

# Phase 1-3 Engagement Summary *April 2022*

## ✓ WHAT IS THE 2022 STATEWIDE MULTIMODAL TRANSPORTATION PLAN?

*The SMTP explains how we will move toward the Minnesota GO Vision of a multimodal transportation system that maximizes the health of people, the environment and our economy.*

The plan is for all types of transportation and all transportation partners. It is about more than just roads and more than just the Minnesota Department of Transportation. The plan takes into account what is changing for the transportation system and provides direction for progress over the next 20 years.

## ✓ PUBLIC ENGAGEMENT REVIEW

*Public engagement has a central role in the SMTP. Transportation is something that impacts everyone and people need and deserve to be involved in the decisions that affect their lives. So, it's essential MnDOT provided inclusive and meaningful ways for people to take part in shaping the SMTP.*

The plan update process is a great opportunity for the public to have a say in Minnesota transportation planning, because it guides Minnesota's plans for highways, rail, aviation, transit, freight and non-motorized transportation (walking, rolling and bicycling) that will come later.

## PHASE 1-3 ENGAGEMENT TOOLS AND MATERIALS

Engagement tools and materials were chosen for their ability to reach the greatest number of Minnesotans and provide a range of opportunities to participate. Engagement opportunities were offered virtually, in-person and with the help of trusted partners and community-based organizations. The artwork and materials were developed to be engaging and relatable for a broad Minnesota audience. The engagement tools were implemented with a focus on reaching communities that have been traditionally underrepresented in the transportation planning process. Phase 1-3 engagement opportunities included:



Surveys



Online policy panel discussions



Interactive online tools



Virtual stakeholder forums



Custom artwork



Events (In-person and virtual)

## IMPACT OF COVID-19 ON ENGAGEMENT

Restrictions on in-person meetings due to the COVID-19 pandemic likely made it difficult for many people to participate in the SMTP engagement activities. Posters, sidewalk stickers, social media posts and ads, newsletter content, and more were used to share information and engagement opportunities with Minnesotans as broadly as possible. A variety of virtual engagement opportunities were available during all phases of engagement to collect input. However, in-person events were limited or non-existent as required by COVID-related public health guidelines for Minnesota state agencies.

# Phase 1-3 Engagement Summary

## ✓ SMTP ENGAGEMENT OCCURRED OVER THREE PHASES

The following highlight the events, tools and materials that were used throughout SMTP engagement.

### Partner Survey

- ✓ During Phase 1, MnDOT conducted an online survey of transportation partners to identify the transportation aspects most important to them, which helped to select the six SMTP focus areas.

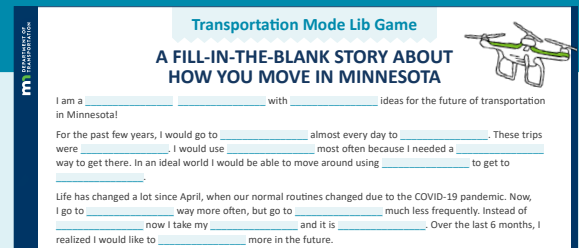
### Artwork & Comics

- ✓ MnDOT worked with a local artist to create graphic-based storytelling content and interactive engagement to connect with Minnesotans across the state. Each narrative featured in the comics helped create a way for people to connect and share their experiences around transportation trends.
- ✓ These comics were published in a “choose-your-own-adventure” format that allowed audiences to easily respond to the questions posed. Each was published and promoted through partnerships with schools throughout the state—online, via email and social media.



### Mode-Lib Survey

- ✓ During Phase 1, MnDOT asked Minnesotans to share their transportation stories through a fill-in-the-blank survey activity. This activity allowed Minnesotans to tell MnDOT in their own words about their transportation experiences and wishes for their communities.



### Council of Old and New Wisdom

- ✓ “How can we help people imagine a very new way of being together?” MnDOT collaborated with a team of artists and community members to answer this and other big, bold questions for the SMTP. The artist team rooted this conversation series in “auntie and grandma wisdom.” This Council of Old and New Wisdom allowed participants to speak plainly with profound common sense about transportation challenges and opportunities ahead.
- ✓ The project centered Black and Indigenous voices to address those who have endured the most harm throughout American history, recognizing stolen land and labor, and with awareness that the path to liberation for those communities is the path to liberation for all.



# Phase 1-3 Engagement Summary

## ✓ PUBLIC ENGAGEMENT REVIEW, CONTINUED

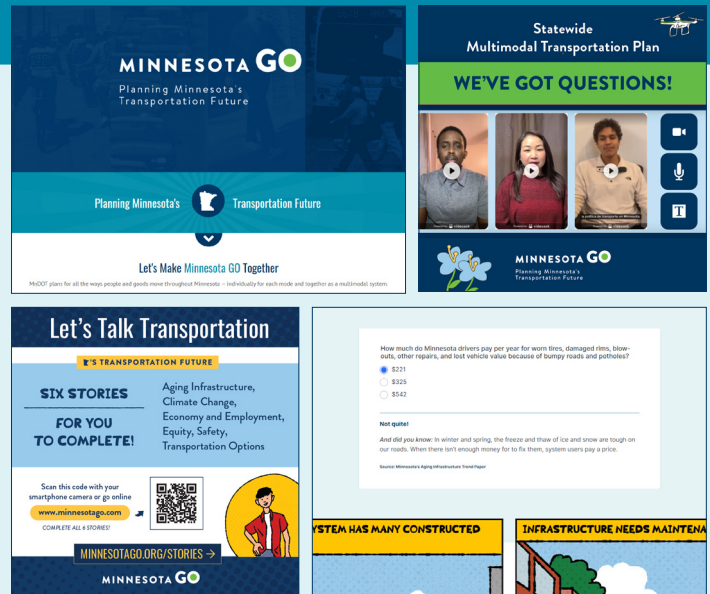
Additional events, tools and materials.

### MinnesotaGO.org Features and Tools

#### MINNESOTAGO.ORG

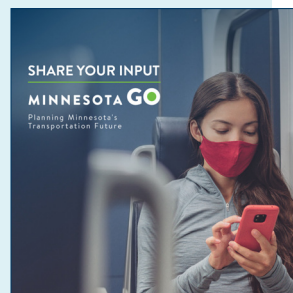
Throughout SMTP engagement, the website housed project information and online engagement tools, including the self-paced “Let’s Talk Transportation” activity.

- **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.
- **Video-based Survey:** Phase 1 and 2 collected input on key questions via a video-based survey tool which asked questions in English, Spanish, Somali and Hmong with responses by video, audio or text.



### Let’s Talk Transportation Events

- ✓ During Phase 2, MnDOT hosts a series of statewide online trivia-themed virtual gatherings—Let’s Talk Transportation: Stories, Trivia, Conversation.



### In-person Engagement

- ✓ Phase 3 included MnDOT attending 14 community events statewide focused on reaching people who likely hadn’t already been engaged.



### Policy Panel Online Discussion Board

- ✓ During Phase 3, MnDOT commissioned a statewide virtual market research panel with a representative sample of Minnesotans to aid decision making about policies, strategies, performance targets and related messaging.

### Virtual Stakeholder Forums

- ✓ During Phase 3, MnDOT hosted two virtual forums as an opportunity for stakeholders to discuss specific changes to objectives, performance measures, strategies and actions in the plan.

# Phase 1-3 Engagement Summary

## ✓ ENGAGEMENT BY THE NUMBERS

A snapshot of responses from all three engagement phases, between October 2020 and December 2021.

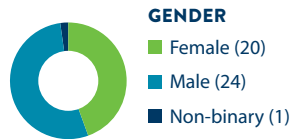
### Phase 1 OCTOBER 2020 – FEBRUARY 2021

This phase focused on asking Minnesotans and transportation stakeholders about how they use transportation and what is important to them.

The input helped MnDOT identify the six SMTP focus areas: Aging Infrastructure, Climate Change, Economy and Employment, Equity, Safety, Transportation Options.

**110**  
PARTNER SURVEY RESPONSES

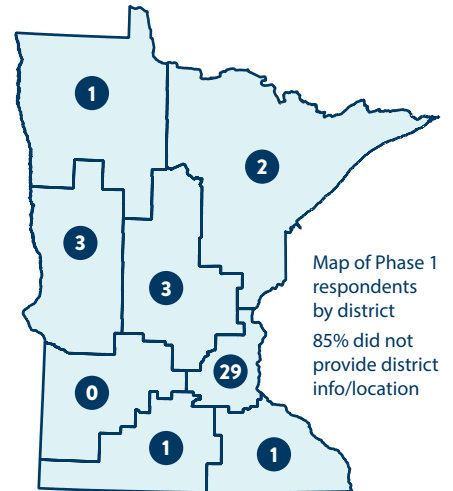
**192**  
MODE-LIB RESPONSES



83% did not share gender information  
84% did not share race information

**RACE/ETHNICITY**

- White (41)
- Black/African American (0)
- Mixed/bi-racial/two or more races (1)
- Asian/Indian/Middle Eastern (0)
- Indigenous/Native American (1)
- Hispanic/Latino (1)



### Phase 2 APRIL 2021 – SEPTEMBER 2021

This phase focused on engaging Minnesotans and transportation stakeholders in conversation about the six focus areas, and asking for input on MnDOT's draft Transportation Equity definition.

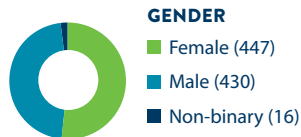
This input helped MnDOT develop draft policy direction.

**967**  
RESPONSES VIA MINNESOTA GO ENGAGEMENT TOOLS

**334**  
RESPONSES AT MNDOT-HOSTED EVENTS

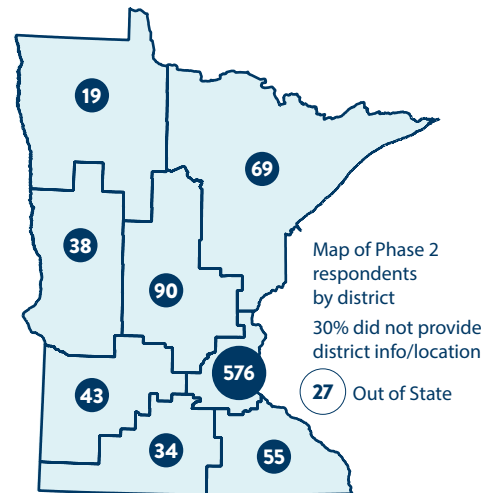
**40**  
RESPONSES AT PARTNER EVENTS

**10**  
COMMENT FORM RESPONSES



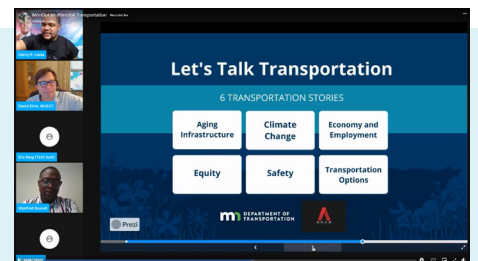
**RACE/ETHNICITY**

- White (708)
  - Black/African American (20)
  - Mixed/bi-racial/two or more races (19)
  - Asian/Indian/Middle Eastern (15)
  - Indigenous/Native American (5)
  - Hispanic/Latino (17)
- 34% did not share gender information  
42% did not share race information



## COMMUNITY ENGAGEMENT PARTNERSHIPS

To reach as many Minnesotans as possible, MnDOT partnered with community-based organizations representing people underserved in transportation decision making. MnDOT also provided input opportunities in Spanish, Hmong and Somali. Six organizations were provided with the tools, content and support to host trivia-themed virtual gatherings for their members. 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.



# Phase 1-3 Engagement Summary

## ENGAGEMENT BY THE NUMBERS, CONTINUED

A snapshot of responses from all three engagement phases, between October 2020 and December 2021.

### Phase 3 SEPTEMBER 2021 – DECEMBER 2021

This phase focused on asking Minnesotans and transportation stakeholders more detailed questions about the proposed SMTP policies, strategies and related measures.

This input helped refine the policy direction included in the SMTP.

**310**  
COMMENT  
FORM  
RESPONSES

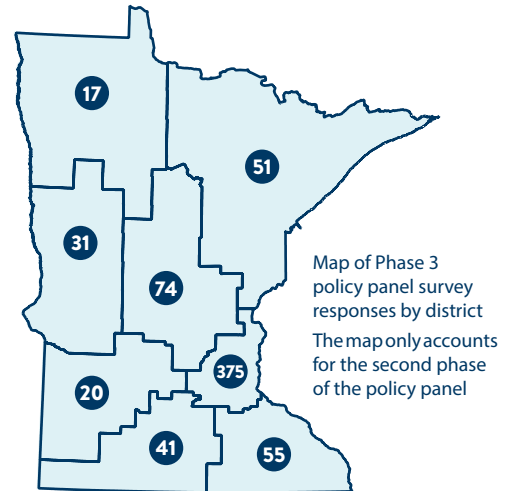
**425**  
PARTICIPANT  
INTERACTIONS AT  
PUBLIC EVENTS

**717**  
POLICY  
PANEL  
RESPONSES

**120**  
STAKEHOLDER  
FORUM RESPONSES



**GENDER**  
 Female (392)  
 Male (322)  
 Non-binary (3)



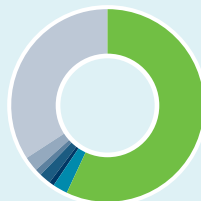
**RACE/ETHNICITY**  
 White (572)  
 Black/African American (37)  
 Mixed/bi-racial/two or more races (0)  
 Asian/Indian/Middle Eastern (33)  
 Indigenous/Native American (16)  
 Hispanic/Latino (42)  
 Demographic information is only connected to policy panel participants.

**14**  
IN-PERSON  
EVENTS

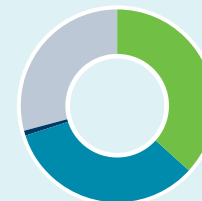
Events were held at locations across Minnesota

## OVERALL ENGAGEMENT DEMOGRAPHICS

The project team committed to engaging with all of Minnesota. They co-hosted a number of outreach events with trusted community partner organizations to reach historically-underrepresented communities.



**RACE/ETHNICITY**  
 White (1,321)  
 Black/African American (57)  
 Mixed/bi-racial/two or more races (20)  
 Asian/Indian/Middle Eastern (48)  
 Indigenous/Native American (22)  
 Hispanic/Latino (60)  
 No answer (786)



**GENDER**  
 Female (859)  
 Male (776)  
 Non-binary (20)  
 No answer (677)

## DEMOGRAPHIC COLLECTION CHALLENGES

While the project team made every possible effort to collect accurate demographic information, there were inherent limitations in how responses were collected. For example, some people may have attended an event but did not provide demographic information in their responses or were participants in activities where responses were not able to be linked to them directly. 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 a few events. This means that the demographic information, especially for BIPOC respondents, is also undercounted for this reason.

On the online platforms, it is possible that one person could have more than one response and therefore is counted more than once in this summary, thus skewing the results. 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.

# Phase 1-3 Engagement Summary



## FOCUS AREAS AND KEY TAKEAWAYS FROM ALL PHASES

During outreach and engagement, participants were asked questions within a set of topic areas. These topic areas are different than the SMTP policy objectives, but the input received for each topic was used to inform the updated policy objectives.

### Aging Infrastructure

- “ 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.”
- “ 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.”

### Climate Change

- “ 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.”
- “ 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.”

### Economy & Employment

- “ Lack of mass transportation limits where we live and where we work.”
- “ All people being able to make essential trips without financial burden. Emphasizing connection with leaders in BIPOC communities when planning new transportation infrastructure.”

### Equity

- “ Having access to transportation options and modes without the need to but 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.”

### Safety

- “ People need to put their phones down. Nothing is more important than being safe while driving and paying attention to your surroundings.”
- “ 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

- “ 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.”
- “ New smooth, 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.”