestrian ramp data through 2020. The information below summarizes the most up to date infrastructure improvement data available through 2023 and where additional tracking is not complete but in-progress. The data outlined below includes improvements completed by the City, utility companies, and other agencies. Per [Recommendation 5.3](#), the City is taking steps to improve the mechanism for tracking, inspecting, and inventorying pedestrian curb ramps, APS, and sidewalks built in Minneapolis’ public right of way. This is accomplished by all agencies, private developers, and utilities ensuring that all built infrastructure is built according to city specifications, ADA standards and in alignment with Minneapolis design guidelines. The data will continue to be updated as new data becomes available.

Infrastructure Improvements Since the 2022 ADA Transition Plan Update

PEDESTRIAN CURB RAMPS



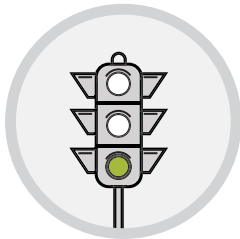
3,273 ADA Ramps
built between 2021-2023*

*Does not include ramps built by private developments, ramps constructed in 2021 by utilities (not tracked from 2019-2021), or ramps constructed in 2023 by cooperative projects. Ramp data constructed by cooperative projects are expected to be available by the end of 2024.

Minneapolis Pedestrian Ramps Total Progress through 2023

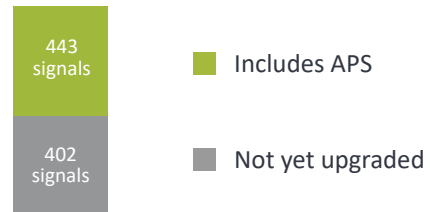


TRAFFIC SIGNALS

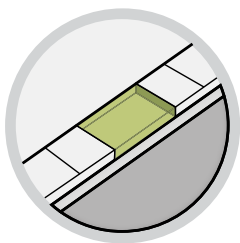


119 APS Upgrades
built between 2021-2023

Minneapolis Traffic Signals Total Progress through 2023

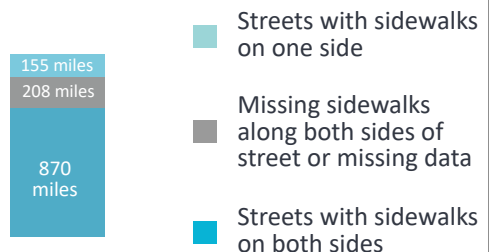


SIDEWALKS



0.27 Miles of Sidewalk Gaps
closed between 2021-2023

Minneapolis Sidewalks Total Progress Through 2023



Anticipated Cost and Timeline

Infrastructure improvements are expected to be complete within 13-17 years at an estimated cost of \$401 million (2024 dollars). Note that this cost estimate is based off material costs (and no inflation); the timeline is based off current funding levels and current material costs. Additional information on the anticipated costs and schedules will be provided as infrastructure inventories are updated and evaluated including pedestrian ramps, traffic signals, sidewalks and street crossings.

2024 AND BEYOND

Significant progress has been made since the 2022 ADA Transition Plan Update on both the recommendations and milestones in the ADA Transition Plan as well as on improving ADA infrastructure within the public right of way. Public Works remains committed to addressing and removing outstanding barriers in the public right of way through the recommendations outlined in the ADA Transition Plan for Public Works and beyond. **Table B-1** below provides a summary of the recommendation and milestone progress made to date and includes proposed new timelines for several recommendations. Public Works will continue to review the ADA Transition Plan on a biennial basis, per TAP [Walking action 5.7](#), to evaluate progress and suggest plan updates in pursuit of improved compliance.

SUMMARY OF RECOMMENDATIONS AND MILESTONE PROGRESS

Table B-1: Recommendation progress summary and revised timelines

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Pedestrian Curb Ramps	3.1	Modify the pedestrian curb ramp in-field data collection application to holistically collect all necessary information on pedestrian curb ramps	<ul style="list-style-type: none"> Complete updates to the data collection process (2020) 	Complete	-	In-field data collection tool updated and testing completed spring 2021. Additional inventory tracking systems continue to be updated and managed by the ROW team.
Pedestrian Curb Ramps	4.2	Inventory pedestrian curb ramps at intersections with no ramp data (approx. 50 intersections)	<ul style="list-style-type: none"> Collect inventory on intersections with no pedestrian curb ramp data after new data collection app is finished (2021) 	Complete	-	Data collection of missing curb ramp data completed November 2021
			<ul style="list-style-type: none"> Incorporate into prioritization list (2021) 	Complete	-	Missing curb ramp data integrated into Chapter 4: Infrastructure Prioritization
Pedestrian Curb Ramps	4.3	Install pedestrian curb ramps where ramps are missing as intersections are programmed and designed for improvement	<ul style="list-style-type: none"> Ongoing 	Ongoing & Successfully Completed to Date	-	All projects are incorporating as needed
Pedestrian Curb Ramps	5.1	Incorporate pedestrian curb ramp construction in the asphalt resurfacing program (PV056) and concrete rehabilitation program (PV108)	<ul style="list-style-type: none"> Ongoing 	Ongoing & Successfully Completed to Date	-	All projects are incorporating as needed

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Accessible Pedestrian Signals (APS)	3.2	Evaluate Accessible Pedestrian Signals (APS) inventory data and incorporate results into Infrastructure Status section of ADA Transition Plan	Digitize and analyze inventory data on Accessible Pedestrian Signals (APS) (2020)	Complete	-	A digital inventory of APS data has been completed and includes data through 2021. The ROW team is actively working to update.
			Incorporate findings into ADA Plan (2021)	Complete	-	The most up to date APS data has been included in <i>Appendix B</i>
Accessible Pedestrian Signals (APS)	3.3	Compare Accessible Pedestrian Signal (APS) data collected to current ADA and Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) criteria to identify any additional elements to collect and incorporate results into ADA Transition Plan	Identify data collection improvements for Accessible Pedestrian Signals (APS) (2020)	Complete	-	Data collection improvements have been integrated into process
			Incorporate findings into ADA Plan (2021)	Complete	-	Methodology for data collection improvements are included in <i>Appendix B</i>
			Develop approach to collect additional data if needed (2021)	Complete	-	Approach has been developed; data collection in progress
Accessible Pedestrian Signals (APS)	4.4	Prioritize locations in need of improvement for Accessible Pedestrian Signals (APS) and incorporate results into Prioritization chapter of ADA Transition Plan	Apply prioritization methodology to Accessible Pedestrian Signal (APS) data (2022)	Not Started	2025	Not started; dependent on full APS data collection to be complete
			Incorporate findings into Chapter 4 of the ADA Plan (2021)	Not Started	2025	Not started; dependent on above action to be completed

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Accessible Pedestrian Signals (APS)	5.5	Update the timeline and anticipated cost for installing or correcting Accessible Pedestrian Signals (APS)	<ul style="list-style-type: none"> Update intersection cost estimates for signalized intersections in need of Accessible Pedestrian Signal (APS) improvements (2021) 	In Progress	2025	Cost estimates available for signalized intersections that do not currently have APS; additional data collection in progress to track ADA compliance at intersections with APS which will better inform a complete cost estimate
Sidewalks and Street Crossings	3.4	Supplement existing data on sidewalks and street crossings by completing a sidewalk and street crossing inventory	<ul style="list-style-type: none"> Scope data collection and evaluation pilot into capital project development (2020) 	Complete	-	Pilot project scoped early 2021
			<ul style="list-style-type: none"> Pilot data collection process and evaluation methodology (2021) 	Complete	-	Pilot data collection process and evaluation completed in 2021
			<ul style="list-style-type: none"> Incorporate process and evaluation methodology into Chapter 3 of the ADA Plan (2021) 	Complete	-	Pilot data collection process and methods are included in <i>Appendix A</i>
			<ul style="list-style-type: none"> Establish process for collecting data citywide based on results of pilot (2022) 	In Progress	2025-2026	Recommendation for citywide data collection process has been identified; implementation dependent on funding availability
Sidewalks and Street Crossings	4.5	Using new data from inventorying sidewalks, prioritize sidewalk and street crossings barriers using the prioritization framework described in Chapter 4	<ul style="list-style-type: none"> Prioritize identified barriers for improvement (2022) 	Not started	2027-2028	Not started; Dependent on the completion of Recommendation 3.4
Sidewalks and Street Crossings	5.6	Establish an anticipated timeline and cost for addressing sidewalk and street crossing barriers	<ul style="list-style-type: none"> Develop an anticipated timeline and cost estimates for addressing sidewalk and street crossing barriers (2022) 	Not started	2027-2028	Not started; Dependent on the completion of Recommendation 3.4

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Sidewalks and Street Crossings	5.2	Evaluate sidewalk and street crossing data to guide the development of a funding mechanism and/or approach for addressing sidewalk and street crossing barriers if needed	▪ Update City specifications (annually)	Not Started	Annually beginning in 2027	Not started; Dependent on the completion of Recommendation 3.4
			▪ Evaluate need for additional resources (2020-2021)	Not Started	2027-2028	Not started; Dependent on the completion of Recommendation 3.4
All Infrastructure	5.3	Improve the mechanism for tracking, inspecting, and inventorying pedestrian curb ramps, Accessible Pedestrian Signals (APS) and sidewalks that are built in Minneapolis' public right of way by private developers, utilities, and other agencies and determine whether additional inspection staff or resources are needed to ensure all city-managed or built infrastructure is built according to city specifications, ADA standards and in alignment with Minneapolis design guidelines	▪ Update City specifications (annually)	Ongoing & Successfully Completed to Date	-	Language has been updated in the City specifications to include additional information and data collection on pedestrian curb ramps and APS
			▪ Evaluate need for additional resources (2022)	Complete	-	The ROW management team was established in 2022 to improve the oversight of infrastructure and work within the ROW. This team includes 3 full time positions. Since the formation of this team, significant improvements have been made to ROW data collection systems.
All Infrastructure	5.4	Report on improvements to pedestrian curb ramps, Accessible Pedestrian Signals (APS), sidewalks and street crossings annually and update inventories	▪ Ongoing annually through the "Your City, Your Streets Progress Report" to the Climate and Infrastructure Committee (C&I) and NCR's "ADA Action Plan Report" to the Public Health and Safety Committee (PHS)	Ongoing & Successfully Completed to Date	-	Your City, Your Streets progress reports submitted to City Council annually

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Prioritization	4.1	Update the equity component of infrastructure prioritization as the 20 Year Streets Funding Plan is updated	<ul style="list-style-type: none"> Ongoing (update starting in 2022) 	Up Next	2024	The City adopted the Racial Equity Framework for Transportation (REF) in 2023; the 20 Year Streets Funding Plan will be updated to be consistent with the REF in 2024
Programs, Policies and Procedures	3.5	In collaboration with 311 and the Neighborhood and Community Relations Departments, evaluate adding an option on the 311 interface for the public to indicate whether a concern is related to accessibility	<ul style="list-style-type: none"> Evaluate adding option to indicate access issue (2020) 	Complete	-	Completed early 2022.
			<ul style="list-style-type: none"> Update software and user testing (2020-2021) 	Complete	-	Accessibility option added; updates will be made as needed to ensure usability
Programs, Policies and Procedures	3.6	Continue to expand departmental knowledge and expertise of ADA topics by attending trainings and classes	<ul style="list-style-type: none"> Ongoing 	Ongoing & Successfully Completed to Date	-	Public Works staff from all transportation divisions attend trainings and classes as available; As of January 2024, 51 Public Works staff have completed the ADA Online Construction Certification Training
Programs, Policies and Procedures	3.7	Review and update existing policies and practices for pedestrian detour design and enforcement annually in coordination with additional direction in the Transportation Action Plan	<ul style="list-style-type: none"> Align pedestrian detour design specifications with MNMUTCD standards (annually) 	Ongoing & Successfully Completed to Date	-	Design specifications are updated to align with MNMUTCD standards as needed
			<ul style="list-style-type: none"> Additional changes proposed in Transportation Action Plan (2020) 	Complete	-	The Transportation Action Plan was adopted in December 2020 which provides additional direction (Street Operations Strategy 9)

2020 ADA TRANSITION PLAN				2024 ADA TRANSITION PLAN UPDATE		
CATEGORY	ID	RECOMMENDATION	MILESTONES & TIMELINE	CURRENT STATUS	PROPOSED NEW TIMELINE	MILESTONE PROGRESS: CURRENT AND PAST
Programs, Policies and Procedures	3.8	Continue to monitor issues and feedback received on parking and operations for scooter, bike share and/or other micromobility options and evaluate the need for program improvements	<ul style="list-style-type: none"> Designate additional parking locations for scooter, bike share and/or other micromobility options (2020) 	Ongoing & Successfully Completed to Date	-	240 bike racks have been acquired via donation from Lyft and Nice Ride and have been distributed throughout the city to support the shared mobility program
			<ul style="list-style-type: none"> Increase and simplify communications on where to park and where to ride (2020) 	Ongoing & Successfully Completed to Date	-	Tracking 311 data, public dashboard created; beginning social media campaign to improve education
			<ul style="list-style-type: none"> Increase enforcement of micromobility businesses and users (2020) 	Ongoing & Successfully Completed to Date	-	Operations analyst hired to exclusively focus on management of the bike and scooter program including compliance monitoring.
			<ul style="list-style-type: none"> Review and make program improvements (annually) 	Ongoing & Successfully Completed to Date	-	Review of existing program ongoing; possible program improvements incorporated into RFP for 2024 program and license agreement
Programs, Policies and Procedures	3.9	Continue to address seasonal barriers such as snow and ice on sidewalks as outlined by Minneapolis Ordinance 445 and the Pedestrian and Bicycle Winter Maintenance Study; explore modifications to improve access to the public right of way through additional direction in the Transportation Action Plan	<ul style="list-style-type: none"> Additional funding allocated for snow and ice corner clearing (2020) 	Complete	-	In 2020, \$300,000 in additional funds was allocated to help speed up snow and ice corner clearing during snow emergencies. These funds remain in place today. In 2024, the City is implementing a sidewalk snow and ice clearing program.
			<ul style="list-style-type: none"> Additional improvements proposed in Transportation Action Plan (2020) 	Complete	-	The Transportation Action Plan was adopted in December 2020 which supports this work (Walking Strategy 4)