MINNESOTA GO

STATEWIDE MULTIMODAL TRANSPORTATION PLAN

PHASE 2 ENGAGEMENT SUMMARY

Phase 1
Fall 2020 to Winter 2021
Identify priority transportation topics

Phase 2
Spring to Fall 2021
Dig into focus areas

Phase 3
Fall 2021
Dive deep into selected topics

Phase 4
Summer 2022
Public comment period
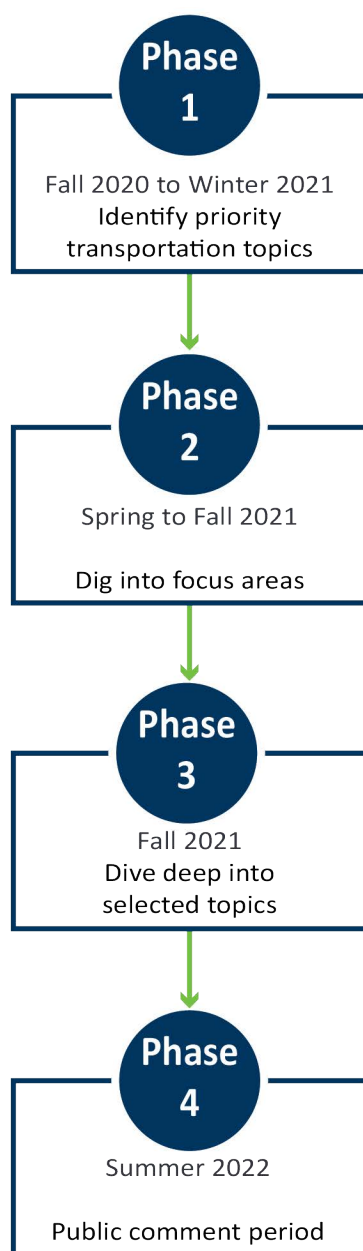
FIGURE 1: FOUR PHASES OF SMTP ENGAGEMENT

PURPOSE

This document explains how people were engaged during Phase 2 of public engagement for the 2022 Statewide Multimodal Transportation Plan (SMTP). The SMTP had a four-phased engagement approach. Figure 1 highlights the four phases of engagement and the focus of each phase. This summary describes the process for Phase 2 and what people said.

WHAT IS THE STATEWIDE MULTIMODAL TRANSPORTATION PLAN?

The SMTP explains how to move toward the Minnesota GO Vision of a multimodal transportation system that maximizes the health of people, the environment and our economy. The SMTP is about more than just Minnesota Department of Transportation (MnDOT) and the state's highways. It has information and recommendations for everyone who is involved in moving people and goods in Minnesota—by cars, trucks, bicycles, buses, trains, planes, walking and rolling. The SMTP looks 20 years into the future and is updated every five years with new information and public input about the transportation system. It looks at how important changes occurring in other parts of society and the economy may influence transportation. It also recommends how the transportation system should respond to and prepare for those changes.

WHAT IS THE ROLE OF ENGAGEMENT IN THE 2022 PLAN UPDATE?

Public engagement has a central role in the update of the SMTP. Transportation is something that impacts everyone, and people need and deserve to be involved in decisions that affect their lives. Therefore, MnDOT provided inclusive and meaningful ways for people to take part in shaping the SMTP. The SMTP planning process was a great opportunity for the public to have a say in Minnesota transportation decision making because it has policies that guide the updates of

Minnesota's future plans for highways, rail, aviation, transit, freight and non-motorized transportation (walking, rolling and bicycling).

Public comments on the 2022 SMTP update had an impact because this is the third time the long-range transportation planning process has happened since 2011 when the original Minnesota GO Vision was set. The 2022 SMTP brings a deeper understanding of important transportation topics and sets the stage for updates to MnDOT's modal and system plans.

Phase 1 of public engagement for the SMTP began in October 2020 and ended in February 2021. Phase 2 then began April 2021 and ended September 2021. Phase 2 included online conversations throughout the state with members of community-based organizations, as well as partners, stakeholders and Tribal Nations. For those not able to attend online meetings, the same information and comment opportunities were available at MinnesotaGO.org. The restrictions on in-person meetings due to the COVID-19 pandemic likely made it difficult for many people to participate in the planning process. Posters, sidewalk stickers, social media posts and ads, newsletter content and more were used to shared information and engagement opportunities as broadly as possible. More on the communication efforts can be found in the Communication Channels section.

Through this approach, MnDOT made efforts to listen closely to the voices of people who are historically underrepresented in transportation decision making, including Black, Indigenous and People of Color (BIPOC), people with low-income, people with limited English proficiency, and people age 17 and under. Staff prioritized partnerships with community-based organizations, promotions within these communities and input opportunities in Spanish, Hmong and Somali.

PHASE 2 ENGAGEMENT OVERVIEW

ACTIVITIES

A variety of virtual engagement opportunities were available during this phase of engagement to collect input. However, there were no in-person events as COVID-related public health guidelines for state agencies during this time period prohibited such gatherings. Engagement activities during Phase 2 included:

- **Community partner-hosted events**—MnDOT partnered with six community organizations across the state to help reach the voices of people who are historically underrepresented in transportation decision-making. Organizations were provided with the tools, content and support to host a trivia-themed virtual gathering for their members—Let's Talk Transportation: Stories, Trivia, Conversation. The trivia and visuals served as conversations prompts. Select partners hosted events in other formats based on their capacity and preference, including focus groups and Facebook Live conversations. Community partners received a stipend for their participation, depending on the scope and scale of what they were able to do.
- **MnDOT-hosted activities**
    - **Let's Talk Transportation trivia and discussion events**—A series of statewide online trivia-themed virtual gatherings—Let's Talk Transportation: Stories, Trivia, Conversation—hosted by MnDOT staff.
    - **MnDOT presentations at meetings**—MnDOT staff presented on the SMTP and gathered input from various groups of agency and external stakeholders at existing meetings.

- **MinnesotaGO.org**—Housed the online engagement tools, including video-based survey, online self-paced Let's Talk Transportation activities and comment form.
    - **Video-based survey**—Gather input on key questions in English, Spanish, Somali and Hmong with responses by video, audio or text.
    - **Online self-paced tool**—A self-paced online version of the topic content, comics and graphics was available on the website for those who were not able to share comments at a live, virtual gathering.
    - **General comment form**—Available online at MinnesotaGO.org.

Table 1 shows the breakdown for responses by activity type.

TABLE 1: OVERALL TOTAL RESPONSES BY ACTIVITY

Activity Type	Number of Responses	Percent of Responses
MinnesotaGO.org engagement tools	2,725	74.8%
MnDOT-hosted event	456	12.5%
Partner-hosted event	451	12.4%
Comment form	10	0.3%
Total	3,642	100.0%

For more detailed information about respondents and responses received, please review the addenda included at the end of this report.

COMMUNICATION CHANNELS

The following communication channels were used to inform people about the engagement opportunities, promote the live virtual events and self-paced activities on the project website. The public and stakeholders were asked to share promotional materials with their networks and direct people to MinnesotaGO.org for project information.

- **Social media**—Organic and targeted advertisements using zip codes helped reach underrepresented communities within diverse or lower income areas.
- **Community organization distribution**—Ask to host event, promote engagement opportunities (template emails for distribution or newsletter) or both.
- **MinnesotaGO.org website**—Promoted live virtual events and the self-paced activities.
- **Physical advertisements**—Statewide distribution of sidewalk stickers and large posters in targeted locations, focused on reaching historically underrepresented communities.

- **Direct emails**—Partners, stakeholders and MnDOT staff.
- **Statewide Transportation Planning newsletter**—People who sign up to receive emails.

PARTICIPANT REVIEW

The end of this report provides tables with participant demographics. During the online engagement opportunities, participants were asked to provide optional demographic information to help MnDOT in its outreach efforts. This data is included to provide further context in understanding the responses, as well as highlight which communities may require more engagement in the future. Demographic data was primarily received via online self-paced trivia tool and MnDOT-hosted online trivia and discussion events. MnDOT hosted various internal conversations with staff, committees and other groups, but did not track demographics. Community partner-hosted events also did not always ask the same demographic data questions. However, these partner-hosted events focused on individuals who are historically underrepresented in transportation decision-making.

- Latino Chamber of Commerce
- African Career, Education, and Resource (ACER)
- CAPLP Lakes & Prairies Community Action Partnership
- Hispanic Advocacy and Community Empowerment through Research (HACER)
- Sisters of Synergy
- Vietnamese Social Services (VSS)

KEY TAKEAWAYS AND CONSIDERATIONS

Approximately 60% of participants provided at least one piece of demographic information. Of those who provided demographic data, they were mostly white and older. The audience was relatively gender balanced, seeing nearly equal responses from men and women. As mentioned above, responses were primarily collected via the online self-paced tool and MnDOT-hosted trivia discussion events. This takeaway is solely based on the limited demographic information shared by the people who participated online. Staff also hosted conversations with MnDOT staff, committees, other groups and community partner-hosted events that did not include demographic questions.

It is also possible that accessibility (e.g., internet, computer, etc.) issues may have prevented more people from participating. In addition, the SMTP virtual engagement activities occurred during the height of the COVID-19 pandemic when there were additional demands on people's time and focus. Many people were burnt out from virtual activities and interactions.

WHAT WE LEARNED

General public engagement during Phase 2 focused primarily on gathering input that supported the development of strategies and objectives in the six focus areas that MnDOT prioritized in the plan update. These focus areas were different than the SMTP policy objectives, but the input received for each topic informed the updated policy objectives. For each topic area, information was shared about each focus area and then participants were

prompted to provide input via open-ended response or conversation. The input collected on these six focus areas helped MnDOT to understand Minnesotans' experiences and priorities for the future:

- **Aging Infrastructure**—These are the constructed elements and equipment that make up Minnesota's transportation system, including roads, bridges, sidewalks and transit vehicles. As infrastructure ages, the costs to maintain it in a state of good repair increase.
- **Climate Change**—This topic includes efforts to mitigate emissions of greenhouse gases, as well as planning and preparing infrastructure to be more resilient to extreme weather.
- **Economy and Employment**—Transportation is critical to keeping Minnesota's economy strong, moving goods and connecting people to jobs. Contracting and transportation spending can support a diverse, inclusive and resilient economy.
- **Equity**—This topic involves understanding and addressing the ways people of different identities are impacted by transportation decisions, both past and present.
- **Safety**—It is important to keep Minnesotans safe as they travel and from impacts of the transportation system. Progress toward reducing deaths and serious injuries has stalled in recent years.
- **Transportation Options**—This topic includes identifying the range and convenience of transportation options—such as taking transit, bicycling, walking, carpooling and more—to better serve the growing number of people who cannot or choose not to drive.

In this section, comments received on teach topic will be explored in-depth, including a review of common themes with response examples and an analysis of key takeaways and considerations for how this information fits into the "bigger picture" of the SMTP planning process.

AGING INFRASTRUCTURE

HAVE POOR TRANSPORTATION CONDITIONS AFFECTED YOU OR YOUR FAMILY? HOW?

When asked about poor transportation conditions, responses overwhelming (76.4%) indicated that road conditions often created challenging circumstances for either themselves or their families. The most common themes mentioned when explaining how poor conditions affected them were:

- **Road conditions**—especially the role of potholes and rough roads in causing personal vehicle damages, as well as creating unsafe bicycling/walking conditions.
  - "Yes, mainly roads with large potholes, [that are] damaging to tires and vehicle alignment."
  - "Yes, bumpy roads and potholes cause unsafe driving conditions trying to navigate the hazards."
  - "Yes, as some members of my household can't walk on the sidewalks because they are cracked and bike lanes are bumpy."
- **Health and safety concerns**—especially the impact of poorly maintained sidewalks and/or roads in limiting mobility of pedestrians, bicyclists, seniors, disabled individuals. Additional comments about health and safety focused on how poorly maintained roads have created or exacerbated injuries for individuals traveling on those roads.
  - "Yes, poor sidewalks make it difficult to push strollers or allow elderly folks to get the exercise they need."

- o "Yes, old sidewalks and other pedestrian facilities make it really hard and unsafe to walk around."
- o "Many bike lanes are unsafe for riding."
- o "I am mobility impaired at times and have really noticed the barriers I never really noticed until my walker or wheelchair came into use."
- **Other**—responses in this category accounted for 13.6% of all themes covered but were generally varied and inconsistent. Some common responses in this category focused on the impact poorly maintained roads had on taxes/expenses and travel times.
  - o "The fixes are delayed because of complex fixes; and failure to minimize costs. Keep it simple. Stop spending billions if we can just replace existing structures."
  - o "Yes. Commute times have increased."
  - o "Accessing public transportation is challenging with scheduling and route information not readily available in an easy-to-understand format."
  - o "Poor engineering and low-cost bids have resulted in poor quality results. Thus, raising the maintenance costs/our taxes."

Other less common themes include:

- Traffic congestion
- Road closure/construction

Of note, 17.4% of responses indicated that poor infrastructure conditions do not have a negative impact.

WHAT SHOULD MINNESOTA DO TO KEEP OUR TRANSPORTATION INFRASTRUCTURE IN GOOD REPAIR FOR THE FUTURE?

When asked what Minnesota should to keep transportation infrastructure in good repair for the future, the most common themes referenced were:

- **Budgeting, taxes and investment**—especially the need to budget for infrastructure repairs responsibly, sustainably and consistently, as well as the suggestion that Minnesota explore alternative means of funding repair projects such as raising fuel taxes, user fees, increasing corporate tax and/or pursuing alternative avenues of tax generation.
  - o "A combination of higher fuel taxes, user fees and general fund dollars should go towards transportation infrastructure."
  - o "Undeniably, funding for maintenance and preservation activities needs to be consistent and sustainable. Funding for expansion type projects also needs to be part of MnDOT's program, and not just in the metro area. Growth in greater MN communities such as Rochester, St Cloud, Mankato, and Duluth require investments in interchanges, overpasses, additional lanes, and active transportation elements."
  - o "Increase statewide user fees and taxes and make better investments with less bureaucratic processes."

- **Regular and efficient maintenance**—especially the need to adopt a more proactive maintenance approach to prevent the need for larger, more costly repairs in the future.
    - "Keep up with repairs before they become a desperate need."
    - "Rebuild what is needed cost effectively. Do not let it get into poor condition which requires complete reconstruction."
    - "Spend more money on maintaining existing infrastructure instead of building new roadways."
    - "Hiring enough local well paid maintenance crews to keep transportation infrastructure throughout the state, including neighborhoods in tip-top shape would be the obvious answer. Makes more sense to keep the infrastructure in great shape instead of waiting 'til it's falling apart and hazardous most sensible and in the long run, less costly."
- **Affordable alternatives to transportation**—especially the need to fund and improve access to reliable public transportation options that will make it easier for people to move away from personal vehicle use.
    - "Invest in better public transportation. Design a system that encourages people to use alternatives to cars---which means working together with city and town planners so that development doesn't end up just being a money-maker for some developers while residents bear the external costs. This will probably necessitate providing some education and incentives for smarter development. Transportation infrastructure is one piece of an interdependent system."
    - "Invest more in public transit and commuter rail to communities that need and will use them. Stop upgrading outdated transportation networks and start actually building for the future."
    - "Follow sustainable development guidelines and build for a more diverse vehicle base."
    - "Prioritize spending money on dedicated bike and pedestrian infrastructure instead of more car infrastructure."

Other less common themes include:

- Repair infrastructure
- Road design
- Add greener infrastructure options

KEY TAKEAWAYS AND CONSIDERATIONS

Responses received on this topic indicate a general feeling of frustration amongst Minnesotans related to aging infrastructure and road conditions. Most responses indicated that poor road conditions have created serious quality of life issues, including health and safety issues, vehicle damage, lost time due to commute, etc. Further, many felt that these issues can be avoided with adequate funding, proactive maintenance and future-oriented planning.

CLIMATE CHANGE

HAVE YOU CHANGED SOMETHING ABOUT THE WAY YOU TRAVEL BECAUSE OF CLIMATE CHANGE?

Consistent across the online and virtual/live comments, when asked how they have changed their travel, the most common themes were:

- Fewer trips or using greener transportation:
    - "I try to use my car less, but I wish I had better public transit options. Also wish train travel was more convenient and less expensive for long range travel."
    - "Since retiring, I drive a car as little as possible. Living where I do, means I am dependent upon a car for transportation. I am very anxious about climate change and fear we have not moved quickly enough to slow the process."
- Bicycling or walking:
    - "I try to bike, walk and take the bus instead of driving (to reduce emissions)."
    - "Yes, years ago I started riding my bike everywhere. I continue to do so. Multimodal is my friend."
    - "Bike or walk more for short trips."

Other less common responses include:

- Carpool
- COVID-19 impacts

People often identified more than one of action in their response. This indicates that people who are changing their travel behavior due to climate change are doing so in more than one way. Of note, 11.7% of responses indicated they have done nothing to change their behavior, with many also rejecting, disputing or questioning climate change.

WHAT DO YOU THINK CLEANER TRANSPORTATION LOOKS LIKE IN MINNESOTA?

When asked what they think cleaner transportation looks like in Minnesota, people most often noted:

- Electric vehicles:
    - "More electric vehicles, limiting vehicles that produce excess exhaust."
    - "More [electric vehicles], get the grid built out for charging. Incentives for gas stations to put in charging stations."
    - "More electric cars with charging stations numerous and dependable. Tax incentives to go electric, but it will take years to transfer entirely to electric."
- Carpooling, fewer cars on the road, less traffic:
    - "Far fewer single use autos."
    - "If we eliminated traffic jams by increasing traffic flow, we could enjoy less pollution."
    - "Building a system that is not premised on everyone driving themselves individually as the default."
- Increased low-emission transportation options:
    - "Making major investments in biking, walking and transit infrastructure so that sustainable transportation options become more attractive and feasible for more of the population and so that more people choose not to drive."
    - "Any non-carbon using transportation system."
    - "Less single occupant vehicle trips. More options for biking and walking. More investment in cycling and pedestrian facilities."

- o "Electric vehicles, telecommuting, more people biking and walking and taking the bus to their destinations."
- **Expand public transportation options:**
  - o "Continuing to expand public transportation access to make it the most convenient option for more people. Work on investments for longer travel -- like expanding Amtrak service in the state. Explore fuel options for big vehicles that transport goods and focus on transitioning fleet vehicles and long-distance transportation to these options as soon as possible."
  - o "Building better public transportation (light rail, regional rail, regular bus lines, better access to public transportation in rural communities)."
  - o "Better transit service and no-fare transit for everyone."
  - o "Stronger public transportation system. Remove the need for personal vehicles by providing more bus routes, trains, etc. The public transportation options should also all be electric and (preferably) have solar panels on them to absorb energy."

Other less common responses include:

- More fuel-efficient vehicles
- Increased teleworking, or other strategies by employers, to reduce commuter traffic

Of note, people's attitudes toward electric vehicles were somewhat mixed. Many people saw electric vehicles as part of a cleaner transportation future for Minnesota. However, others noted that electric vehicles aren't the answer and instead feel more fuel-efficient traditional vehicles should be emphasized. A small portion of responses suggested Minnesota's transportation system is fine the way it is and would rather see investment in maintaining roads and bridges.

KEY TAKEAWAYS AND CONSIDERATIONS

Responses on climate change seemed to be firmly divided between those who believed in climate change and are actively factoring this into their transportation decisions and those who reject climate change and think it should not be considered in long-range transportation planning. Respondents had a difficult time identifying a clear path towards a "cleaner transportation" future. Although, most responses focused on a need for diversified transportation options, including electric vehicles, improved public transportation, identifying ways to incentivize carpooling or to get more vehicles off the roads.

ECONOMY AND EMPLOYMENT

HOW DOES TRANSPORTATION HELP OR HINDER ACCESS TO JOBS, GOODS AND SERVICES FOR YOU OR YOUR FAMILY?

When asked how transportation helped or hindered access to jobs, goods and services, the most common themes referenced were:

- **Commute time**—especially how maintenance and road conditions have a direct impact on vehicle damage, traffic congestion and safety.
  - o "Traffic jams on less than adequate highways hinder my access to jobs, goods and services."

- o "Failing roads mean more car repair."
- o "Good roads help me get to where I'm going safely."
- **Employers and economy**—especially how access to transportation options expands options for employment and access to goods and services.
  - o "We have two personal vehicles for transportation which allow both of us to be employed with minimal impact to our family."
  - o "If I didn't have a car I wouldn't be working right now."
  - o "Heavy traffic and lack of convenient public transportation restricts where we are likely to shop. Thank goodness my husband and I are retired that we don't have to worry about commuting for work anymore. I feel sorry for people who must endure long driving commutes to access job opportunities."
  - o "My son does not have a car and he really struggles with the insane cost of Uber or Lyft on a daily basis. For low-income wage earners, the % of income spent on transportation can be most of their earned wages - over 50%. Increased access is essential and in the Twin Cities area, there is a dearth of transportation choices in the suburbs."
  - o "I have excellent access to transportation and was able to choose my housing based on this access."
- **Access to public transportation**—especially how access, and availability of public transportation options can impact employment opportunity and influence where an individual chooses to live.
  - o "We have one car and two adults which means that we need reliable transportation and shared mobility to access employment. This limits where either of us can access jobs because most public transportation and shared mobility do not reliably exist outside of Minneapolis and St. Paul."
  - o "Lack of mass transportation limits where we live and where we work."
  - o "Must have a motorized vehicle to get to jobs, services and goods. No real public transit options available."
  - o "I'm retired. When I was looking for work, my deal-breaker was always making sure the potential employment location was on or near a public transportation station and the schedules to and from place of employment were reasonable compared to my potential work schedule. For example, some bus routes run only Monday thru Friday during morning "rush hour" one way, and only during afternoon/evening "rush hour" back the other way. If my potential work schedule would've deviated from that, it would have made it impossible for me to get to and from work."

Other less common responses include:

- Poor bicycling/walking quality
- Good roads/road maintenance
- Access to personal vehicle

HOW CAN TRANSPORTATION BETTER SERVE WORKERS AND BUSINESSES IN MINNESOTA?

When asked how transportation can better serve workers and businesses in Minnesota, the most common themes referenced were:

- **Improved public transportation options and access**—especially expanding routes and schedules to accommodate more riders and make public transportation a more appealing option for commuters.
  - "Increased access to affordable transportation in rural areas."
  - "More public transportation options, better routes. Transportation for evenings, weekends and holidays, even if the cost must be subsidized due to fewer riders. When you reduce routes at off-peak times, people with disabilities and/or less income do not have equal opportunities to participate in the community."
  - "I've often thought there should be an income-based bus pass for low-income people. Can we incentivize people away from driving and toward mass transit?"
  - "More public transportation options in the suburbs of the Twin Cities. More connections with satellite cities, such as Duluth, Rochester, and St. Cloud."
  - "Incentivize group transportation, like carpooling and public transit in dense metro areas."
- **Road and/or infrastructure improvements**—emphasizing the need to proactively continue maintenance on existing infrastructure, while also building roads to accommodate future use and need.
  - "Better maintenance of roads. Better initial construction to lengthen the time to the next replacement/resurfacing."
  - "Having an efficient and sufficient network of roads and bridges is the best way to best serve workers and businesses and the movement of goods and people is critical to the economy."
  - "Build roads for the future, not today."
- **Transportation funding**—especially emphasizing the need to invest in infrastructure that benefits all Minnesotans, regardless of economic status or geography.
  - "Ensuring that regardless of income level or ethnicity that we all have access to the same transportation."
  - "All people being able to make essential trips without financial burden. Emphasizing connection with leaders in BIPOC communities when planning new transportation infrastructure."
  - "That the state invests in transportation to the benefit of all Minnesotans urban and rural and all economic groups to do the most that we can with the funds available."

Other less common responses include:

- Employer/corporation involvement
- Alternative modes of transportation
- Greener transportation

Of note, 10.6% of the responses provided negative answers, with some comments not directly related or relevant to transportation and the economy, and others focused on the politics of transportation.

KEY TAKEAWAYS AND CONSIDERATIONS

Overall, the key takeaways from economy and employment indicate that Minnesotans realize that there is a link between accessible, affordable transportation options and economic opportunity—both at an individual and a state, city or county level. Responses suggest a need to prioritize expanded public transportation options, particularly in rural communities, to promote equity and provide access to equal economic opportunity to all Minnesotans.

EQUITY

WHAT DOES TRANSPORTATION EQUITY MEAN TO YOU?

When asked to define transportation equity, people most often included the following themes:

- **Accessible transportation for everyone**—especially that individuals have equal opportunity and access to different modes of transportation regardless of age, race, geography, ability, socioeconomic status, etc.
    - "It means that every person has an equal chance at using any type of transportation at all times regardless of race or economic level."
    - "Ability to access good transportation to home, work, shopping and entertainment for all people regardless of age, disability, sex, political view, gender identification, religion or race."
    - "Being poor or brown doesn't mean that transportation takes longer, is slower, is unhealthier or unsafe."
    - "Equal access for everyone and mitigating past harms created by transportation systems."
- **Transportation options**—especially that options are available to meet people's travel needs, particularly for those that don't own a car or drive.
    - "Building a variety of transportation options that allow everyone a fair chance and creates a high level of accessibility and mobility."
    - "Better rural transit options for all rural communities. Especially helping older people continue to live in their homes but have access to transportation instead of self-driving."
    - "Having access to transportation options and modes without the need to buy a car to live quality life and have access to quality employment options."
    - "Accessibility for people who cannot drive, whether due to a disability, age (too young or old), or the cost of owning a car. The patchwork that exists today is grossly inadequate for getting people to and from work or school. Trying to get to medical appointments, social gatherings or religious services is even harder due to location or the lack of public transportation service on evenings, weekends, and holidays."

Other less common themes:

- Roadway improvements
- Finance/taxes
- Decision making

Nearly 23.9% of responses expressed negative perspectives on the topic of equity. Several people indicated that this is not something MnDOT should be considering, with reasons varying from equity not being a transportation issue to not believing that equity is an issue in Minnesota.

HOW DO YOU ENVISION A MORE EQUITABLE FUTURE?

When asked how they envisioned a more equitable future, people most often noted:

- **Change in legislative, political, or local representation and planning**—specifically increasing representation of People of Color in planning and decision-making.
    - "Accurate representation, shared decision making, and continued acknowledgment of past harm."
    - "Eliminating bias and racism in transportation"
    - "[People of color (POC)] seek opportunities to be on planning groups. In some area of the state, POC are less than 5%."
    - "Re-envisioning ways to bring people to the table, addressing the barriers, and altering the educational requirements that limit Indigenous and Persons of Color to the planning and design process."
- **Accessible and affordable transportation**—especially ensuring that access to multiple affordable, safe transportation options are available to all individuals.
    - "By building a more robust network of bike lanes and paths that will allow people more freedom to get around the cities without a car or relying on a bus."
    - "Improve access, capacity, and safety in public transportation. Safety is a huge issue for those using public transportation."
    - "One where all people have access to the same opportunities, social capitol, economic opportunities, and the ability to live there best live without the economic burden of needing to own an automobile."
- **Transportation options**—especially options that deprioritize personal vehicle use and expand climate-friendly and/or public transportation.
    - "More focus on pedestrian and bicycling facilities, and convenient affordable public transportation."
    - "Transit/walk/bike that support land use patterns that are healthier, more integrated and provide essential land uses without requiring auto ownership."
    - "More funding for alternative modes (other than single vehicle)."
- **Infrastructure enhancements**—especially the need to focus on including neighborhood planning in transportation projects to reduce pollution, mitigate impacts and create sustainable, equitable spaces for the future.
    - "Better engineering and use more money to fix something if it is broken. They should fix the road so people can drive better and help with the pollution, so we won't get sick."

- o "Equitable transportation in the future will require neighborhoods that include amenities not just places to sleep. This includes entertainment, businesses, grocery, and recreational spaces. Single use zoning regulations do not create equitable spaces."
- o "Transportation options while considering future goal planning and safety for all people."
- o "Communities involved in the planning of not only transportation systems, but of all development (housing, business)."

Other less common themes include:

- Financial investments/tax changes.
- Rural vs. urban—responses focused on the idea that transportation equity might look different in rural communities than in urban communities. For example, some suggested that equity in urban communities might need better planning for large transportation infrastructure projects to lessen historical impacts, whereas rural communities need more access to public transportation options.

Of note, 29.8% of responses indicated that the respondent doesn't envision a more equitable future, suggested MnDOT shouldn't ask this question, didn't believe that there were inequities in the state or instead favored equality over equity.

KEY TAKEAWAYS AND CONSIDERATIONS

Responses on the topic of equity focused on the need to better include BIPOC communities in long-range planning, as well as ensuring that multiple affordable transportation options are available in communities— particularly those that have historically been marginalized or underserved. It is worth noting that there were quite a few responses that expressed negative sentiments about equity, but those comments also often included additional, irrelevant political commentary. As the concept of equity—as opposed to equality—is fairly new to many people, it might be advisable to devote more effort to messaging and public education about what transportation equity means or could look like.

SAFETY

DO YOU EVER FEEL UNSAFE WHEN YOU ARE DRIVING, WALKING, BICYCLING, OR RIDING TRANSIT? WHEN?

When asked if they ever felt unsafe when traveling, responses mostly (87.7%) indicated yes. The most common themes they mentioned when they explained what made them feel unsafe were:

- **Driver behavior**—especially distracted driving but also impairment, speeding and just general poor driving, was mentioned.
  - o "Yes. People need to put their phones down. Nothing is more important than being safe while driving and paying attention to your surroundings."
  - o "Yes. Too many impaired drivers, distracted drivers, and inexperienced drivers on the road."
  - o "Yes, when people are tailgating me when I am driving the speed limit. I don't like to see people checking their cell phones while driving or at stoplights."

- **Bicycling and walking**—near busy roadways, especially while crossing, with several noting the lack of dedicated or separated infrastructure for these modes and driver behavior as the main issues.
  - "Yes, we have very few sidewalks to walk on so walkers have to walk on the shoulder of the streets. Vehicles don't move over when meeting a walker and I've even had vehicles swerve towards me when I have been walking in the street because there was no sidewalk. Many times drivers don't stop for pedestrians in marked cross walks, and many drivers stop past a stop sign in the cross walk so walkers have to walk outside of the cross walks to cross the street."
  - "Yes, when biking, walking or driving. Biking when there is no separated space for bikes near cars. Walking when drivers aren't paying attention or crossing busy roads."
  - "Yes, I feel unsafe when I am on bike lanes that are sandwiched between traffic on one side and parked cars on the other. I have almost been hit by both cars going by and people opening their car doors."

Other less common themes include:

- Yes, location specific
- Yes, weather or traffic conditions

A handful (15.2%) of responses noted that they did feel unsafe but did not provide more information. Additionally, a small number (7.4%) of responses indicated they did not ever feel unsafe driving, walking, bicycling or riding transit.

WHAT WOULD HELP MAKE TRANSPORTATION SAFER FOR YOU AND YOUR FAMILY?

When asked that would help make transportation safer, people most often noted:

- **Improved roadway infrastructure**—including keeping roads and bridges in good condition, wider shoulders, more lanes to ease traffic and traffic calming. Several people mentioned wanting to see fewer roundabouts and diverging diamonds.
  - "Good roads, safe bridges and not putting roundabouts on highways."
  - "Lower speed limits, traffic calming designs and increased enforcement."
  - "Dedicated bike lanes, narrower street lanes for traffic calming purposes, bus stop signage that's easy to read and guess when the bus will arrive, bus shelters with heating elements, lighting at bus areas at night."
- **Increased law enforcement**—including stricter punishments, law changes, or the presence of law enforcement, would make them feel safer while traveling.
  - "I'm not sure if we would have the resources, but more policing of safety precautions. People can speed, drive distracted, drive drunk so they do. Checkpoints for drunk driving. I think when police are visible, people obey the laws more."
  - "I guess more patrolling? I don't know what else? Everybody seems to want to speed by me and I am going at the speed limit. Swerving in and out of traffic so close that you can almost touch that vehicle. Very scary out there!"
  - "More police that can and will enforce all the laws diligently."

Other less common themes include:

- Lower speed limits
- More dedicated bike lanes

KEY TAKEAWAYS AND CONSIDERATIONS

Nearly all responses indicated that—at some point—people felt unsafe while using transportation, regardless of whether driving, bicycling, walking, etc. The most cited reason for this was a perceived increase in unsafe driver behaviors, often linked to cell phone usage and ignoring traffic laws. While participants often suggested increased law enforcement for making travel feel safer, it's important to note that increased law enforcement does not increase feelings of safety for all Minnesotans. The responses do indicate a need to strategize a way of decreasing distracted driving and driver awareness.

TRANSPORTATION OPTIONS

WHAT OPTIONS DO YOU HAVE FOR RUNNING ERRANDS OR GETTING TO WORK?

When asked what options they had for running errands or getting to work, people most often noted:

- **Driving a personal vehicle**—car, truck, SUV, motorcycle—was by far the most mentioned mode of transportation.
  - "I have kids, so car is most often the preferred for the group."
  - "Driving; we live 9 miles from the nearest grocery store, bank, etc. We live 21 miles from our work, so that is where we do most of our business (medical appts). I guess we could ride bike, but the time would be a deterrent."
  - "Individual vehicle, no bus or alternative options in rural areas."
  - "My own car there are no public transportation options and very few walk/bike paths or even sidewalks."
- **Public transportation—**was also commonly mentioned, though much less often than driving. However, some people noted that while transit is an option, it doesn't serve them well and they only use it if required. Among specific transit modes, bus was mentioned most often compared to light rail.
  - "Walk, car, we have Prairie 5 bus, but it doesn't run when I need to get to or home from work."
  - "I own a vehicle, but our city also has a public transportation bus if needed."
- **Walking**—was also commonly mentioned, though much less often than driving. Some people specifically noted that they lived too far from destinations for walking to be a viable option.
  - "Walk, drive, get a ride from a friend, taxi, [Arrowhead Economic Opportunity Agency/Arrowhead Transit] bus."
  - "Drive. Nothing close enough to walk, public transportation would be a waste of money as not enough riders."
- **Bicycling—**was also commonly mentioned, thought much less often than driving. Some people specifically noted that they lived too far from destination for bicycling to be a viable option.
  - "Drive to work. Bike and walk to whatever I can."

> o "Walk, Bike, Public Transportation, Rideshare, Lime bike/scooter."

Other less common themes include:

- Ridesharing and taxi
- Getting rides from family, friends and neighbors

Of note, nearly all people identified multiple options available to them. Some people provided additional insights about how they choose between options, including weather, schedule, convenience and family obligations.

WHAT SHOULD TRANSPORTATION OPTIONS IN MINNESOTA LOOK LIKE IN THE FUTURE?

When asked what transportation options should look like in the future, people most often included the following themes:

- **Improving public transportation**—make it a more viable option for more people, including expanded routes and service and fewer restrictions for riding. People mentioned this in both urban and rural contexts. A few people envisioned less investment in transit moving forward because they see it as inefficient.
    - o "More buses and trains in rural areas."
    - o "Public transit more frequent throughout."
    - o "High speed rail like in Europe."
    - o "Build up public transit or other mass transit options available to rural MN -- things like Greyhound and Amtrak going more places to expand access to folks without personal vehicles."
- **Increasing emphasis on bicycling and walking**—including building more dedicated infrastructure for these modes to make it an easier and safer option for people. However, some people noted wanting to see reduced emphasis on infrastructure for bicycling and walking, specifically reducing roadway space for these modes.
    - o "Narrower roads with traffic calming concepts, more round-a-bouts, lower speeds. Rumble strips inside fog lines on two lane highways, most bicycle riders could comfortable commute on 16-inch surface outside fog lines if not for these strips."
    - o "Everyone should have at least two options. Biking and green alternative should be prioritized. Create safe biking and walking conditions so all ages can participate. More regional bike/walking off road to create a system."
    - o "Design roads and systems to prioritize the safety and needs of bikes and pedestrians. Electrify cars. Incentivize getting out of a single-occupant car situation, by making it inconvenient to use a car or more appealing to do other things."
- **Car or roadway improvements**—some people also noting roadway improvements like expansion or safety investments should be prioritized as personal vehicles were still the primary means of transportation for many people. People were mixed on whether improving driving and driving infrastructure should be the main focus for the future or listed along with other themes.

- o "New smooth much larger safer highways and interstates with plenty of safe paved semi-truck parking to ensure that our economy keeps turning which also provides millions in tax revenue to specifically keep up the highways. Build for the future."
        - o "Design for cars and forget the rest."
        - o "I'll never stop driving gasoline feed cars and trucks. It is by far the best option."
- **Taking a truly multimodal focus**—including verifying people have multiples options/choices no matter where they live, de-emphasizing cars, prioritizing other modes of travel and making it possible to not have to drive. Several people cited equity and sustainability as reasons to make these changes.
        - o "Truly multimodal - facilities that support people who bike, walk and take the bus - as well as broader societal acceptance of non-car transportation choices."
        - o "Everyone should have as many options as their location can have. Convenience of those options can be an issue when compared to personal vehicle."
        - o "Transportation should not be built around cars as default--cars are dangerous, energy-inefficient, harmful to the environment, and are not enjoyable to drive. Car infrastructure is expensive to maintain. It shouldn't be mandatory for people to own a car to get where they want to go. We need to invest heavily in alternative modes of transportation statewide (not just in the Metro), including high speed rail between large and medium-sized cities and points of interest (ex: BWCA), fast and frequent public transit within cities and towns, inter-city transit, and more wide-spread and accessible vehicle sharing options (for when no other options are available). But cars cannot and will not be the default mode in the future of transportation."

Other less common themes include:

- More green transportation options and infrastructure—electric vehicles, charging stations, limits on driving alone and combustion engines and support for sustainable options like transit, bicycling and walking.
- More intercity travel connections, especially passenger train routes.

KEY TAKEAWAYS AND CONSIDERATIONS

While many participants indicated that their personal vehicles are their primary means of transportation, there was clearly a strong desire for improved public transportation options and an increased focus on alternative modes of transport (bicycling/walking/etc.). Those with personal vehicles often cited lack of accessible public transportation as the primary reason for not using those services more, particularly if the respondent was located outside of the Twin Cities metro area. Further, many responses suggested a need to not only provide improved local public transportation options, but also connection points throughout the state (Twin Cities to St. Cloud, Duluth, Rochester, etc.) via high-speed rail. There were several comments that suggested the need to only focus on personal vehicle transportation options, but these comments were in the minority.

PHASE 2 TAKEAWAYS AND CONSIDERATIONS

OVERALL RESPONSE TAKEAWAYS AND CONSIDERATIONS

In addition to the results by topic, some overall themes emerged from the collective responses received during Phase 2 engagement, including:

- **Transportation options and access to transportation are cross-cutting**—Participants mentioned them in their responses to every topic they were asked about, signaling their importance and intersectionality. Also, responses related to Transportation Options were less politically charged than responses for other topics.
- **People engaged more with more tangible topics**—The more intangible or abstract topics of Climate Change, Economy and Employment and Equity were less often selected than the more concrete, visible or tangible categories of Aging Infrastructure, Safety and Transportation Options. Moving forward, reframing the abstract topics in more tangible ways may bolster people's understanding and engagement on these issues.

OVERALL PROCESS TAKEAWAYS AND CONSIDERATIONS

Throughout implementation of Phase 2, staff also identified several lessons learned related to the engagement process and considerations for future engagement, including challenges and opportunities.

Challenges

- **Virtual engagement fatigue**—Phase 2 engagement occurred during the spring and summer 2021, over a year into the COVID-19 pandemic. State guidance limited engagement to virtual activities at this time. However, across the industry, partners were noticing waning interest in virtual activities among Minnesotans. Additionally, Phase 2 engagement occurred as weather was getting nicer in Minnesota, making it even more of a challenge to garner attendance in virtual events.
  - To address this challenge, staff intentionally planned a fun, interactive virtual event format at various times throughout the week to encourage participation. The events featured live trivia and comic-style artwork created by a Minnesota artist. Staff ended up consolidating events to encourage greater participation at each event rather than limited participation at many. Staff also offered a self-paced version of the content for people to engage with on their own time.
- **Hacking and bots**—As more and more things went virtual throughout 2020 and early 2021, the prevalence of hacking also increased. The registration process for the virtual events that MnDOT hosted as part of Phase 2 engagement was targeted by such activity and necessitated that staff cancel or reschedule a handful of events due to malicious registrations.
  - To address this challenge, staff shifted the registration process mid-way through the live event series to allow for more security. Staff had originally prioritized ease of access to the events and adding the additional security did add some additional steps for staff and participants.

- **Access to internet**—With all of Phase 2 engagement occurring virtually, due to state direction, there was likely limitations to participation for individuals with no or poor access to the internet. However, staff does not know the extent of these impacts.
  - To address this challenge, staff partnered with community-based organizations to connect with priority populations, including BIPOC and low-income individuals. These organizations had existing networks and relationships that were leveraged to broaden the reach of Phase 2 engagement.
- **Connecting with the general public**—The SMTP content can be difficult to engage with people about because it is high-level policy content and has a far-out time horizon. Generally, people are more likely to engage on a topic the more tangible and near-term it is. This occurred in the Phase 2 engagement efforts as it was easier to engage transportation stakeholders than general Minnesotans.
  - To address this challenge, staff used a story-based approach to talk about the content so as to make abstract concepts more relatable to everyday life, including comic-style graphics created by a local artist. Staff also partnered with community-based organizations who were able to use their existing relationships to increase participation, especially among BIPOC and low-income individuals.
- **Schedule limitations**—The Phase 2 engagement process would have been improved by building in more time for testing of activities and for translation requests. The initial engagement schedule included time for both. However, staff learned that there was not enough time built in for these steps. Logistics coordination to plan and schedule events took longer than expected and left little time to test prior to the first events. Translating all the content and materials also took longer than originally anticipated.
  - To address this challenge, staff scheduled internal MnDOT engagement events first to allow for some testing, prior to engaging with more general audiences. It is recommended to do more project team testing on future engagement phases before connecting with the public. Staff also adjusted the overall schedule to allow more time for translation by scheduling events that required translation later in the overall schedule.

Opportunities

- **Community-based organization partnerships**—Partnering with community-based organizations to deliver engagement was a huge success on this project. Staff solicited interest from organizations representing BIPOC and low-income individuals early in Phase 2 and offered stipends for their assistance. MnDOT compensated organizations $2,000 to $3,000 each to host virtual engagement events with the communities they represent or $300 to $500 to help with sharing information about MnDOT-hosted opportunities. MnDOT provided staff and materials as resources to support the ask. These partnerships were successful in broadening the engagement and reaching communities that staff did not reach well via other engagement activities.
  - Moving forward, continuing to use partnerships with community-based organizations would bring a lot of value to MnDOT engagement processes. Key elements that made the partnerships on this project successful were providing fair compensation, providing staff and materials support, and identifying a champion within each organization.

- **Value of live interactions**—While virtual engagement fatigue and timing presented challenges to broad participation, when staff heard from participants in the live events hosted by MnDOT and community-based organizations, they valued the live interaction.
  - Moving forward it's important to offer live opportunities for engagement even in an all-virtual environment. It will also be important to offer up in-person engagement opportunities when possible.
- **Creative and continually relevant materials**—Staff received very positive feedback on the materials that were used for Phase 2 engagement from participants and partners. They noted that the materials were engaging and helped to make the content more approachable, especially the comic-style artwork. The story-based framework and partnership with a local artist were critical to the success of the materials. Staff also intentionally did not brand the comic-style artwork as part of the SMTP to allow for the materials to be used to communicate about transportation topics beyond this plan update.
  - Moving forward, continuing to find opportunities to partner with local artists on projects will help to keep materials fresh and engaging. Additionally, there is value to designing continually relevant materials to maximize their use and value, especially when partnering with local artists.

PHASE 2 TRANSPORTATION EQUITY WORKING DEFINITION ENGAGEMENT

MnDOT is in the process of defining transportation equity. The need for a unified definition for transportation equity emerged from community and stakeholder feedback from the [Advancing Transportation Equity Initiative](#), which started in 2018. There are a wide variety of perspectives on and meanings of transportation equity. It is clear that the ongoing work needs a common understanding of the meaning of transportation equity and its implications.

In parallel with Phase 2 SMTP engagement, MnDOT staff worked with the members of the Equity Work Group for the SMTP to draft a working definition of transportation equity during spring 2021 and engaged with partner, stakeholders and the public to obtain feedback on the working definition. The final definition will be included in the SMTP. At the time of this report, MnDOT's transportation equity working definition is:

"Transportation equity ensures the benefits and burdens of transportation spending, services, and systems are fair, which historically have not been fair, and people—especially Black, Indigenous and People of Color—are empowered in transportation decision making."

This definition can and will likely change through ongoing SMTP engagement.

ACTIVITIES

MnDOT staff engaged with Minnesotans to discuss the transportation equity working definition using two primary methods. First, staff attended virtual presentations to share information about the SMTP and to understand Minnesotans' reactions to the working transportation equity definition. Second, staff invited members of the public to share their feedback at MinnesotaGO.org, the website for the SMTP and MnDOT's other modal and system plans.

MnDOT staff connected with and engaged people from:

- Community-based organizations
- Disadvantaged Business Enterprise and Workforce Collaborative
- Metropolitan planning organizations
- MnDOT employee resource groups and diversity & inclusion committees
- Regional development organizations
- Transportation professional organizations
- Tribal staff
- And more

WHO PARTICIPATED

MnDOT staff were able to reach 274 individuals via email, interacted with another 601 participants during presentations and received 126 online submissions at MinnesotaGO.org. While demographic information was not obtained during presentations or via email, participants were asked to share demographics as part of their submission on MinnesotaGO.org. Of the 126 total responses, 116 included demographic details. The tables below provided high-level review of demographic information provided by MinnesotaGO.org participant submissions.

TABLE 2: MINNESOTA GO TRANSPORTATION EQUITY DEFINITION ENGAGMENT RESPONSES BY RACE OR ETHNIC BACKGROUND

Race or Ethnic Background	Number of Responses	Percent of Responses
White	58	50.0%
Asian	1	0.9%
Biracial/mixed	6	5.2%
Black	1	0.9%
No response	50	43.1%

TABLE 3: MINNESOTA GO TRANSPORTATION EQUITY DEFINITION ENGAGEMENT RESPONSES BY GENDER IDENTITY

Gender Identity	Number of Responses	Percentage of Responses
Male	40	34.5%
Female	31	26.7%
Non-binary	3	2.6%
Prefer not to answer	10	8.6%
No response	32	27.6%

TABLE 4: MINNESOTA GO TRANSPORTATION EQUITY DEFINITION ENGAGEMENT RESPONSES BY AGE GROUP

Age	Number of Responses	Percent of Responses
18-24	2	1.7%
25-34	11	9.5%
35-44	12	10.3%
45-54	24	20.7%
55-64	15	12.9%
65-74	14	12.1%
75+	2	1.7%
No response	34	29.3%
Prefer not to answer	2	1.7%

FIGURE 2: MAP OF ONLINE RESPONSES BY ZIP CODE
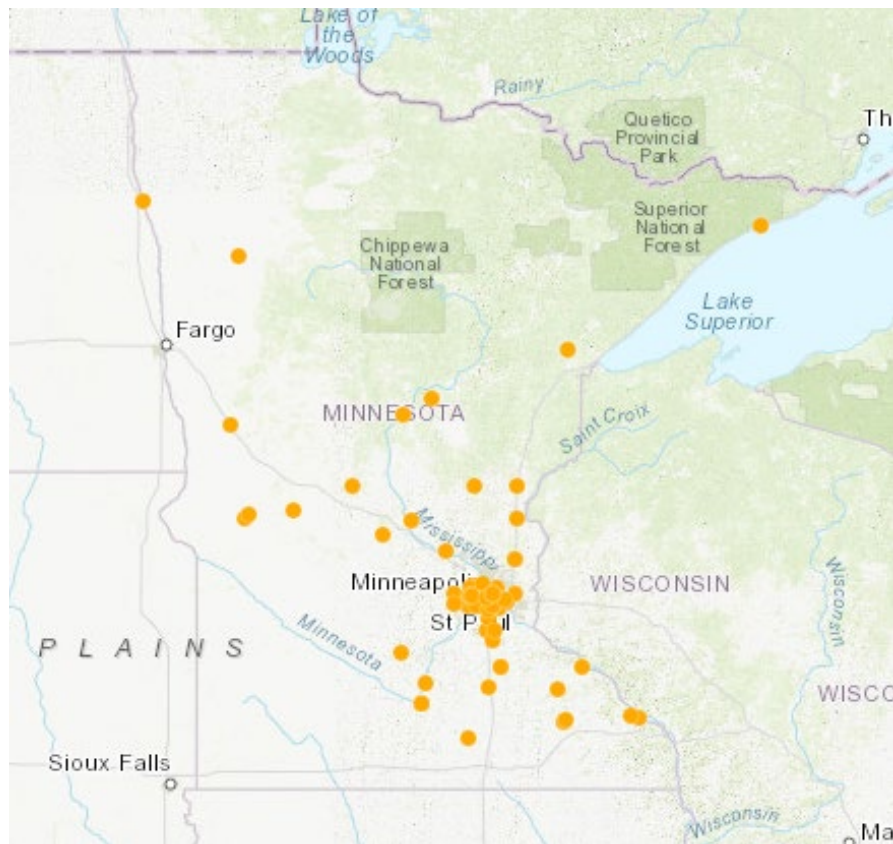
Respondents were asked to share their ZIP code. Thirty responses came from the seven-county metro area. Twenty-nine responses came from Greater Minnesota.

WHAT WE HEARD

WHAT PEOPLE SAID AT MINNESOTA GO

MnDOT used MinnesotaGO.org to get feedback on the transportation equity working definition as part of Phase 2 engagement. This section summarizes the feedback received via the website.

Eight responses were from people who self-identified as non-white people. Four gave constructive feedback, one had only negative criticisms, and three did not answer the discussion questions. These responses focused on the acknowledgment of past harm and ensuring marginalized voices are included in the decision-making process.

Three people shared their gender identity as non-binary. Two did not offer constructive feedback and one suggested more emphasis on modes other than travel by private automobile.

There was debate around the definition and use of the word "fair." Respondents shared that "fair" seems to be saying "equal." "Equal" focuses on the concept of sameness and "equitable" recognizes that each person has different circumstances and needs to reach an equal outcome.

Respondents shared that people with disabilities should be included in the transportation equity definition. Lack of access to any one part of the transportation system could render the entire network unusable for people with disabilities.

Respondents shared notable quotes when asked "How do you envision a more equitable future?":

- "By focusing transportation spending on clean, sustainable options including improved infrastructure for walking, bicycling and transit, rather than prioritizing traffic flow and the convenience [of] people who are wealthier and whiter at the expense of people of color and low-income people."
- "Equitable transportation creates access in communities that have been historically disinvested in and/or marginalized. Including BIPOC and people with disabilities."
- "You need to be specific about the equity outcomes that we are trying to achieve. It's important to be specific about what needs to be addressed, the process and the outcome. Specifically, name who is harmed and what is the harm then get to addressing that harm."

SUMMARY OF OTHER FEEDBACK RECEIVED

Feedback on the transportation equity working definition was also gathered via small group and one-on-one conversations. This section provides a review of feedback received primarily from external partners, community organizations and members of the public during engagement efforts specifically about the working definition of transportation equity.

Additional discussions were held with internal staff and employee resource groups, but feedback from those conversations is not included as part of this summary because this document is focused on reviewing feedback from external stakeholders and the public. To review the full Transportation Equity Working Definition Engagement Summary please visit MinnesotaGO.org.

Several key takeaways emerged from the conversations about the working definition held during focused outreach with external stakeholders and the public during the summer of 2021. These key takeaways, as well as direct quotes from participants, are included below.

- When discussing the working definition of equity and future applications of transportation equity, feedback from stakeholders indicated a need to focus on defining equity for all parts of Minnesota, not just the metro area. Comments in this category often correlated equity with transit services and/or equity in terms of meeting transportation needs across the state.

  o "Whatever groups we do reach out to, let's take care to not 'overfocus' on the metro area and "underfocus" on Greater Minnesota groups/communities."
  o "Transit services can be real limited outside the city. Also, people love their vehicles. How do we make sure it is safe and accessible? Outside the core can require hours more to meeting your transportation needs. "
  o "I agree it is important to make sure this group uses the definition and lens of "equity" that MnDOT as a whole is using. Need to be consistent, especially as this gets used across the state."

- Feedback from stakeholders about the working definition also emphasized a need to ensure that if the word "empower" is used in the definition, that there are certain ways to ensure populations are actually empowered to be part of transportation decision making. Comments indicated there should be a clear pathway to identify how people will be empowered, what that will look like and how those outcomes will impact equity.

  - "When we connect with BIPOC, we need to be clear the power that people will have and what outcomes they have to influence. We don't want to just check a box that we include people. We need to make sure there are results. We need to answer what the outcomes will be."
  - "How are people empowered? How can we make sure this happens? "
  - "Outreach and engagement is said a lot. People should be engaged in the beginning through the end. When it happens after it is a meeting in which people are told what they are doing. If we include "empower" we must make sure that this happens."
  - "Services stands out. At time people are told what the services will be and people don't have input in what will best serve them. Resident voice is not taken into account at times."

- Feedback from stakeholders also indicated a need to expand the working definition of equity beyond race to include additional groups that have historically been underserved or impacted by transportation. Specifically, input suggested a need to expand the working definition of equity to also include gender, disability, socioeconomic background and geographic location.

  - "Mentioning BIPOC is good. We should also call out economically disadvantaged/low-income people and people with disabilities."
  - "When we are talking about equity, we need to include all abilities!"
  - "In our small group I commented that I believe equity extends beyond race. There is equity in economic status, which has been mentioned and geographic equity, which hasn't so much. My concern with the equity framework is the word, AND in that it reads to me that the policy will be measured against equity AND structural racism, which does not seem to make them exclusive of each other."

ADDENDUM 1: GENERAL ENGAGEMENT DEMOGRAPHIC DATA BASED ON RESPONSES

The following tables provide information based on total number of responses received, not total number of individual respondents. Due to limitations in how responses were collected, it is possible that one person could have more than one response and therefore is counted more than once in this summary. Thus, the total number of responses is greater than total number of individual respondents. The project team opted to prioritize flexibility in how people engaged, which resulted in robust participation but made summarizing information about individual participants more difficult.

Table notes: "Prefer not to answer" indicates people actively selected that option, "not provided" indicates that did not respond to the question and "not available" indicates the response came of an activity in which people were not able to provide demographic information along with their responses.

TABLE 5: TOTAL RESPONSES BY RACE OR ETHNIC BACKGROUND

Race/Ethnicity	Number of Responses	Number of Responses
White	1,821	50.0%
Black/African American	52	1.4%
Mixed/Biracial/Two or more races	39	1.1%
Asian/Indian/Middle Eastern	25	0.7%
Indigenous/Native American	8	0.2%
Hispanic/Latino	5	0.1%
Not provided	329	9.0%
Not available	1,363	37.4%
Total	3,642	100.0%

TABLE 6: TOTAL RESPONSES BY GENDER IDENTITY

Gender Identity	Number of Responses	Number of Responses
Female	1,085	29.8%
Male	1,025	28.1%
Non-binary	30	0.8%
Prefer not to answer	109	3.0%
Not provided	30	0.8%
Not available	1,363	37.4%
Total	3,642	100.0%

TABLE 7: TOTAL RESPONSES BY AGE GROUP

Age Group	Number of Responses	Percent of Responses
Under 18	5	0.1%
18-24	15	0.4%
25-34	201	5.5%
35-44	207	5.7%
45-54	254	7.0%
55-64	588	16.1%
65-74	788	21.6%
75+	183	5.0%
Prefer not to answer	33	0.9%
Not provided	5	0.1%
Not available	1,363	37.4%
Total	3,642	100.0%

TABLE 8: TOTAL RESPONSES BY MNDOT DISTRICT

MnDOT District	Number of Responses	Precent of Responses
D1	165	4.5%
D2	61	1.7%
D3	264	7.2%
D4	120	3.3%
D6	171	4.7%
D7	72	2.0%
D8	81	2.2%
Metro	1,269	34.8%
Outside of MN	40	1.1%
Not available	1,399	38.4%
Total	3,642	100.0%

ADDENDUM 2: GENERAL ENGAGEMENT DEMOGRAPHIC DATA BASED ON RESPONDENTS

The following tables provide information based on the total number of individual respondents. Total respondents are different than total responses (Addendum 1) and also different than total participants. Total participants are a people who engaged in some way whether or not they provided a response or are able to be directly linked to a response. Total respondents, counted in this addendum, summarizes only those people that were able to be verified as unique participants and directly linked to responses.

This summary is an undercount of total participants. Some people attend events but did not provide a response. Other people provided responses through activities where responses were not able to be linked to them directly (i.e., general notes summarizing a focus group). The project team erred on the side of making fewer assumptions when connecting responses to participants.

Additionally, for partner events, demographic information was only collected at: the two HACER events, Sisters of Synergy, Ecolibrium3 and the Duluth Waterfront Collaborative. This means that the demographic information, especially for BIPOC respondents, is also undercounted for this reason.

Table notes: "Prefer not to answer" indicates people actively selected that option, "not provided" indicates that did not respond to the question and "not available" indicates the response came of an activity in which people were not able to provide demographic information along with their responses.

TABLE 9: TOTAL VERIFIED UNIQUE RESPONDENTS BY ACTIVITY

Activity	Number of Respondents	Percent of Respondents
MinnesotaGO.org engagement tools	967	71.6%
MnDOT-hosted event	334	24.7%
Partner-hosted event	40	3.0%
Comment form	10	0.7%
Total	1,351	100.0%

TABLE 10: TOTAL VERIFIED UNIQUE RESPONDENTS BY RACE OR ETHNIC BACKGROUND BY ACTIVITY

Race or Ethnic Background/Activity	Number of Respondents	Percent of Respondents
White	708	52.4%
MinnesotaGO.org engagement tools	661	93.4%
MnDOT-hosted event	32	4.5%
Partner-hosted event	15	2.1%
Black/African American	20	1.5%
MinnesotaGO.org engagement tools	19	95.0%
MnDOT-hosted event	1	5.0%
Mixed/Biracial/Two or more races	19	1.4%
MinnesotaGO.org engagement tools	17	89.5%
Partner-hosted event	2	10.5%
Hispanic/Latino	17	1.3%
Partner-hosted event	9	52.9%
MinnesotaGO.org engagement tools	8	47.1%
Asian/Indian/Middle Eastern	15	1.1%
MinnesotaGO.org engagement tools	13	86.7%
MnDOT-hosted event	2	13.3%
Indigenous/Native American	5	0.4%

Race or Ethnic Background/Activity	Number of Respondents	Percent of Respondents
MinnesotaGO.org engagement tools	5	100.0%
Not provided	206	15.2%
MinnesotaGO.org engagement tools	171	83.0%
MnDOT-hosted event	23	11.2%
Partner-hosted event	12	5.8%
Not available	361	26.7%
MnDOT-hosted event	276	76.5%
MinnesotaGO.org engagement tools	73	20.2%
Comment form	10	2.8%
Partner-hosted event	2	0.6%
Total	1,351	100.0%

TABLE 11: TOTAL VERIFIED UNIQUE RESPONDENTS BY GENDER IDENTITY BY ACTIVITY

Gender Identity/Activity	Number of Respondents	Percent of Respondents
Female	447	33.1%
MinnesotaGO.org engagement tools	392	87.7%
MnDOT-hosted event	34	7.6%
Partner-hosted event	21	4.7%
Male	430	31.8%
MinnesotaGO.org engagement tools	408	94.9%
MnDOT-hosted event	16	3.7%
Partner-hosted event	6	1.4%
Non-binary	16	1.2%
MinnesotaGO.org engagement tools	15	93.8%
Partner-hosted event	1	6.3%
Prefer not to answer	56	4.1%
MinnesotaGO.org engagement tools	54	96.4%
MnDOT-hosted event	2	3.6%
Not provided	41	3.0%
MinnesotaGO.org engagement tools	25	61.0%
Partner hosted event	10	24.4%

Gender Identity/Activity	Number of Respondents	Percent of Respondents
MnDOT-hosted event	6	14.6%
Not available	361	26.7%
MnDOT-hosted event	276	76.5%
MinnesotaGO.org engagement tools	73	20.2%
Comment form	10	2.8%
Partner-hosted event	2	0.6%
Total	1,351	100.0%

TABLE 12: TOTAL VERIFIED UNIQUE RESPONDENTS BY AGE BY ACTIVITY

Age Group/Activity	Number of Respondents	Percent of Respondents
Under 18	4	0.3%
MinnesotaGO.org engagement tools	2	50.0%
Partner-hosted event	2	50.0%
18-24	27	2.0%
MinnesotaGO.org engagement tools	21	77.8%
MnDOT-hosted event	3	11.1%
Partner-hosted event	3	11.1%
25-34	115	8.5%
MinnesotaGO.org engagement tools	94	81.7%
MnDOT-hosted event	17	14.8%
Partner-hosted event	4	3.5%
35-44	121	9.0%
MinnesotaGO.org engagement tools	92	76.0%
MnDOT-hosted event	17	14.0%
Partner-hosted event	12	9.9%
45-54	123	9.1%
MinnesotaGO.org engagement tools	109	88.6%

Age Group/Activity	Number of Respondents	Percent of Respondents
Partner-hosted event	9	7.3%
MnDOT-hosted event	5	4.1%
55-64	226	16.7%
MinnesotaGO.org engagement tools	214	94.7%
MnDOT-hosted event	8	3.5%
Partner hosted event	4	1.8%
65-74	258	19.1%
MinnesotaGO.org engagement tools	256	99.2%
MnDOT-hosted event	1	0.4%
Partner-hosted event	1	0.4%
75+	70	5.2%
MinnesotaGO.org engagement tools	70	100.0%
Prefer not to answer	28	2.1%
MinnesotaGO.org engagement tools	28	100.0%
Not provided	18	1.3%
MinnesotaGO.org engagement tools	8	44.4%
MnDOT-hosted event	7	38.9%
Partner-hosted event	3	16.7%

Age Group/Activity	Number of Respondents	Percent of Respondents
Not available	361	26.7%
MnDOT-hosted event	276	76.5%
MinnesotaGO.org engagement tools	73	20.2%
Comment form	10	2.8%
Partner-hosted event	2	0.6%
Total	1,351	100.0%

TABLE 13: TOTAL VERIFIED UNIQUE RESPONDENTS BY MNDOT DISTRICT BY ACTIVITY

MnDOT District/Activity	Number of Respondents	Percent of Respondents
D1	69	5.1%
MinnesotaGO.org engagement tools	50	72.5%
Partner-hosted event	16	23.2%
MnDOT-hosted event	3	4.3%
D2	19	1.4%
MinnesotaGO.org engagement tools	19	100.0%
D3	90	6.7%
MinnesotaGO.org engagement tools	77	85.6%
MnDOT-hosted event	13	14.4%
D4	38	2.8%
MinnesotaGO.org engagement tools	35	92.1%
MnDOT-hosted event	3	7.9%
D6	55	4.1%
MinnesotaGO.org engagement tools	48	87.3%
MnDOT-hosted event	7	12.7%
D7	34	2.5%
MinnesotaGO.org engagement tools	30	88.2%

MnDOT District/Activity	Number of Respondents	Percent of Respondents
MnDOT-hosted event	4	11.8%
D8	43	3.2%
MinnesotaGO.org engagement tools	25	58.1%
MnDOT-hosted event	18	41.9%
Metro	576	42.6%
MinnesotaGO.org engagement tools	502	87.2%
MnDOT-hosted event	69	12.0%
Partner hosted event	5	0.9%
Outside of MN	27	2.0%
Website	22	81.5%
MnDOT-hosted event	3	11.1%
Partner hosted event	2	7.4%
Unknown	400	29.5%
MnDOT-hosted event	214	53.6%
MinnesotaGO.org engagement tools	159	39.6%
Partner-hosted event	17	4.3%
Comment form	10	2.5%
Total	1,351	100.0%

ADDENDUM 3: GENERAL ENGAGEMENT DEMOGRAPHIC DATA BASED ON WEBSITE TOPIC RESPONSES

The following demographic information was collected exclusively from the data obtained via the MinnesotaGO.org survey tool. The data is divided by demographic information and website topic/question.

Table notes: "Prefer not to answer" indicates people actively selected that option, "not provided" indicates that did not respond to the question and "not available" indicates the response came of an activity in which people were not able to provide demographic information along with their responses.

TABLE 14: WEBSITE QUESTION TOPIC RESPONSES BY RACE OR ETHNIIC BACKGROUND

Topic/Question	Asian/ Indian/ Middle Eastern	Black/ African American	Hispanic/ Latino	Indigenous/ Native American	Mixed/ Biracial/ Two or more races	White	Not provided	Not available	Total
Aging Infrastructure	4	11		1	4	406	76	100	602
Have poor transportation conditions affected you or your family? How?	3	6		1	2	207	36	50	305
What should Minnesota do to keep our transportation infrastructure in good repair for the future?	1	5			2	199	40	50	297
Climate Change	4	5	1	1	5	236	50	56	358
Have you changed something about the way you travel because of climate change?	2	3	1	1	3	126	30	30	196

Topic/Question	Asian/ Indian/ Middle Eastern	Black/ African American	Hispanic/ Latino	Indigenous/ Native American	Mixed/ Biracial/ Two or more races	White	Not provided	Not available	Total
What do you think cleaner transportation looks like in Minnesota?	2	2			2	110	20	26	162
Economy & Employment	4	6			8	132	26	49	225
How can transportation better serve workers and businesses better in Minnesota?	2	3			4	62	13	25	109
How does transportation help or hinder access to jobs, goods, and services for you or your family?	2	3			4	70	13	24	116
Equity	2	8		1	16	222	57	68	374
What does transportation equity mean to you?	1	4		1	9	117	31	40	203
What stands out to you about this definition? How do you envision a more equitable future?	1	4			7	105	26	28	171
Safety	4	6	2	1	4	273	40	71	401

Topic/Question	Asian/ Indian/ Middle Eastern	Black/ African American	Hispanic/ Latino	Indigenous/ Native American	Mixed/ Biracial/ Two or more races	White	Not provided	Not available	Total
Do you ever feel unsafe when you are driving, walking, biking, or riding transit? When?	2	3	1	1	2	147	22	39	217
What would help make transportation safer for you and your family?	2	3	1		2	126	18	32	184
Transportation Options	7	16	2	4	2	552	80	102	765
What options do you have for running errands or getting to work?	4	8	1	3	1	307	43	56	423
What should transportation options look like in Minnesota in the future?	3	8	1	1	1	245	37	46	342
Total	25	52	5	8	39	1,821	329	446	2,725

TABLE 15: WEBSITE QUESTION TOPIC RESPONSES BY GENDER IDENTITY

Topic/Question	Female	Male	Non-binary	Prefer not to answer	Not provided	Not available	Total
Aging Infrastructure	237	234	6	18	7	100	602
Have poor transportation conditions affected you or your family? How?	124	116	4	8	3	50	305
What should Minnesota do to keep our transportation infrastructure in good repair for the future?	113	118	2	10	4	50	297
Climate Change	126	145	10	19	2	56	358
Have you changed something about the way you travel because of climate change?	68	79	5	12	2	30	196
What do you think cleaner transportation looks like in Minnesota?	58	66	5	7		26	162
Economy & Employment	88	76	1	9	2	49	225
How can transportation better serve workers and businesses better in Minnesota?	40	38		5	1	25	109

Topic/Question	Female	Male	Non-binary	Prefer not to answer	Not provided	Not available	Total
How does transportation help or hinder access to jobs, goods, and services for you or your family?	48	38	1	4	1	24	116
Equity	125	140	6	30	5	68	374
What does transportation equity mean to you?	68	73	3	17	2	40	203
What stands out to you about this definition? How do you envision a more equitable future?	57	67	3	13	3	28	171
Safety	172	141	1	12	4	71	401
Do you ever feel unsafe when you are driving, walking, biking, or riding transit? When?	94	75	1	6	2	39	217
What would help make transportation safer for you and your family?	78	66		6	2	32	184
Transportation Options	337	289	6	21	10	102	765
What options do you have for running errands or getting to work?	188	160	3	11	5	56	423

Topic/Question	Female	Male	Non-binary	Prefer not to answer	Not provided	Not available	Total
What should transportation options look like in Minnesota in the future?	149	129	3	10	5	46	342
Total	1,085	1,025	30	109	30	446	2,725

TABLE 16: WEBSITE QUESTION TOPIC RESPONSES BY AGE GROUPS

Topic/Question	Under 18	18-24	25-34	35-44	45-54	55-64	65-74	75+	Prefer not to answer	Not provided	Not available	Total
Aging Infrastructure	1	6	40	48	41	130	181	47	6	2	100	602
Have poor transportation conditions affected you or your family? How?	1	3	21	23	20	65	94	25	2	1	50	305
What should Minnesota do to keep our transportation infrastructure in good repair for the future?		3	19	25	21	65	87	22	4	1	50	297
Climate Change	2	1	34	31	29	89	88	22	6		56	358
Have you changed something about the way you travel because of climate change?	1		16	16	16	48	51	14	4		30	196
What do you think cleaner transportation looks like in Minnesota?	1	1	18	15	13	41	37	8	2		26	162
Economy & Employment		1	18	14	23	45	62	8	5		49	225

Topic/Question	Under 18	18-24	25-34	35-44	45-54	55-64	65-74	75+	Prefer not to answer	Not provided	Not available	Total
How can transportation better serve workers and businesses better in Minnesota?			8	7	11	20	30	5	3		25	109
How does transportation help or hinder access to jobs, goods, and services for you or your family?		1	10	7	12	25	32	3	2		24	116
Equity		2	28	49	61	67	76	13	7	3	68	374
What does transportation equity mean to you?		1	14	25	32	37	41	7	5	1	40	203
What stands out to you about this definition? How do you envision a more equitable future?		1	14	24	29	30	35	6	2	2	28	171
Safety			33	21	42	86	114	30	4		71	401
Do you ever feel unsafe when you are driving, walking, biking, or riding transit? When?			18	11	22	48	61	16	2		39	217

Topic/Question	Under 18	18-24	25-34	35-44	45-54	55-64	65-74	75+	Prefer not to answer	Not provided	Not available	Total
What would help make transportation safer for you and your family?			15	10	20	38	53	14	2		32	184
Transportation Options	2	5	48	44	58	171	267	63	5		102	765
What options do you have for running errands or getting to work?	1	3	25	25	33	96	146	35	3		56	423
What should transportation options look like in Minnesota in the future?	1	2	23	19	25	75	121	28	2		46	342
Total	5	15	201	207	254	588	788	183	33	5	446	2,725

TABLE 17: WEBSITE QUESTION TOPIC RESPONSES BY MNDOT DISTRICT

Topic/Question	1	2	3	4	6	7	8	Metro	Outside of MN	Unknown	Total
Aging Infrastructure	34	15	60	25	35	23	20	255	5	130	602
Have poor transportation conditions affected you or your family? How?	18	7	31	13	19	13	10	127	3	64	305
What should Minnesota do to keep our transportation infrastructure in good repair for the future?	16	8	29	12	16	10	10	128	2	66	297
Climate Change	25	5	42	14	25	10	9	146	12	70	358
Have you changed something about the way you travel because of climate change?	14	2	24	7	13	7	5	78	6	40	196
What do you think cleaner transportation looks like in Minnesota?	11	3	18	7	12	3	4	68	6	30	162
Economy & Employment	12	4	31	14	13	2	6	80	4	59	225
How can transportation better serve workers and businesses better in Minnesota?	6	2	16	7	6	1	3	37	2	29	109

Topic/Question	1	2	3	4	6	7	8	Metro	Outside of MN	Unknown	Total
How does transportation help or hinder access to jobs, goods, and services for you or your family?	6	2	15	7	7	1	3	43	2	30	116
Equity	21	8	30	15	28	16	6	163	6	81	375
What does transportation equity mean to you?	11	4	16	8	13	7	3	89	3	49	204
What stands out to you about this definition? How do you envision a more equitable future?	10	4	14	7	15	9	3	74	3	32	171
Safety	24	11	38	16	34	5	10	172	6	85	401
Do you ever feel unsafe when you are driving, walking, biking, or riding transit? When?	12	6	23	8	18	4	5	91	3	47	217
What would help make transportation safer for you and your family?	12	5	15	8	16	1	5	81	3	38	184
Transportation Options	44	18	71	36	48	18	18	376	7	129	765
What options do you have for running errands or getting to work?	24	10	40	20	25	11	10	207	4	72	423

Topic/Question	1	2	3	4	6	7	8	Metro	Outside of MN	Unknown	Total
What should transportation options look like in Minnesota in the future?	20	8	31	16	23	7	8	169	3	57	342
Total	160	61	272	120	183	74	69	1,192	40	553	2,725

Engaging Minnesota in the SMTP

MINNESOTA **GO**

✔ ENGAGEMENT FOCUS

Phase 2 Public engagement focused primarily on gathering input to support the development of strategies and objectives in the six major topic areas that have been prioritized in the plan update, including:

- Climate action
- Critical connections
- Healthy equitable communities
- Open decision making
- System stewardship
- Transportation safety

A variety of virtual engagement opportunities were available during this phase of engagement to collect input. However, there were no in-person events, as mandated by COVID-19 related public health guidelines for State agencies in place at the time.

WHAT IS THE 2022 STATEWIDE MULTIMODAL TRANSPORTATION PLAN UPDATE?

The SMTP is a plan dedicated to the future of transportation in our state.

It provides a deep understanding of topics and trends shaping all the ways we travel in Minnesota. When the update is complete, it will lay out transportation policy for Minnesota for the next 20 years. The SMTP is for all modes and all transportation partners.

Let's Talk Transportation Events

MNDOT-HOSTED EVENTS

A series of statewide, online, trivia-themed game virtual gatherings—*Let's Talk Transportation: Stories, Trivia, Conversation*—hosted by MnDOT staff.
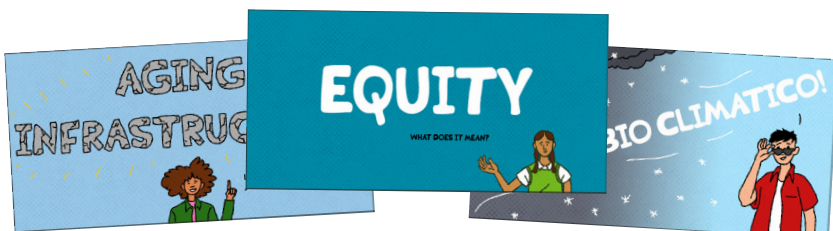
31 EVENTS **456** RESPONSES

COMMUNITY PARTNER-HOSTED EVENTS

MnDOT partnered with various community organizations across the state to help reach the voices of people who are historically underrepresented in the transportation decision-making process.

9 EVENTS **455** RESPONSES

Organizations who serve underrepresented populations were provided with tools, content and support to host entertaining online *Let's Talk Transportation* virtual gatherings. Trivia and specially-created visuals served as conversation prompts. Select partners hosted events in other formats based on capacity and preference, including focus groups and Facebook Live conversations.

Online Engagement

MINNESOTAGO.ORG

Housed the online engagement tools for this phase of engagement, including VideoAsk, online self-paced *Let's Talk Transportation* activities and comment form.

2,725 ONLINE SELF-PACED TOOL RESPONSES

VIDEOASK SURVEYS

Presented key questions in English, Spanish and Hmong with response options by video, audio or text. *This tool was initially launched in Phase 1, and no new comments were collected in Phase 2*

0 RESPONSES

GENERAL COMMENTS

An open-ended online form allowed users to submit feedback about any SMTP topics.

10 RESPONSES

Additional analysis and insights ➡

Engaging Minnesota in the SMTP
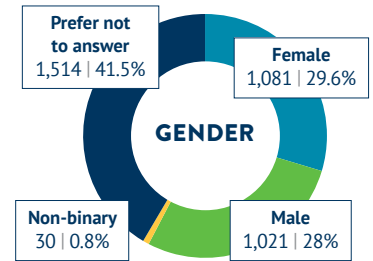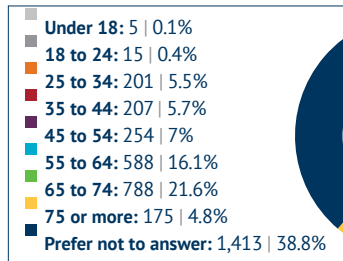
MINNESOTA GO

WHO PARTICIPATED?

We collected optional, anonymous demographic data on participant zip code, age, gender and race/ethnicity primarily through our online, self-paced trivia tool and MnDOT-hosted online trivia events.

This is not the full story of who we heard from. Our ability to capture demographic data was limited during conversations with committees, MnDOT staff, other groups and community partner-hosted events. Those events included those who are historically underrepresented in transportation decision-making, to ensure that we reached a key targeted audience during this engagement.

RACE/ETHNICITY

Asian/Indian/ Middle Eastern	Black/African American	Hispanic/ Latino	Indigenous/ Native American	Mixed/Biracial/ 2+ races	White	Not provided
25 | 0.7%	52 | 1.4%	5 | 0.1%	8 | 0.2%	39 | 1.1%	1,812 | 49.7%	1,705 | 46.8%

AGE

- Under 18: 5 \| 0.1%
- 18 to 24: 15 \| 0.4%
- 25 to 34: 201 \| 5.5%
- 35 to 44: 207 \| 5.7%
- 45 to 54: 254 \| 7%
- 55 to 64: 588 \| 16.1%
- 65 to 74: 788 \| 21.6%
- 75 or more: 175 \| 4.8%
- Prefer not to answer: 1,413 \| 38.8%

GENDER

- Prefer not to answer 1,514 \| 41.5%
- Female 1,081 \| 29.6%
- Non-binary 30 \| 0.8%
- Male 1,021 \| 28%

DISTRICT

D1	D2	D3	D4	D6	D7	D8	Metro	No answer
156	61	253	120	155	65	67	1,204	1,565
4.3%	1.7%	6.9%	3.3%	4.3%	1.8%	1.8%	33%	42.9%

What We Learned

Input collected during Phase 2 was focused on understanding Minnesotans' experiences and priorities for the future related to each of the six major topic areas.

Here's what we heard:

AGING INFRASTRUCTURE

A general feeling of frustration amongst Minnesotans related to aging infrastructure and road conditions.

- *"Yes, mainly roads with large potholes, [that are] damaging to tires and vehicle alignment."*

CLIMATE CHANGE

Firm divide between those who believed in climate change and are actively factoring this into their transportation decisions, and those who believe that climate change is propaganda and should not be considered in long-range transportation planning.

- *"Since retiring, I drive a car as little as possible. Living where I do, means I am dependent upon a car for transportation. I am very anxious about climate change and fear we have not moved quickly enough to slow the process."*

ECONOMY AND EMPLOYMENT

Minnesotans realize that there is a link between accessible, affordable transportation options and economic opportunity— both at an individual and a state, city or county level.

- *"Lack of mass transportation limits where we live and where we work."*

EQUITY

Focus on the need for transportation planning to better include BIPOC communities in long-range planning, as well as ensuring that multiple affordable transportation options are available in communities—particularly those that have historically been marginalized or underserved.

- *"Accessibility for people who cannot drive, whether due to a disability, age (too young or old), or the cost of owning a car. The patchwork that exists today is grossly inadequate for getting people to and from work or school. Trying to get to medical appointments, social gatherings or religious services is even harder due to location or the lack of public transportation service on evenings, weekends, and holidays."*

SAFETY

Nearly all respondents indicated that—at some point—felt unsafe while using transportation, regardless whether driving, biking, walking, etc.

- *"Yes, I feel unsafe when I am on bike lanes that are sandwiched between traffic on one side and parked cars on the other. I have almost been hit by both cars going by and people opening their car doors."*

TRANSPORTATION OPTIONS

A strong desire for improved public transportation options and an increased focus on alternative mode of transport (bicycling/walking/etc.).

- *"Truly multimodal - facilities that support people who bike, walk and take the bus - as well as broader societal acceptance of non-car transportation choices."*