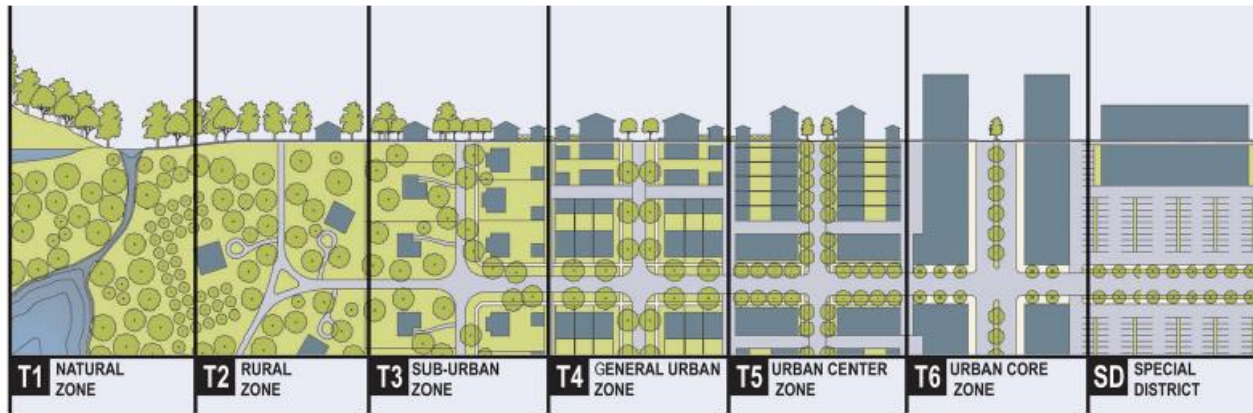



# **Planning for Disruption: Making Planning Legible**


**Fernando Burga PhD**

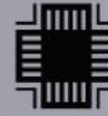
**Humphrey School of Public Affairs  
Masters of Urban and Regional Planning Program  
University of Minnesota**

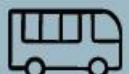



**SD**  
  
**Freight for the Future:**  
 The Ports of Savage as a CAV Innovation District

**T<sup>5/6</sup>**  
  
**Planning for Disruption:** CAVs and Equity in Washington and Lake Streets

**T4**  
  
**The CAV Urban Village:**  
 Recalibrating the Canterbury Commons Master Plan

**T3**  
  
**Paving the Way:**  
 Adapting Crosswalks for CAV's in Shakopee

**T3**  
  
**Shared Mobility for All?** CAVs and the Intellectual Disabilities in Scott County

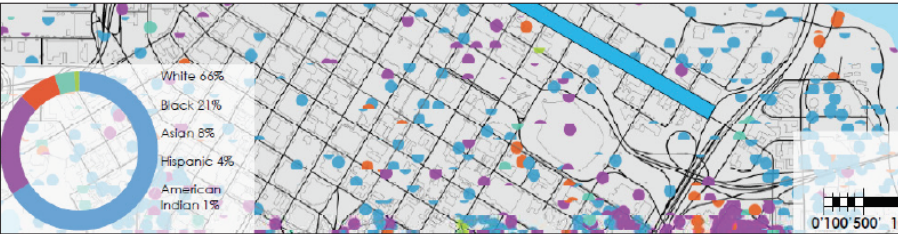
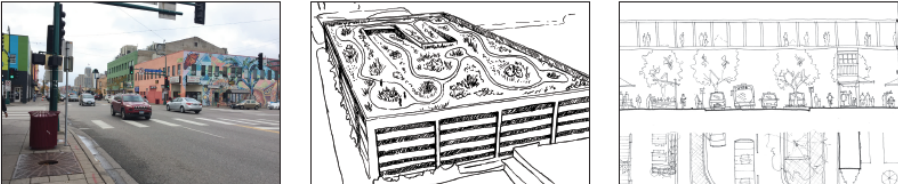
**T2**  
  
**A Renaissance in Transportation:**  
 Planning the CAV Network from Urban to Rural MN

# Planning for Disruption

Connected and Autonomous Vehicle (CAV) technology is likely to be impactful on the transportation landscape within cities. Surprisingly few municipalities are developing strategic policies and ordinances to guide CAV disruption. CAV deployment could exacerbate social and economic disparities within cities by serving only affluent interests. **Planning for Disruption allows for policy and development suggestions that actively work toward addressing inequities.** The project offers scenarios along the Washington Avenue corridor through the Mill District, a downtown core T6 context, and the Lake Street corridor through the Powderhorn area, a main street T5 context. With a Minneapolis context, we utilize the Minneapolis 2040 Comprehensive Plan to establish goals.

The project begins with a review of processes and planning documents guiding AV implementation to-date. Next, the project moves to an analysis of the demographic and structural frameworks of the two study areas to identify existing disparities and opportunities for equity. Next, the background information is incorporated to develop and deploy five equity opportunities within CAV implementation: **Improve the Environment, Increase Housing Access, Increase Mobility, Support Diverse Economies, and Improve Public Health.**

Finally, opportunities for equity are explored through a series of design scenarios for CAV implementation. We conclude by suggesting **phasing strategies for future development** and a summary of proposed policies. In doing so, we aim to illustrate strategies for guiding CAV deployment in order to **address disparities** within cities while **improving conditions** overall.

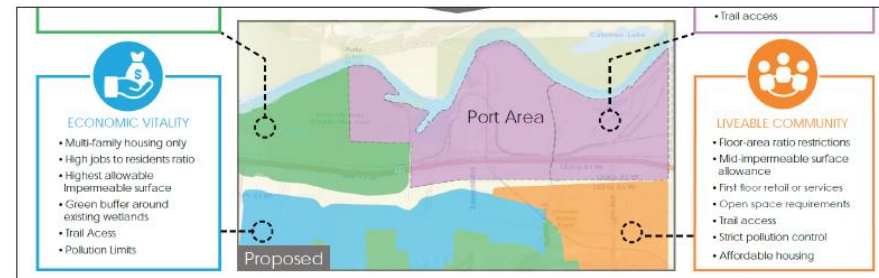


# Freight for the Future

The ports of Savage, Minnesota serve an important role in the regional freight system for the Twin Cities. The ports are privately owned and operated and they, as well as the regional freight system as a whole, face challenges to their continued success. Decaying infrastructure and a declining workforce present issues to freight's future. Connected and Automated Vehicles (CAV) offer potential solutions to both.

The ports of Savage will need to **adapt to accommodate the introduction of CAVs**. This new technology will transform how the land in the surrounding region is used. These changes will not be instantaneously and **adaptations can be phased** into the site and surrounding region. A decreased need for pavement allows **increased greenspace** and can help protect the Savage fen while simultaneously opening the space for recreational use. Additionally, new types of intersection controls can **relieve traffic congestion** and make moving semi-trucks out of the ports on to Highway 13 easier.

The ports of Savage can benefit from CAVs by **encouraging an educational and training museum** on land reclaimed from paved surfaces. The Minnesota Department of Transportation (MnDOT) is looking for Requests for Proposals on studying CAV innovations on the regional highway system. MnDOT and Scott County can benefit from studying CAVs in a freight intermodal environment such as that found at the ports.



**SD**

**Freight for the Future:**  
The Ports of Savage as a CAV  
Innovation District

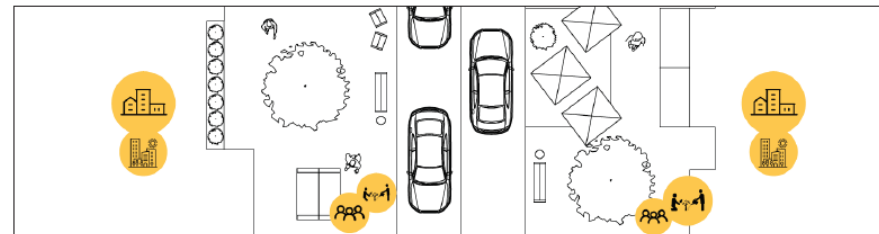
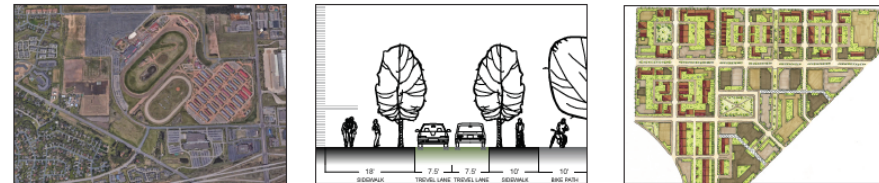


# The CAV Urban Village 9

Canterbury Park is an entertainment destination offering horse racing, table games, and poker in Shakopee, MN, a suburb of the Twin Cities. Recently, plans have been enacted to build high-end housing near the site. Canterbury Park real estate developers hope to promote what they describe as the "Canterbury Experience" by attracting additional commercial and entertainment development, as well as hotels for tourists to stay nearby. The master plan for the area maintains a 45-acre parking lot, with approximately 10,000 parking spaces, near the Canterbury Park horse racing track.

In this project, we consider the master plan for Canterbury Park in the context of a rapidly approaching future where Connected and Autonomous Vehicles (CAVs) dominate the transportation landscape. **Due to a significant decrease in the amount of parking needed by CAVs as compared to human drivers, Canterbury Park's 10,000-space parking lot will be rendered obsolete.** This presents an opportunity to rethink the possibilities for this space.

Our neighborhood plan incorporates the design principles of **people-centered** design, **green space**, **mixed-use development**, and diversity of **housing options**, in order to enhance the "Canterbury Experience." We evaluate the existing master plan, articulate a CAV design framework, and apply it to create a neighborhood plan for an urban village in what is currently a 45-acre parking lot. Our project provides a case study in recalibrating a master plan in the context of a CAV-oriented future.



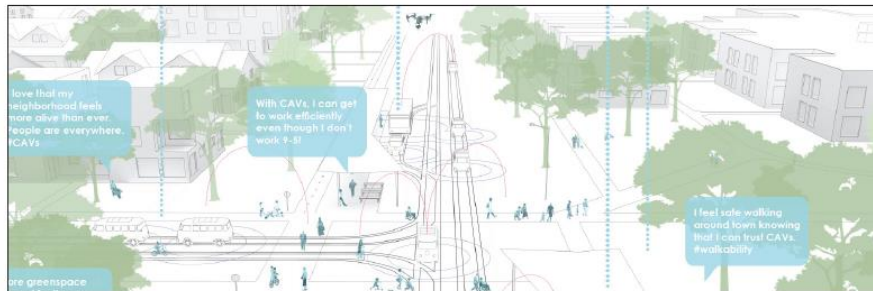
**T4**  
**The CAV Urban Village:**  
Recalibrating the Canterbury  
Commons Master Plan

# Planning for Disruption

The advent of connected autonomous vehicular (CAV) technology marks the next great transition in our transportation networks. **CAVs have the potential to create more reliable transportation systems** that can dramatically improve roadway safety for everyone. The American Planning Association estimates **50% of cars will be fully automated by the year 2040**. Planning for these changes can help communities harness the many benefits of CAV technology and address the various obstacles to equitable implementation.

The potential for CAVs to **improve safety, efficiency and accessibility** will result in dramatic changes to our transportation networks. This project explores the impacts of CAV technology on pedestrian safety in Scott County by envisioning four phases of CAV implementation in the city of Shakopee. The four phases of CAV implementation are represented through renderings of the same intersection as it changes over time.

To identify potential changes, we analyzed the impacts of CAV technology on land use, infrastructure, policy, and the environment in order to answer the question: **how Scott County can maintain consistency in the design, engineering, and construction of its transit network to ensure pedestrian safety and promote comfortable interactions between pedestrians and CAVs?**



## T3 Paving the Way: Adapting Crosswalks for CAV's in Shakopee

## How can Scott County provide equitable, inclusive public transportation for residents needing door-to-door transit services in rural areas?

Shared Mobility for All? Is a project proposal by Scott County to address the shared mobility needs of senior residents. As Babyboomers - the most populous generation in the U.S. - matures, the **demands on shared mobility will increase**. By examining this issue in the context of connected autonomous vehicles (CAVs) we clarify the assumptions made by shared mobility literature and challenges faced by riders. The three communities in our study, Shakopee, Jordan, and Belle Plaine, are included for their representation of unique demographics along the Highway 169 corridor.

We use the following qualitative research strategies to inform land use planning recommendations: (1) a survey to be administered on bus routes in Scott County, (2) a participatory mapping exercise, and (3) stakeholder interviews.

We then analyze our data and include a document analysis with field notes and precedent cases. Our findings challenge the assumption that shared mobility efforts should focus solely on senior citizens; we instead argue they should be **tailored to the needs of low income and disabled persons**, which often include seniors. We make six distinct recommendations for shared mobility in Scott County, and recommend that qualitative data collection continues as part of a more holistic and inclusive approach to planning for a future with CAVs.



<p><b>Assumptions</b></p> <p>We wanted to know the mode and frequency of travel. The graphics in this page aimed to make the survey more inviting and visually interesting for participants.</p>		<p><b>Assumptions</b></p> <p>By asking questions about the number of trips and the coverage wait time, we aimed to find out if the cost of time associated with travel serves as a barrier for using Door-to-Door services.</p>
<p><b>Challenges</b></p> <p>While the icons used for these questions sought to simplify the modal options in the responses, respondents were overwhelmed by the number of examples listed under each mode.</p>		<p><b>Challenges</b></p> <p>For many riders, trips often involve several transfers between fixed route and non-fixed route buses, which made the question about the number of trips difficult to answer. The coverage wait time for riders varied considerably. Riders could be picked up an hour before or after the scheduled pickup time. Some riders were picked up at their doorstep, whereas others we met in a parking lot.</p>

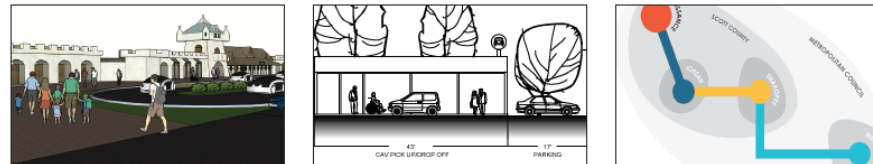
## T3 Shared Mobility for All? CAVs and the Intellectual Disabilities in Scott County

# A Renaissance in Transportation


12

A Renaissance in Transportation explores how connected autonomous vehicles (CAVs) could improve regional connectivity between Minneapolis and rural Minnesota. As a case study, we look at the journey on U.S. Highway 169 from Minneapolis to the new site of the Minnesota Renaissance Festival, which will be located just outside of Jordan, MN. New technology, such as CAVs, often reaches rural regions well after urban ones due to the **lack of wireless infrastructure** in the region. Rural regions also require the technology to serve needs that may not necessarily be addressed in an urban context requiring the technology to be tailored towards these specific needs. With population increases expected over the next twenty years, we are proposing **rural Minnesota update its transportation system for a CAV future** that will accommodate the future population increase of Scott County.

In our recommendations, we highlight how the **decreased need for parking** associated with CAVs will allow current parking garages to be retrofitted and transitioned into an office space, **parking hybrid structure**. Next, in order to better connect these rural areas, we propose **transitioning park and ride structures into rural public transportation networks** that can connect these previously unconnected regions to public transportation. Additionally, in order for CAVs to enter rural areas, a **network of 5G cells** will need to be installed along major travel corridors such as Highway 169. Finally, we review how parking lots that will no longer be needed could be used as a **CAV maintenance hub** in rural areas, providing storage, upgrades, and general maintenance work for CAVs.



**T2**



**A Renaissance in Transportation:**  
Planning the CAV Network from  
Urban to Rural MN





PAS REPORT 589

# CREATING PLANNING DOCUMENTS

Allyson Mendenhall, Claire Hempel, AICP CUD, Emily Risinger, and Stephanie Grigsby, AICP

“ Planners frequently create documents and reports that capture the research, recommendations, process, and stakeholder in-put that are central activities to planning work. these documents are a synthesis of written and graphic materials from many sources.

**However, there is no industry standard for planning documents.**

While planning documents are very diverse as far as the breadth and depth of topics and the types of plans being prepared, planning agencies and consulting firms would benefit from some standards to guide the creation of these documents.

# Visual Turn in Public Policy

- **Public Policy is starting to engage visual formats not only for representation but also for collaborative/deliberative processes.**
  - Visual Mapping yields collaborative advantage & goal categories (Bryson et al 2016)
  - Boundary Objects (Quick & Feldman 2014)
  - Material practices as sense making ( Stagaliani & Revasi 2012).)

# The Problem



**If you want to kill an idea....**

**put it in a report**



**If you want to bring an idea to life....**

**create a social space**



# Planning Policy Narrative

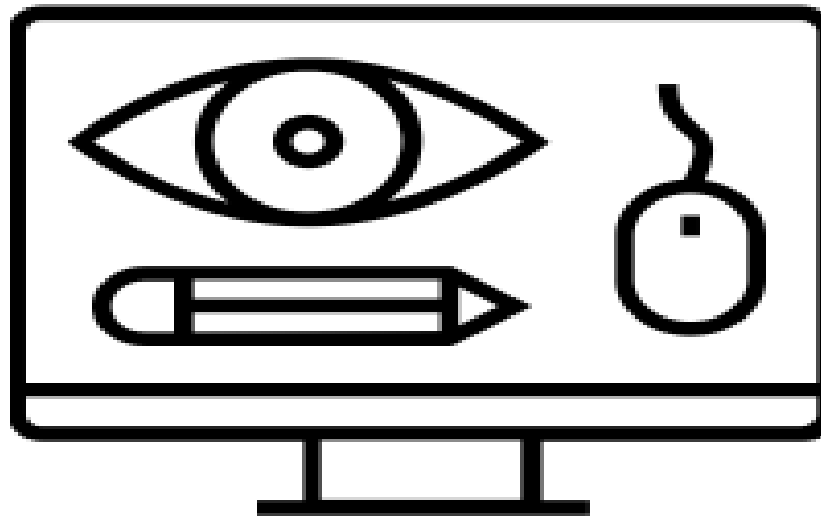
- **Poster presentation format assembling textual and visual elements to tell a story about people, infrastructure/policy and place.**
  - Goal 1: Identify the problem
  - Goal 2: analyze the data
  - Goal 3: propose solutions
  - **Goal 4: Foster a social space**

# Every Planning Narrative is Different

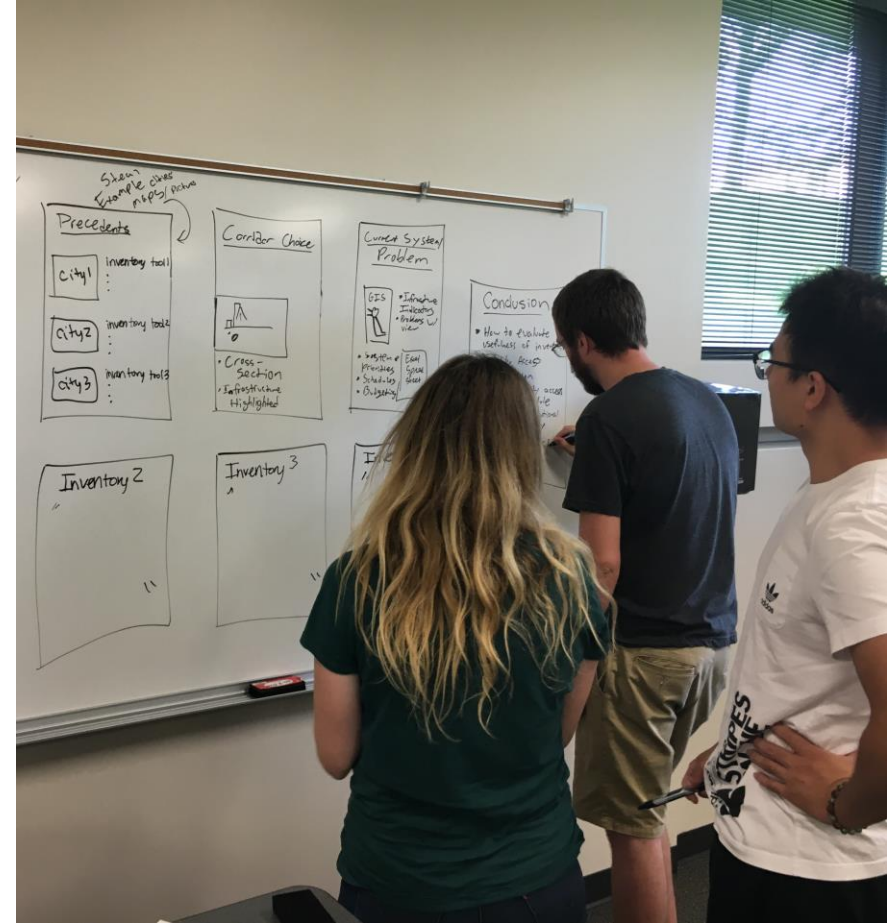
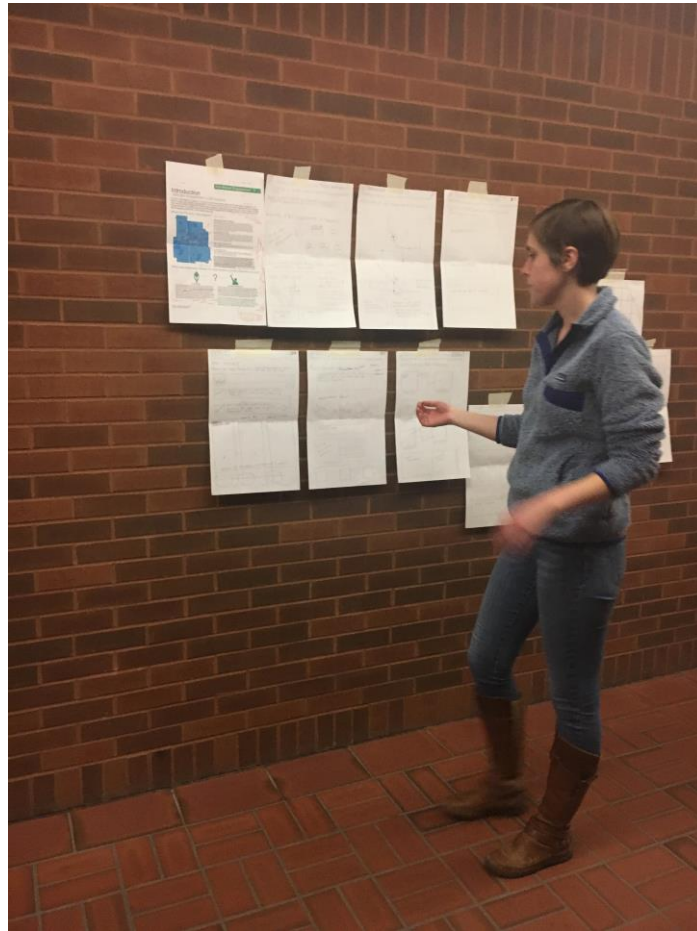
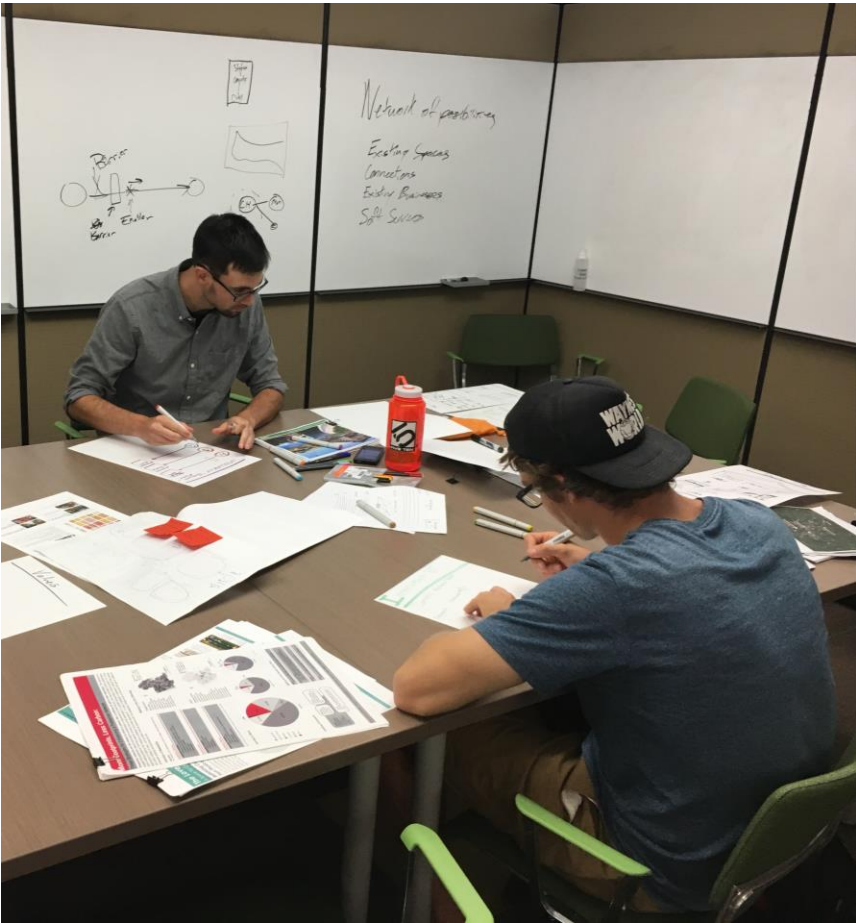
- **Proposal Based**
- **Analysis**
- **Scenario Building**
- **Site Specific Design**
- **Iterative and Process Oriented**

# Making the Poster

## Student Work

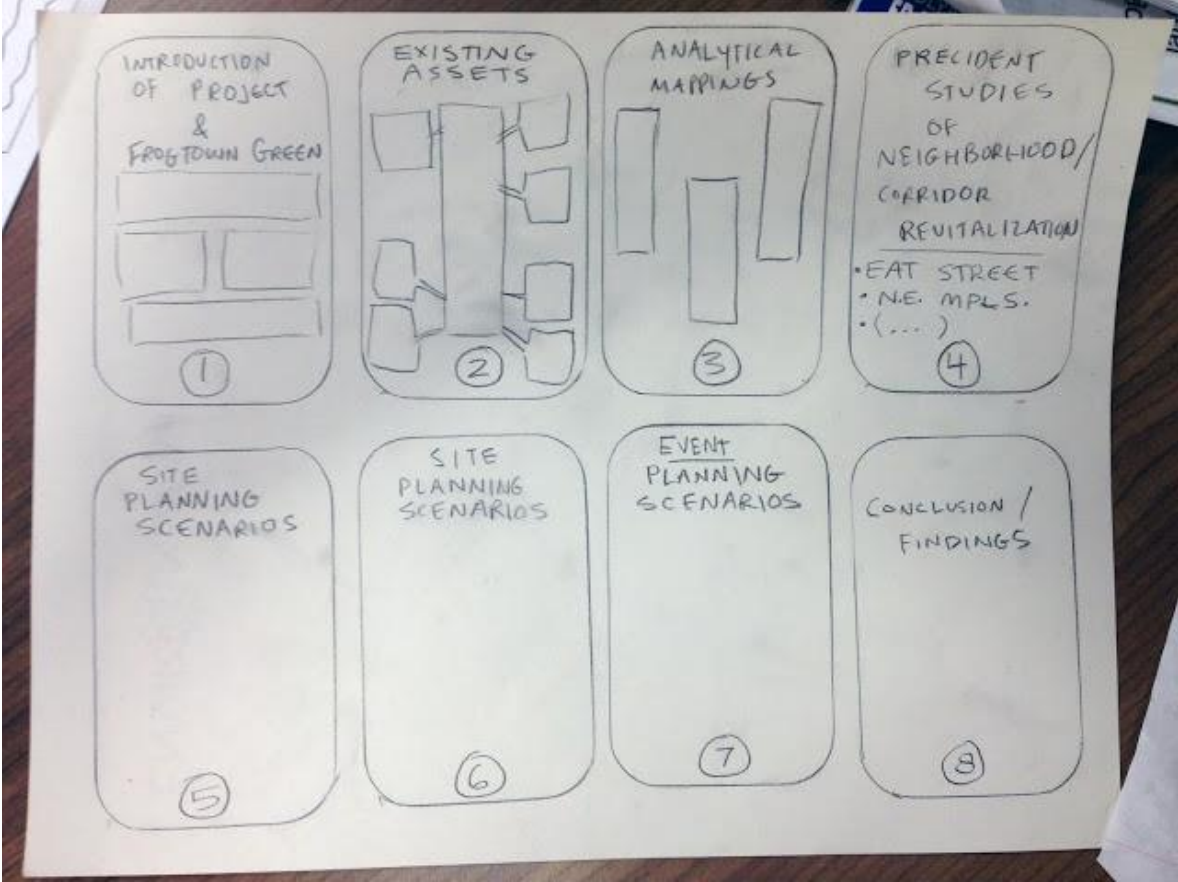
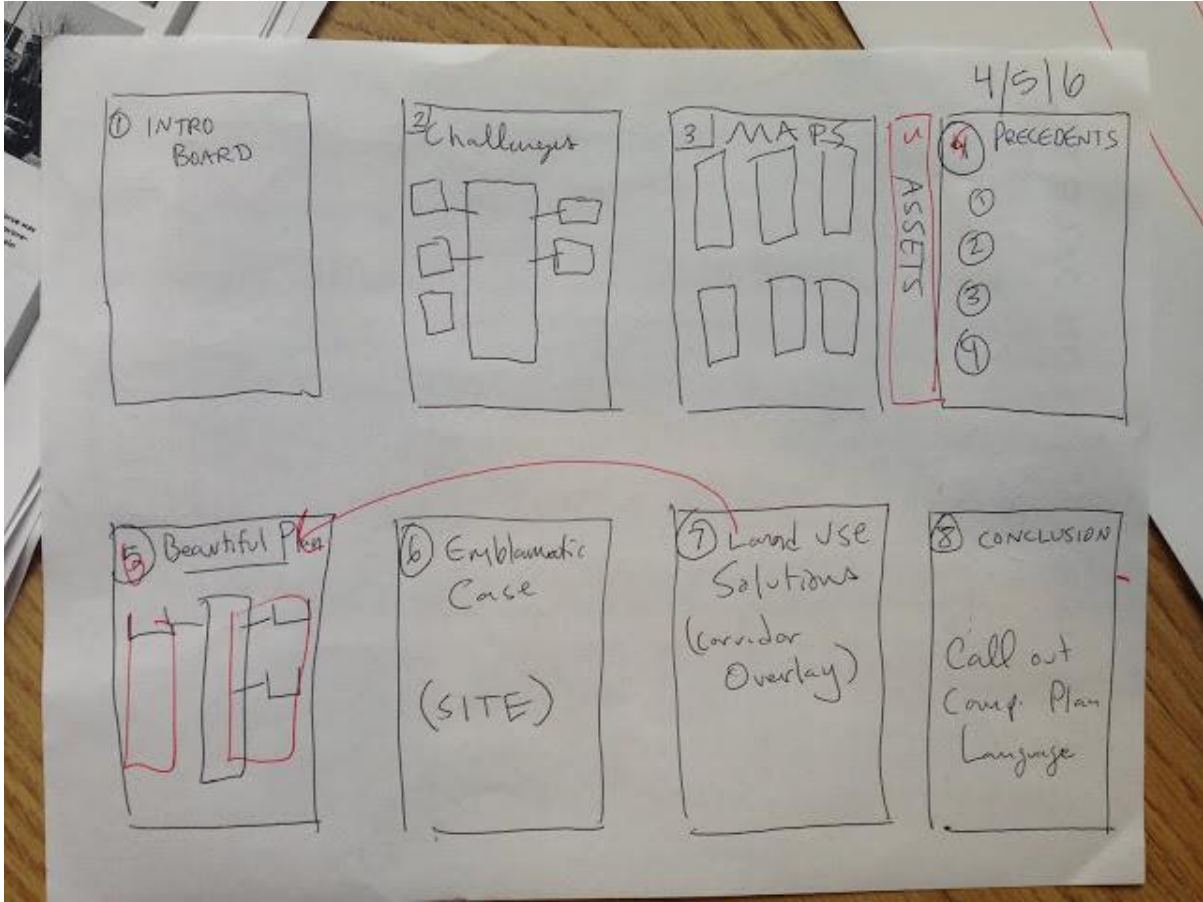


# General Outline

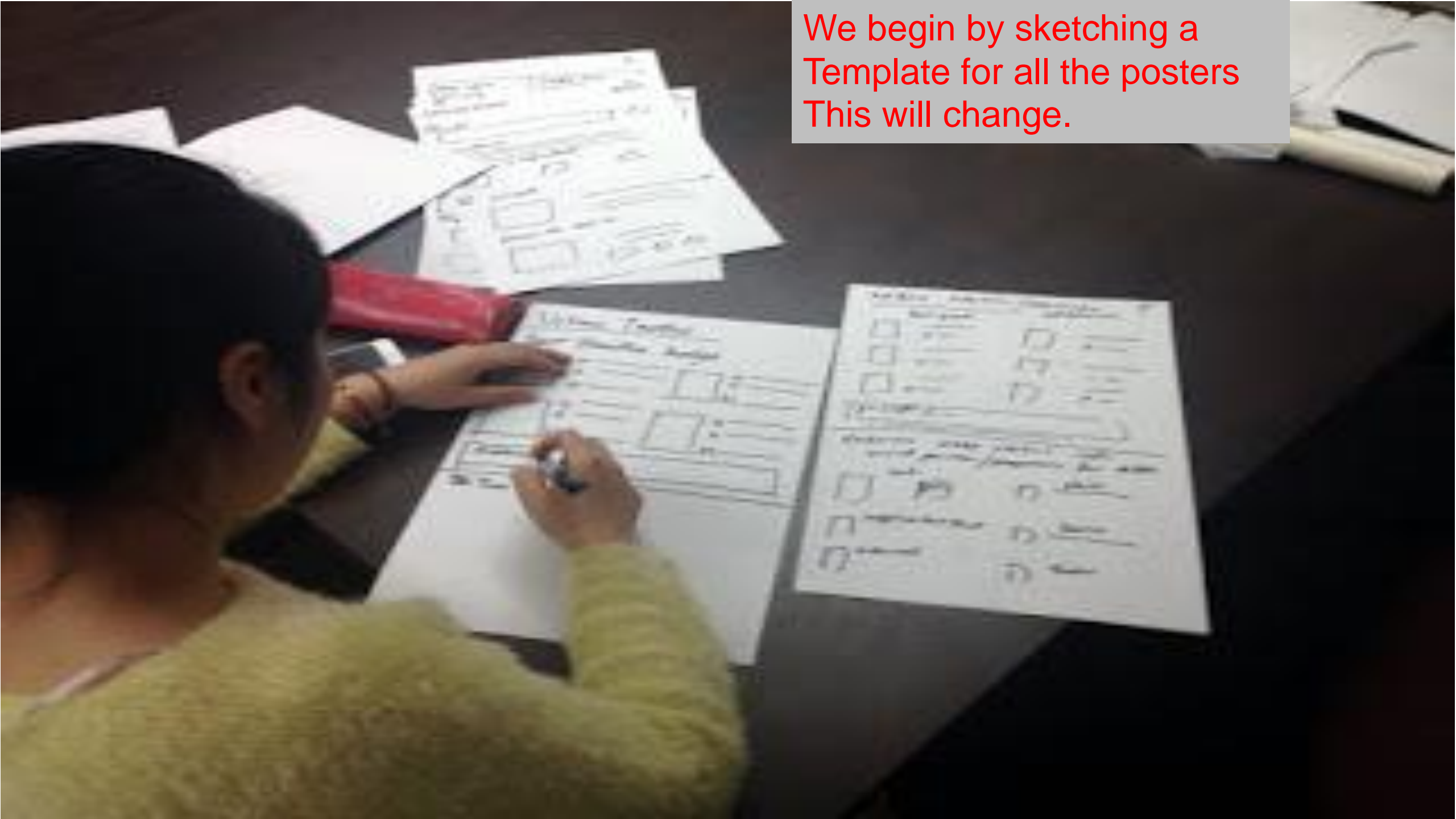




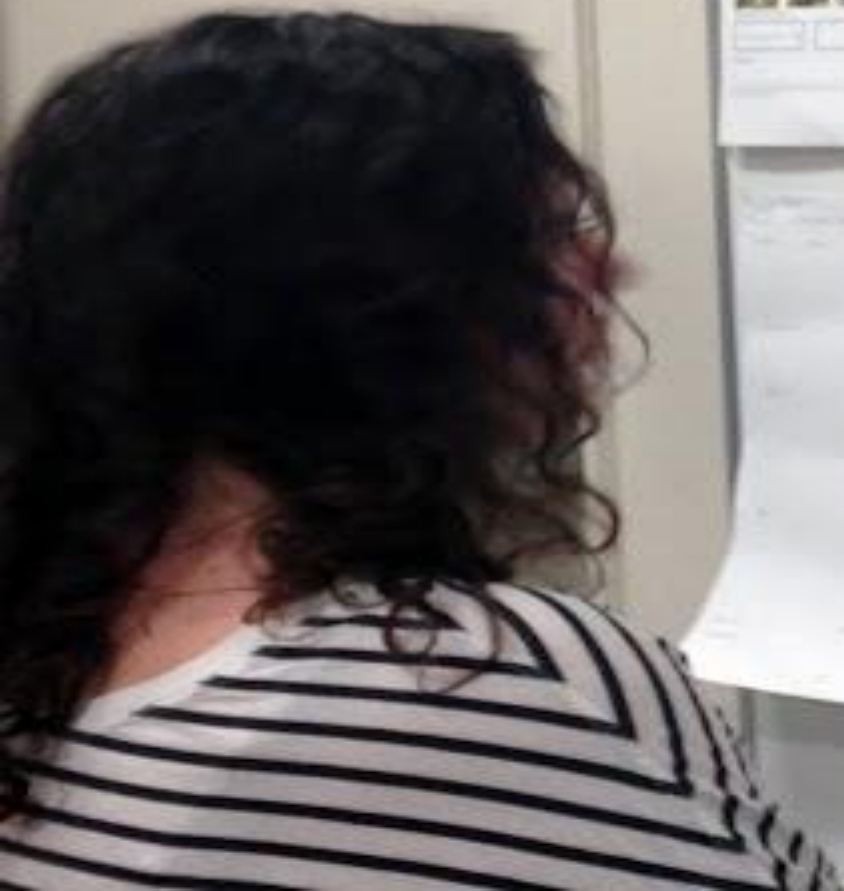
# Producing the Narratives – General Outline



We begin by sketching a Template for all the posters  
This will change.

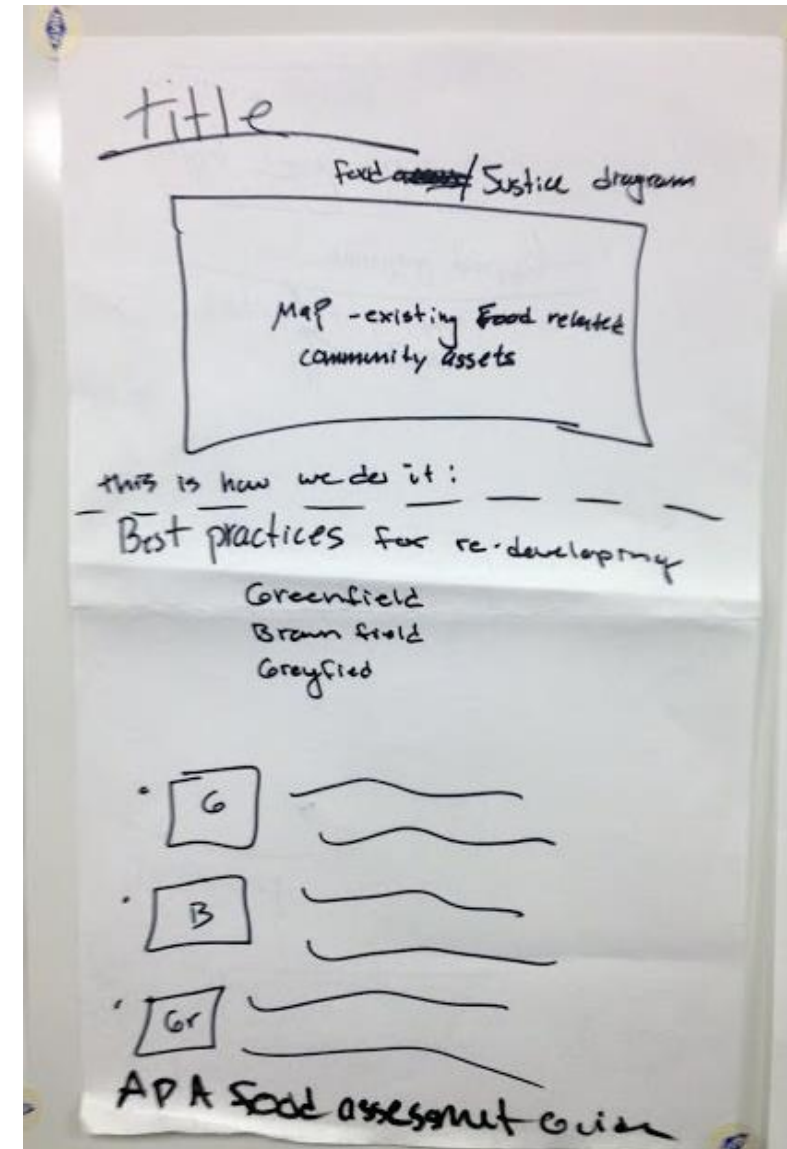
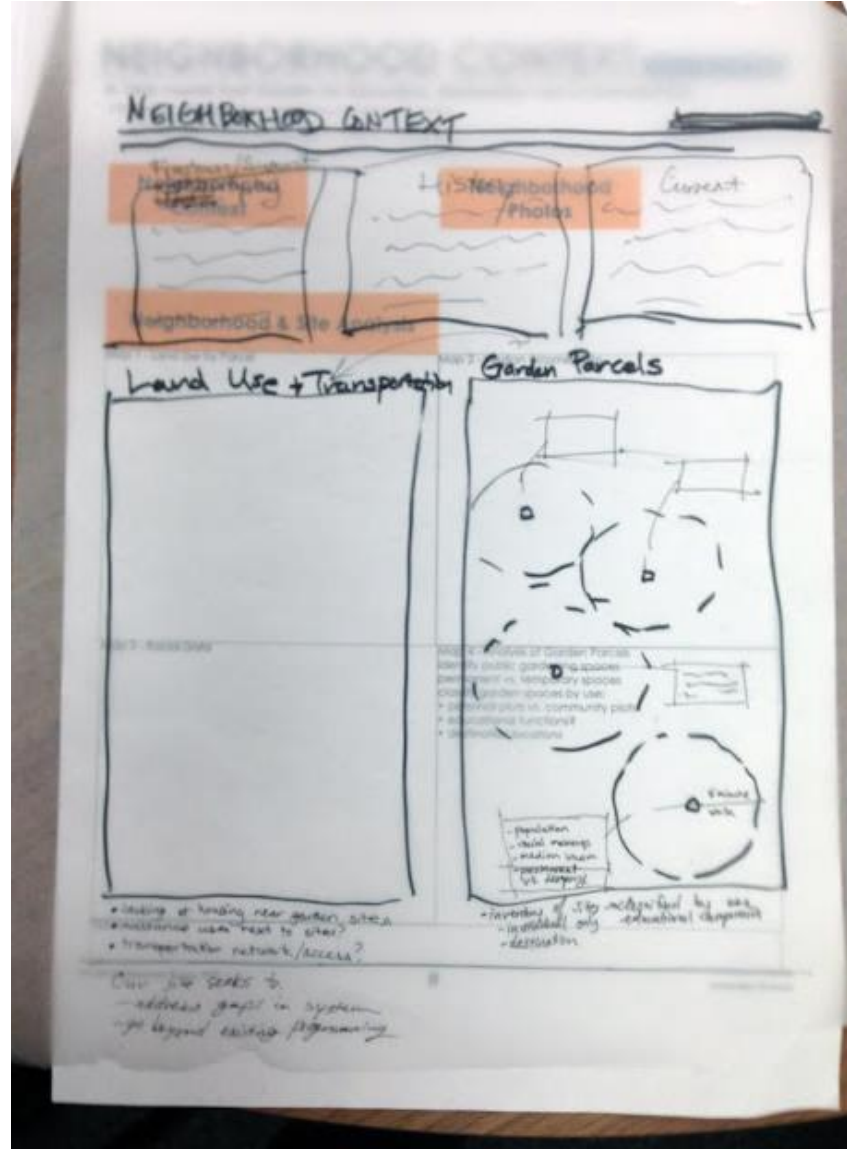
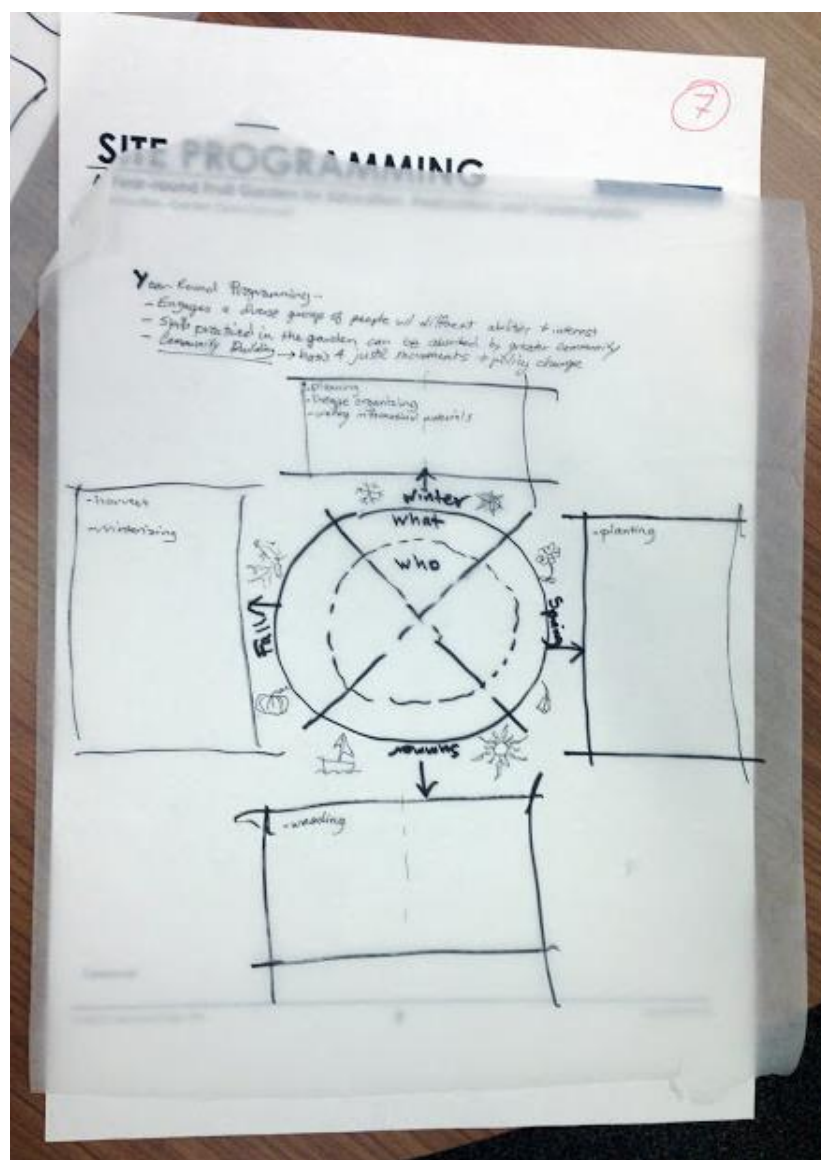


We refine the elements of each poster





# Producing the Narratives – Use of tracing Paper





# Markups – Offering Students Feedback

*Title*

## Parking Topology

Identify successful strategies

Types of parking spaces vary on different sites. Most parking spaces are supported by property owners. MFMs parks on available street parking. The parking size for MFM bus is 40 feet long, 10 feet wide and 12 feet height.

- The MFM bus parked on the buildings' closest parking space that has access to path. Walking distance, sport and locations are safe. Improved the visibility for seniors and disabilities.
- The front yard of the church and side grass provided an open space for consumers and residents to get together and to have fun.
- These locations have good visibility.

*Board #4 Successful sites patterns*

*As bus at a church? The three most successful sites*

### Afton View Apartments

- 1.3k underserved people within 1/2 mile
- Predominantly Somali immigrant population
- Good visibility signal at the bus stop. The property is back to access, but people could notice by signal.

### Hubbs Learning Center

- 1.6k underserved people within 1/2 mile
- English as Second Language and GED public school serving newly arrived immigrants
- Students buy fresh food after class increase demand.
- Stop on one way road street parking

### Humboldt Apartments

- 885 underserved people within 1/2 mile
- Exclusively serves older adults in poverty
- and/or with a disability

*There are successful strategies*

*There are places where you can't park*

*based on this study*

## ARTISTIC PLACEMAKING ON DALE STREET IN SAINT PAUL

*What are you proposing to do? what are you going to compare them?*

### PROBLEM STATEMENT

Program is a neighborhood to reduce food that has long sought to find and address its identity. (Identify to improve neighborhood. Program has a wide range of existing assets that are often overlooked. While there have been plans to increase the "green" programming in the neighborhood, currently using the "green" programming to address the needs of the neighborhood. This program has the potential to bring in new programming for the neighborhood, greatly increasing its visibility.

### MAP OF SAINT PAUL

*What are you offering to do with this location? what is the intention?*

### HOW WE GOT HERE

Since 2016, the program has established its presence on Dale Street, and continues to expand its reach to other parts of the city. The program has been successful in creating a vibrant community space that is accessible to all. The program has been successful in creating a vibrant community space that is accessible to all. The program has been successful in creating a vibrant community space that is accessible to all.

*What are your business?*

*11 this is the main street*

*TAKE OUT BUS*

*TAKE AWAY*

*TAKE AWAY*

*TAKE AWAY*

## EXISTING ASSETS ON DALE ST.

*FOOD IS*

*WTRG explain*

### MAP OF DALE ST.

- DRAGON STAR FOODS**  
Czech-inspired full-service grocery store specializing in...  
*street view sign*
- MALINA'S RESTAURANT**  
Hungarian restaurant and bar offering dancing and...  
*street view sign*
- STONES THROW URBAN FARM**  
Urban farm in the middle of the neighborhood featuring large hoop-houses, a seasonal farm stand, and offering community supported agriculture shares to residents for purchase.  
*street view sign*
- NEIGHBORHOOD WORKS HOME PARTNERS**  
Community development organization that has a community garden on its property that is run by Youth Farm.  
*street view sign*
- BIG DADDY'S BBQ**  
African American owned BBQ restaurant featuring locally sourced meats and fresh produce.  
*street view sign*
- BONDO COMMUNITY LIBRARY**  
Saint Paul Public Library offering a wide variety of community services and programs.  
*street view sign*
- ASIAN ELDER DEMONSTRATION GARDEN**  
Honoring former nun, fully planted lot.  
*street view sign*
- TREE FROG TREE PARKLET**  
Will be renovated this summer with green roofs and 12 other trees and shrubs in neighborhood gardens and trees.  
*street view sign*
- CHARLES BIKE BLVD.**  
Significant bicycle route with many traffic-calming features.  
*street view sign*
- FROSTOWN SQUARE**  
A new outdoor development that features a public market, a community garden, and a playground.  
*street view sign*
- UNIDALE FARMERS MARKET**  
Located on a large surface parking lot, the Unidale Mall is home to weekly farmer's market from June to November. This is a great source of affordable and fresh produce for the neighborhood.  
*street view sign*

*TAKE AWAY: explain*

## Critical Questions about the proposal

- Why should anyone care about this proposal?
- What are the evidences for your proposal?
- Who is your proposal benefitting? Why?
- What are the best ways to represent your proposal?
- Why are you claiming information in a particular way?
- How can we make your proposal memorable?

Etc.....



# Poster production = Iterative process

- It takes from 10 to 15 iterations to produce the final version of the proposal.
- The posters are always changing and evolving until the last day of class. This is what makes them good.

**The Good Food Purchasing Policy (GFPP) • Board 3**

## How does the GFPP Work?

The GFPP is a values-based food procurement policy committed to five value categories:

1. Local Economy
2. Environmental Sustainability
3. Value Workforce
4. Animal Welfare
5. Nutrition

The GFPP provides clear standards and strategic support to empower major institutions to procure local, sustainable, fair and humanely produced foods, while improving access to healthy, high quality food for all communities.

Standards are based off of third party certifications which have been identified as meaningful and ranked by national experts in each category.

Baseline standards: Institutions must meet a baseline standard in each of the 5 value categories awarded to become a Good Food Provider.

Flexible, tiered point system: Additional points are awarded for achievement at higher levels in each category, allowing institutions to earn more points in their high priority categories.

Required improvement over time: In order to maintain a star rating, an institution must increase the overall percentage of Good Food it purchases in each value category over time.

Aggregation of points and star rating: Points earned in each category are added together to determine the overall number of points earned, and a star rating is awarded.

Scoring Example

Star Rating	Number of Points Needed
1★	10
2★	15
3★	20
4★	25
5★	30

**Strengths of the GFPP:**

- GFPP gives the same weight to all five value categories, addressing most problems in the current corporate/industrial food system.
- Continuous improvement approach allows for an easy entry point, and it's not all-or-nothing for participating institutions.
- Among values-based food procurement policies, GFPP uniquely includes labor standards and nutrition.
- GFPP can be used by any kind of public or private institution.
- GFPP's organizing approach can be uniquely place-based, unlike other food purchasing frameworks.
- The GFPP is an inclusive tool that can bring together stakeholders from across the food chain around shared values.

**Weaknesses of the GFPP in its current\* format:**

- It does not address racial equity or food access as much as it could.
- It does not address the need for institutions and other agencies to support small, local farmers in particular, farmers of color to scale up in order to sell at an institutional level.
- Standards are currently going through a revision process, so these factors may be changing soon.

Could you imagine implementing this policy at your institution? Next, we will see an example of how this tool has created positive change in the case of LA.

V 4

**The Good Food Purchasing Policy (GFPP) • Board 3**

## What is the GFPP?

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Could you imagine implementing this policy at your institution? Next, we will see an example of how this tool has created positive change in the case of LA.

V 5

**Operation • GFPP 3**

## How does the GFPP Work?

The GFPP provides clear standards and strategic support to empower major institutions to procure local, sustainable, fair and humanely produced foods, while improving access to healthy, high quality food for all communities.

Components of the GFPP:

- Standards are based off of third party certifications which have been identified as meaningful and ranked by national experts in each category.
- Baseline standards: Institutions must meet a baseline standard in each of the 5 value categories in order to become a Good Food Provider.
- Flexible, tiered point system: Additional points are awarded for achievement at higher levels in each category, allowing institutions to earn more points in their high priority categories.

Required improvement over time: In order to maintain a star rating, an institution must increase the overall percentage of Good Food it purchases in each value category over time.

Aggregation of points and star rating: Points earned in each category are added together to determine the overall number of points earned, and a star rating of one to five stars is awarded.

Scoring Example

Star Rating	Number of Points Needed
1★	10
2★	15
3★	20
4★	25
5★	30

**Strengths of the GFPP:**

- GFPP can be used by any kind of public or private institution.
- GFPP gives the same weight to all five value categories, addressing most problems in the current corporate/industrial food system.
- Continuous improvement approach allows for an easy entry point, and it's not all-or-nothing for participating institutions.
- The GFPP is an inclusive tool that can bring together stakeholders from across the food chain around shared values.
- Among values-based food procurement policies, GFPP uniquely includes labor standards and nutrition.
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- Standards are currently going through a revision process, so these factors may be changing soon.

Could you imagine implementing this policy at your institution? What steps would have to be taken in order to implement such a policy?

Next, we will see an example of how this tool has created positive change in the case of LA.

V 6

## 3 • Purchasing Good Food

### How does the GFPP Work?

The GFPP provides clear standards and strategic support to empower major institutions to procure local, sustainable, fair and humanely produced foods, while improving access to healthy, high quality food for all communities.

How would the GFPP work in your institution:

- Adopt the GFPP Framework:** Standards are derived from expert knowledge as well as third party certifications that have been identified as meaningful by national experts in each value category.
- Conduct baseline assessment and make an implementation plan to meet baseline standards:** Institutions must meet a baseline standard in each of the five value categories to become a "Good Food Provider".
- Receive Points in a flexible point system:** Additional points are awarded for achievement at higher levels in each category, allowing institutions to earn more points in their high priority categories. Institutions may work with their procurement strengths, and start on their weaknesses.
- Improve Over Time:** To maintain a star rating, an institution must increase the overall percentage of Good Food it purchases in each value category over time.
- Star Rating:** Points earned in each category are added together to determine the overall number of points earned, and a star rating of one to five stars is awarded by the Center for Good Food Purchasing.
- Receive a star rating:** Points earned in each category are added together to determine the overall number of points earned, and a star rating of one to five stars is awarded by the Center for Good Food Purchasing.

**Scoring Example\***

Star Rating	Number of Points Needed
1★	10
2★	15
3★	20
4★	25
5★	30

**Strengths of the GFPP:**

- The GFPP can be used by any kind of public or private institution, and it can be used collectively (i.e. all school districts in a metropolitan area) or individually.
- The GFPP gives the same weight to all five value categories, which helps prevent negative consequences and costs being passed from one category to another.
- A continuous improvement approach enables an easy entry point for institutions. It represents a pathway rather than an "all-or-nothing" approach.
- The GFPP is an inclusive tool that brings together stakeholders from across the food chain around shared values.
- Among values-based food procurement policies, the GFPP uniquely includes labor standards and nutrition.
- GFPP's organizing approach can be uniquely place-based (i.e. it can be passed by all institutions in a particular place).
- The GFPP connects local organizing efforts to a national network of policy makers and advocates where resources and knowledge can be shared. This approach may influence national policy.

**Weaknesses of the GFPP Standards in their current\* format:**

- Standards do not fully address issues related to racial equity or food access. For example, standards do not require culturally relevant food in the nutrition area, nor do they require institutions to purchase a minimum amount of food from disadvantaged farmers (i.e. immigrants, farmers of color, and women farmers).
- Standards do not guarantee a fair price for farmers.
- Standards do not address processed foods, nor do they give value to local processors, food hubs & distributors. This is problematic because the majority of institutional food purchasing dollars go toward processed foods.

Could you imagine implementing this policy at your institution? What steps would need to be taken to implement such a policy? Next, we will explore a case of how this tool has created positive change in the case of Los Angeles.

V 7

This is what makes them so..... good.

# Social Learning

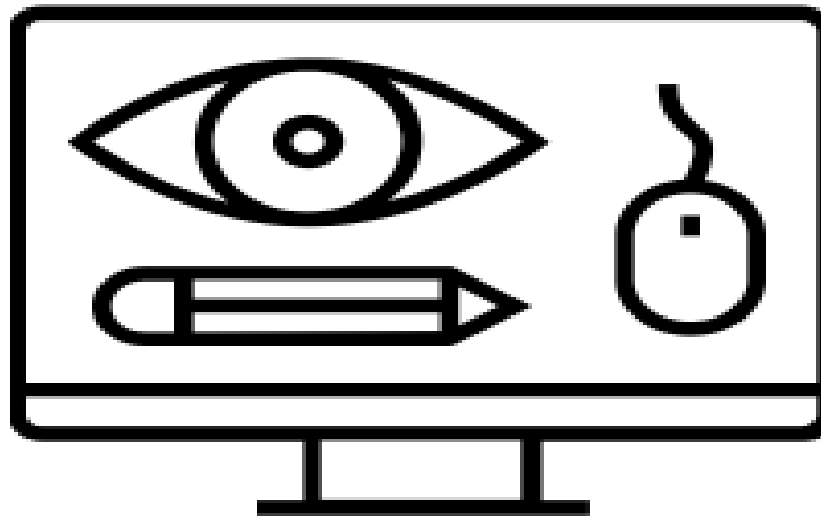




# Mid Review - Social Learning with partners

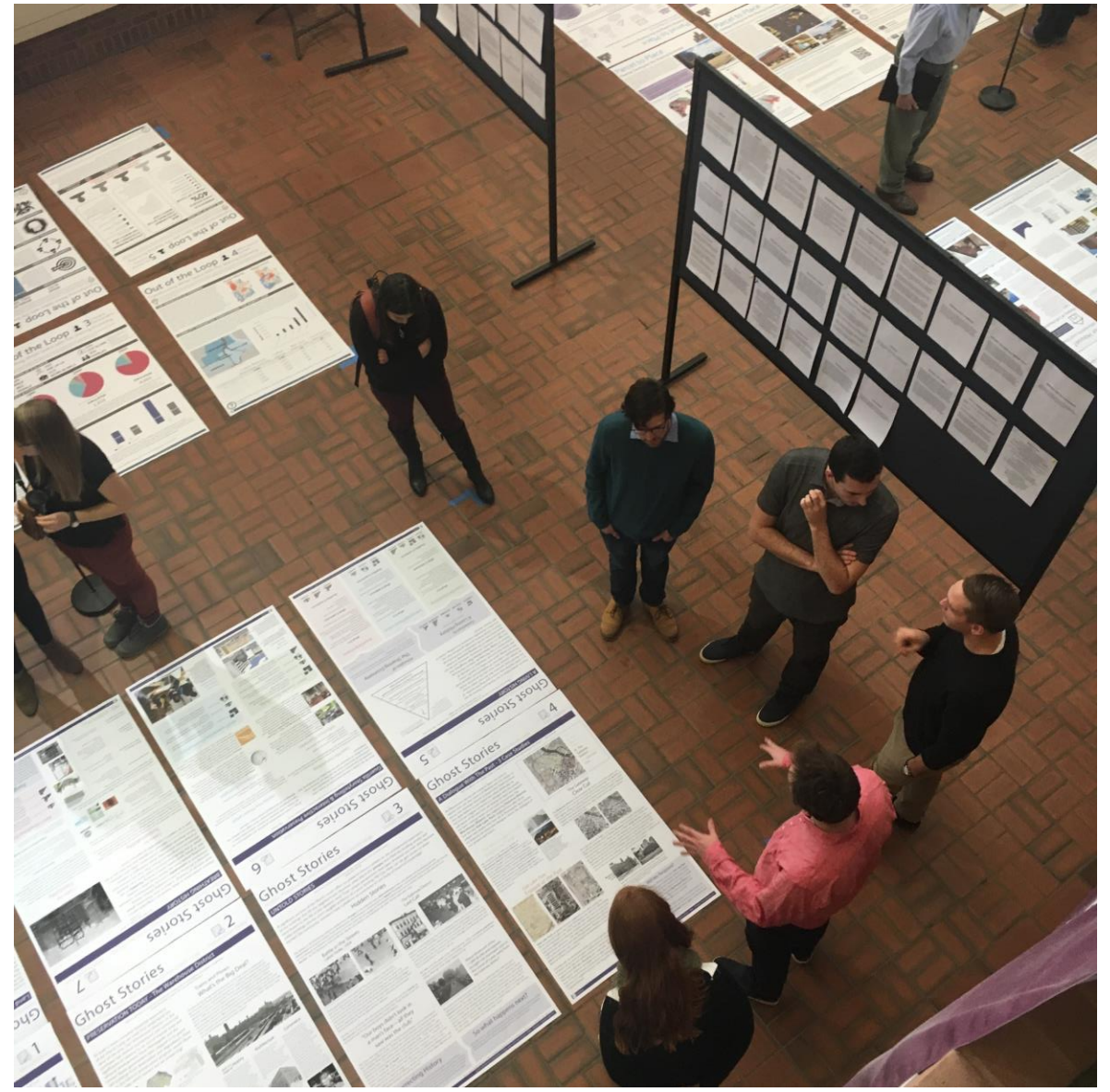


# Community Presentation





# Community Exhibit









# Making Planning Legible

*Urban and regional planning students help City of Ramsey visualize new policy ideas & find ways to be more resilient*

What good is data-driven policy research if it lives in a three-ring binder on a shelf? If it's so text-heavy that the people who need to hear about it just can't get around to reading it?

This is the problem Assistant Professor Fernando Burga is trying to solve in his Land Use Planning class.

Partnering with the [Resilient Communities Project](#), Burga's students are learning how to develop land use planning solutions in suburban areas and developing data visualization techniques (and some deep Adobe Creative Suite) to show real policy solutions.

Resilient Communities Project (RCP) is a program of the [Center for Urban and Regional Affairs](#) (CURA) at the University of Minnesota, and is a cofounding member of the national [Educational Partnerships for Innovation in Communities](#) (EPIC) Network. Each year a Minnesota community is awarded the one-year partnership, and then works with CURA and its partner faculty and courses to investigate ways to become more sustainable and resilient.



*Students from Fernando Burga's Land Use Planning course presented their policy recommendations to the City of Ramsey via posters at an event on December 8, 2017. Photo: Bruce Silcox*

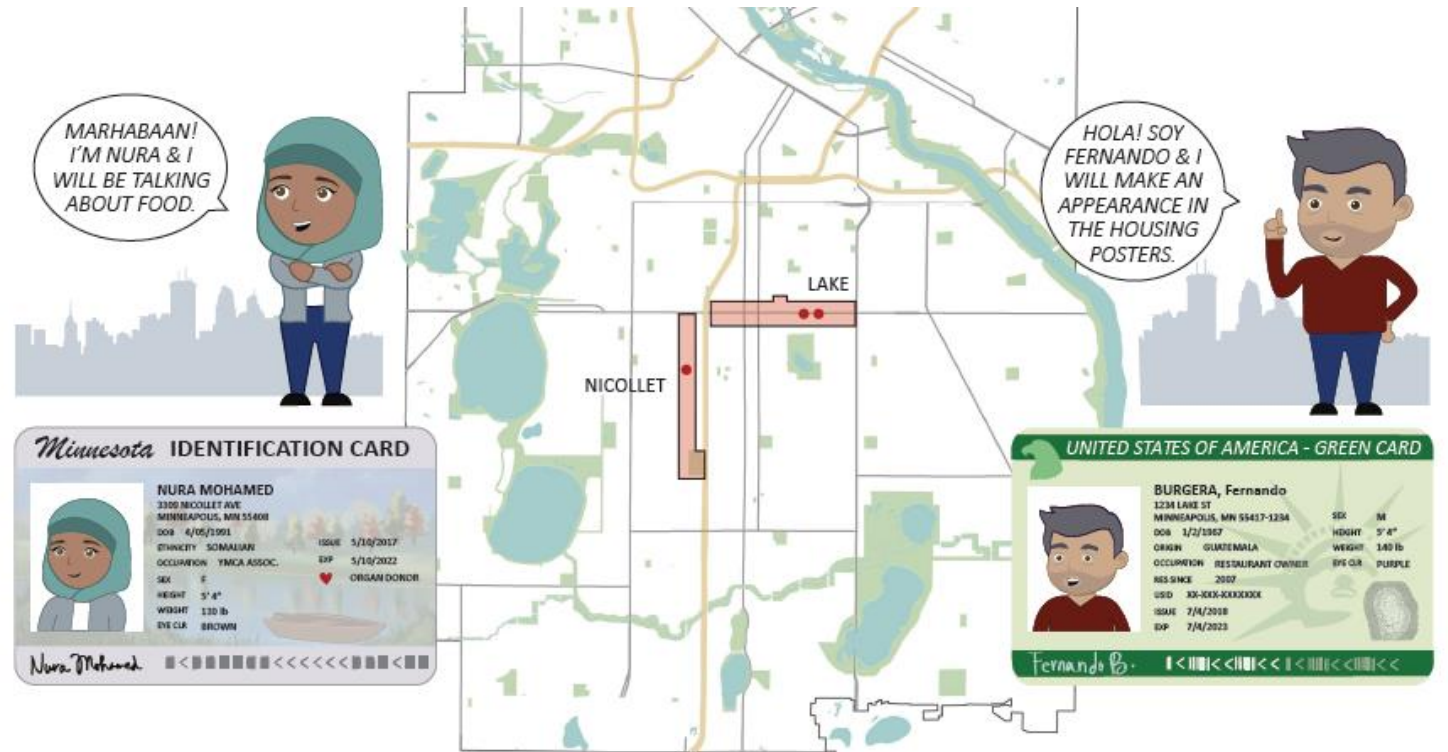
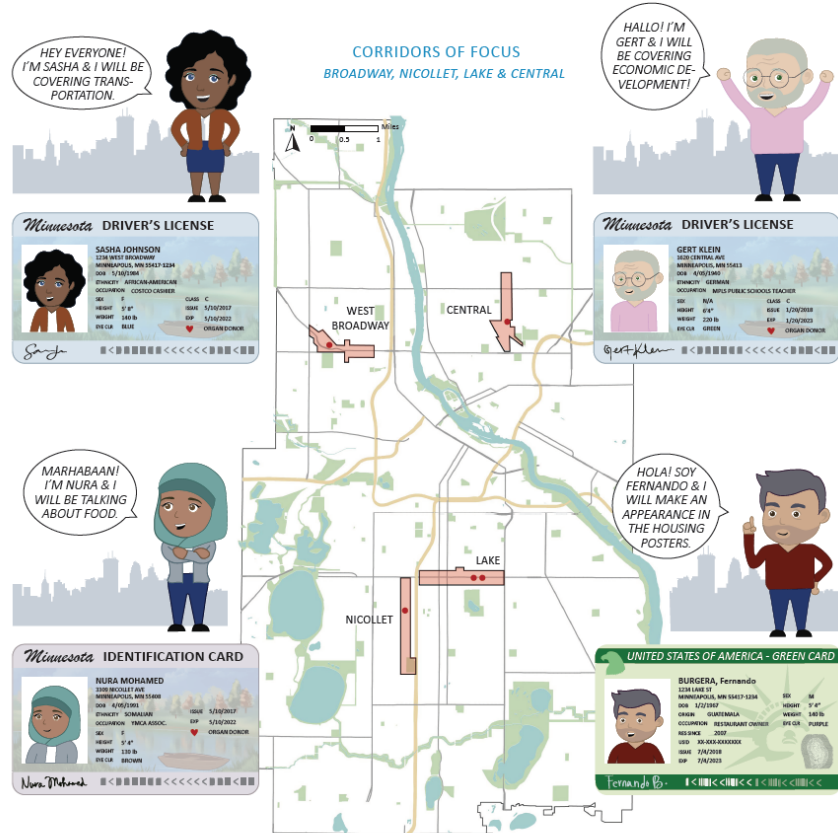


# Representing the Equity Figure

## Site Planning for Cultural Districts

1  
INTRO

The development of urban planning policy is seldom explored through the experiences of people who inhabit the actual places that plans produce. This project focuses on four corridor site plans for cultural district policies in the City of Minneapolis: Broadway, Central, Lake, and Nicollet.



Throughout the posters, we will articulate the values and needs of people living in the corridors through equity figures. This will offer us local perspectives about the corridors.



# Planning for shared mobility

