



## Statewide Multimodal Transportation Plan

## Minnesota State Highway Investment Plan

We employed a multi-faceted engagement strategy to gather input across a broad range of geographic and demographic groups.

High touch



High tech



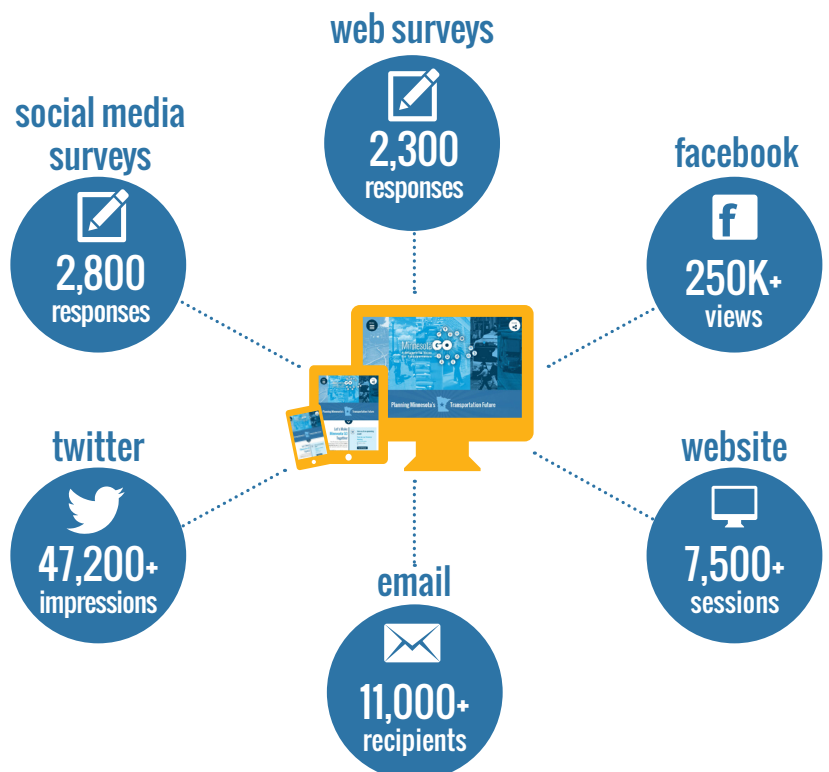
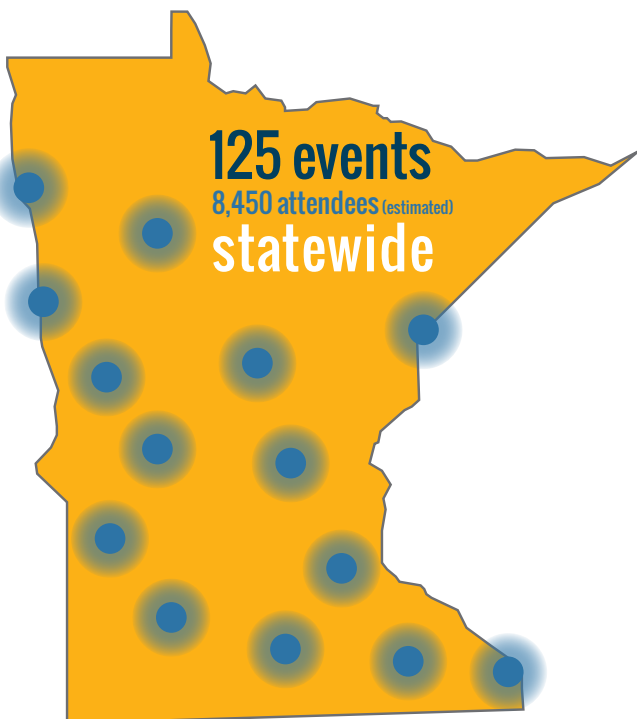
# 12,450 responses



### 8-MONTH ENGAGEMENT PERIOD (2015/2016)



ONGOING ENGAGEMENT



# SMTP

## Statewide Multimodal Transportation Plan

Minnesota  
A Collaborative Vision  
for Transportation



## Statewide Multimodal Transportation Plan

### WHAT IS THE SMTP?

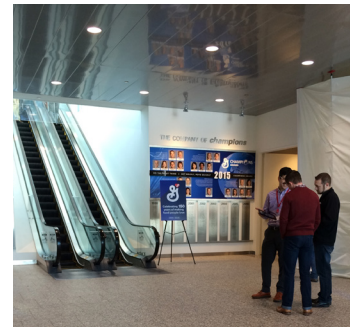
MnDOT's Statewide Multimodal Transportation Plan (SMTP) guides Minnesota's transportation stakeholders towards the Minnesota GO Vision by focusing on the relationship between transportation and the environment, economy and people in our state.

The SMTP goes beyond MnDOT and beyond the state highway system. Every four years the plan considers the status of the transportation system, key changes occurring in the state, and how those changes should influence the transportation system going forward.

### ENGAGEMENT FOCUS



*iPad survey at community event*



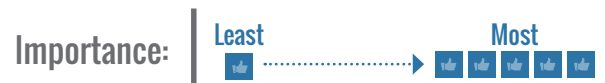
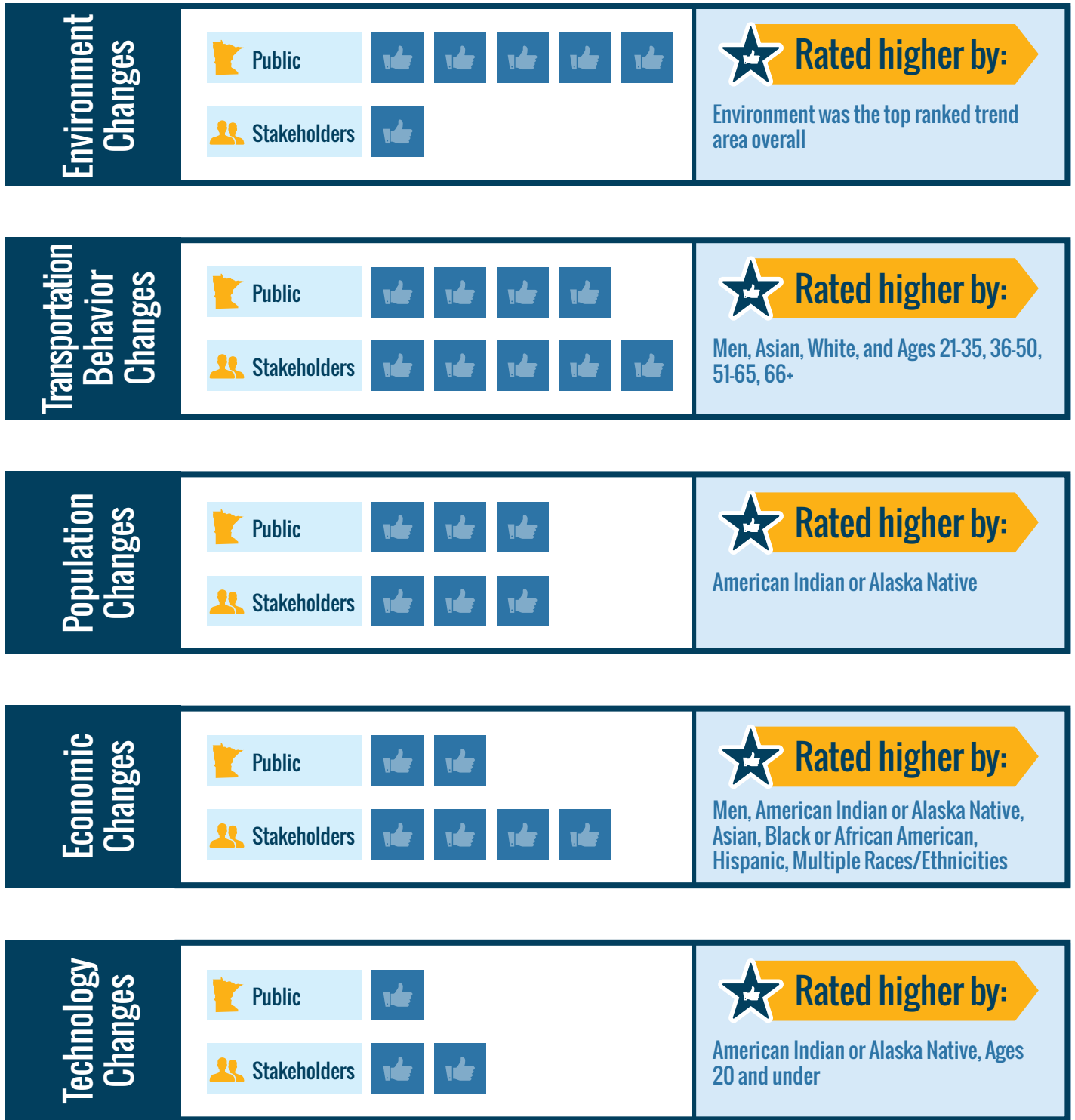
*Workplace event*

The SMTP's first phase of outreach focused on sharing information about how Minnesota is expected to change in the next 20 years and understanding which of those changes were most important to Minnesotans.

**This process sought to understand the challenges and opportunities that Minnesotans prioritized for action in the updated SMTP.**

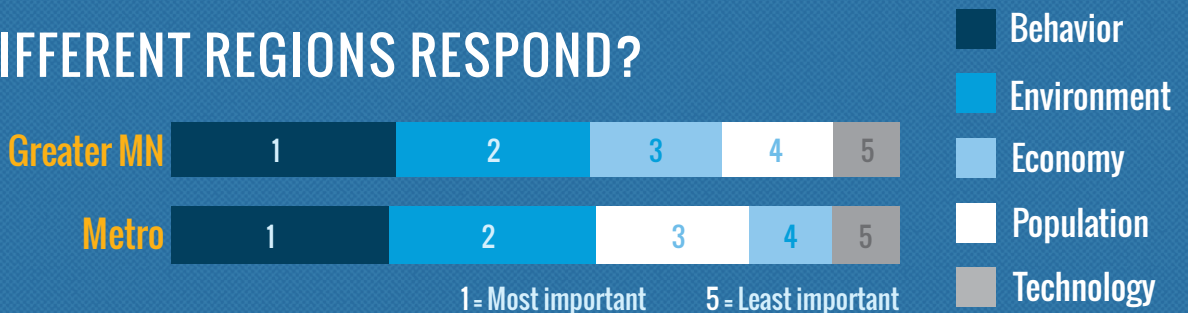
Outreach was conducted at standing meetings, community events, and at workplaces in an attempt to meet people in places that they typically visit, rather than asking them to make time for a separate meeting. Participants had the opportunity to respond to a series of questions through either an online survey or on paper worksheets.

# How important is it for MnDOT to plan for different areas of change?



## HOW DID DIFFERENT REGIONS RESPOND?

We looked at participant zip code data to see if different parts of the state had different trend area preferences.



- Behavior
- Environment
- Economy
- Population
- Technology

# Which specific trends are most important for MnDOT to plan for?

## Top five Minnesota trends



1

### Aging Infrastructure

The priority should be on maintaining existing assets rather than expansion of assets.



2

### Urban & Rural Population Trends

Recognize different contexts and have different goals / objectives for each.



3

### Climate Change

Be aware of climate change and plan ahead for impacts, specifically where impacts may disrupt transportation.



4

### Environmental Quality

Build an environmentally-friendly transportation system - less pollution, improved health.



5

### Transportation Behavior

Make sure to understand how transportation behaviors are going to change in the future. Develop system priorities accordingly.



**THESE TOP 5 TRENDS WERE RANKED HIGHLY ACROSS ALL RESPONDENT GROUPS.**

However, different trends were important to different groups of people. We noted where some trends may not have fallen in the top 5, but were still relatively important to those groups.

★ Rated as top 5 in specific groups

★ American Indian or Alaska Native, Ages 66+



6 Aging Population

★ Multiple Races



7 Economy & Employment

★ Ages 20 and under



8 Mobility as a Service

★ American Indian or Alaska Native, Hispanic



9 Health Trends

★ Black or African American, Ages 20 and under



10 Electrification & Alternative Fuels



11 Autonomous Vehicles

★ Black or African American, Hispanic



12 Racial Disparities & Equity



13 Freight Rail



14 Demographic Trends



15 Public-Private Partnerships



16 Mobile Technology



17 New Logistics



18 Teleworking & e-Shopping



19 Dynamic Road Pricing

★ Ages 20 and under



20 Sensors, Monitors, & Big Data



21 Unmanned Aircraft Systems/Drones

# MnSHIP

## Minnesota State Highway Investment Plan



## 20-Year State Highway Investment Plan

### WHAT IS MnSHIP?

The Minnesota State Highway Investment Plan (MnSHIP) decides and communicates capital investment priorities on the state highway system—a network of roads that includes interstates, U.S. and state highways, and serves automobiles, commercial vehicles, motorcycles, pedestrians, bicyclists, and transit.

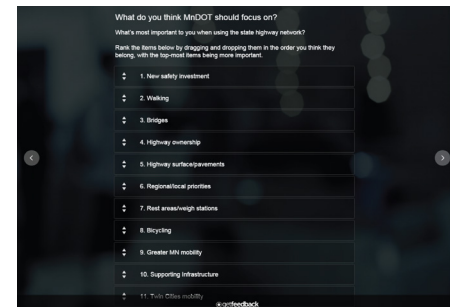
MnSHIP supports the guiding principles from the Minnesota GO Vision and link the policies and strategies in the SMTP to improvements on the state highway system.

MnDOT's capital investments on the state highway system are separated into 13 investment categories. The plan is fiscally constrained and its expenditures align with projected revenue over the 20 years of the plan.

### ENGAGEMENT FOCUS



*Metroquest survey*



*GetFeedback survey*

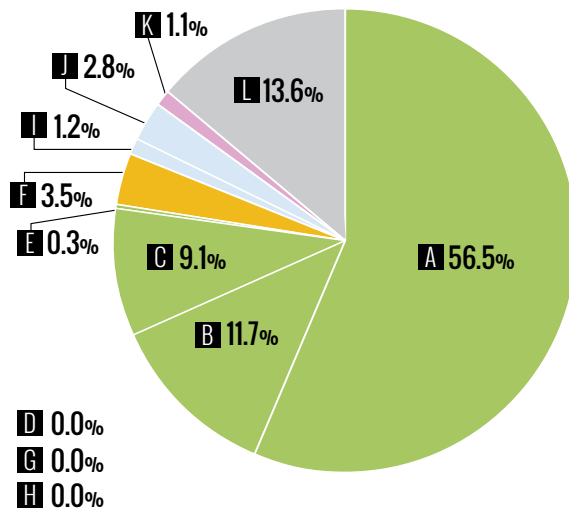
In general, the questions asked during MnSHIP public engagement were meant to gain input on what investments MnDOT should prioritize. MnDOT asked:

- a. Which of the three draft investment approaches was preferred?
- b. What investment categories are most important and should be prioritized for investment?
- c. What should MnDOT invest in? This was an open ended question allowing participants to communicate their priorities for investment and include priorities which may not have been identified in the previous questions.

# WHICH APPROACH ADDRESSES YOUR PRIORITIES?

- A** Highway surfaces
- B** Bridges
- C** Supporting infrastructure
- D** Highway ownership
- E** Rest areas/ weigh stations
- F** New safety investment
- G** Twin Cities area mobility
- H** Greater MN mobility
- I** Bicycling
- J** Walking
- K** Regional/ local priorities
- L** Other

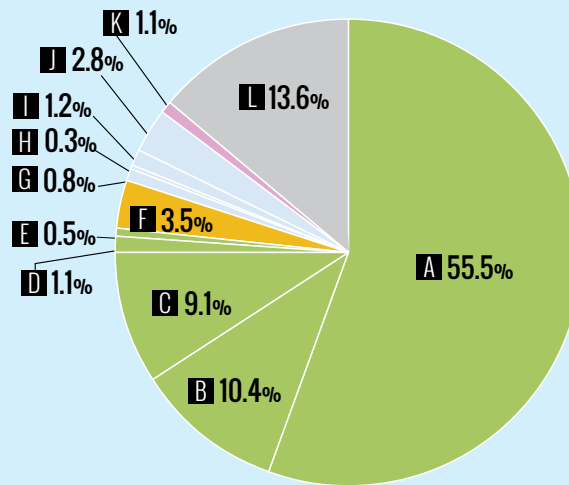
**PREFERENCE & AVG RATING:**  
We asked participants to rate each approach and select their favorite. Preference shows the number of participants who selected the approach. The average rating is for all participants on a scale from 0 - 100.



## APPROACH A

Preference: 250 | Avg Rating\*: 70.4

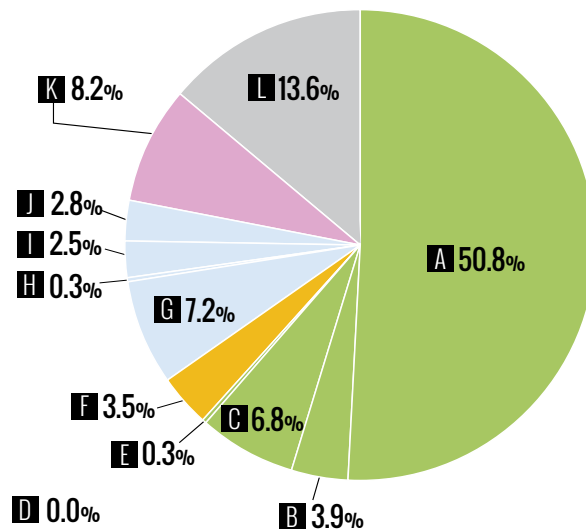
Prioritize investments in repairing and maintaining existing state highways, bridges, and supporting infrastructure.



## APPROACH B

Preference: 302 | Avg Rating\*: 68.7

Balance repairing and maintaining existing state highways, bridges and supporting infrastructure with strategically investing in reliable travel times.



## APPROACH C

Preference: 224 | Avg Rating\*: 63.2

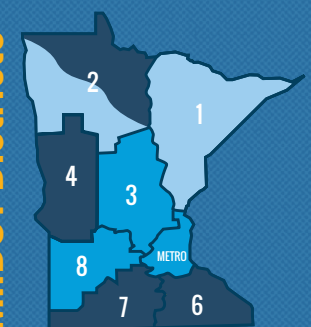
Emphasize investments in biking, walking, ensuring reliable travel times, and regional and local priorities.



## HOW DID DIFFERENT REGIONS RESPOND?

We looked at participant zip code data to see if different parts of the state had different preferences. The map to the right shows the top approach for each MnDOT district. The graph to the right shows what percentage of Greater MN and Metro participants prefer each approach.

MnDOT Districts




 **32% preferred**  
All respondents statewide

 Addressing bridge and pavement needs-along with the financial impacts of deferred maintenance-outweigh other approaches.

 **39% preferred**  
All respondents statewide

 A balanced approach addresses immediate needs while also investing in future, long-range goals and mobility needs.

 **29% preferred**  
All respondents statewide

 Investing in mobility and non-motorized infrastructure aligns with likely future of transportation system based trends.

PREFERRED APPROACH **A** **B** **C**

Greater Minnesota: **42%** **35%** **23%**

Metro Area: **25%** **40%** **36%**

# Where should MnDOT Invest?



## WHAT SHOULD MNDOT FOCUS ON?

**1** Highway surface/pavements

**2** Bridges

**3** Supporting infrastructure



These top 3 categories were ranked highly across all respondent groups.

★ Greater MN, Hispanic /Amer. Indian or Alaskan Native

**4** Regional & Local priorities

★ Stakeholders, Black or African American, Hispanic

**5** New safety investment

★ Rated as top 3 in specific groups

★ Metro area, Asian

**6** Twin Cities area mobility

★ Greater MN, Hispanic

**7** Greater MN mobility

★ Black or African American

**8** Walking

★ Ages 20 and younger

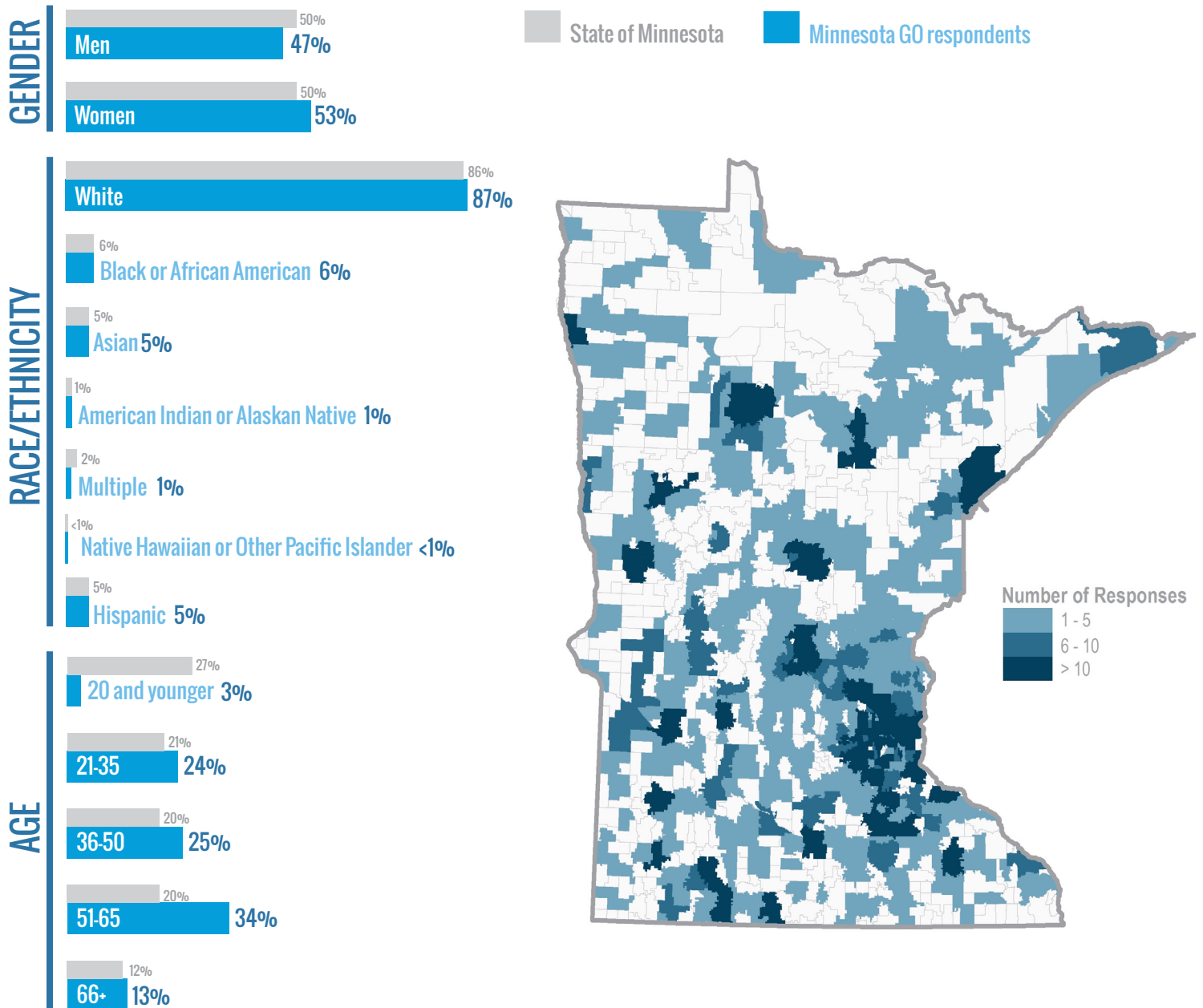
**9** Bicycling

**10** Rest areas & weigh stations

**11** Highway ownership

# WHO PARTICIPATED?

A first for MnDOT, we collected optional, anonymous demographic data on participant zip code, age, gender, and race/ethnicity. When asked, 56% of participants provided at least some information. We analyzed the data monthly and used it to identify **underserved communities** and introduce **new engagement methods** to broaden the project reach.



## Reaching Underserved Communities

**Pilot Partnership**



**PILOTING A NEW PARTNERSHIP:** To help reach identified underserved communities, MnDOT teamed up with TPT/ECHO (Emergency, Community, Health, and Outreach).

**10** Community events

**3** Engagement specialists

**3** Language translations

**300+** Underserved community surveys completed