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# APPENDIX D - PLANNING REVIEWS

The Statewide Multimodal Transportation Plan (SMTP) development process included plan analyses to ensure the updated plan reflects current and relevant work completed by the Minnesota Department of Transportation (MnDOT), Tribal governments, transportation partners and other organizations.

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## 2017 SMTP ENGAGEMENT REVIEW

MnDOT conducted a robust engagement process as part of the 2017 SMTP. In 2016, engagement included asking Minnesotans which trends impacting transportation were most important for MnDOT to plan for. In total, MnDOT collected over 12,000 responses through several in-person and online input tools.

The analysis in 2016 included input from a quantitative perspective. This told MnDOT which

trend areas were more important to plan for. However, it did not dig into the reasons why people felt those trends were important. In 2019, MnDOT revisited the engagement data to analyze open-ended responses that people provided as part of their input to identify common themes and rationale. This analysis included focused review of responses received that related to transportation equity.

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## WHAT DID PEOPLE SAY

Comments related to equity from the 2017 SMTP included the following themes:

### **TRANSIT, BICYCLE, PEDESTRIAN & TRANSPORTATION ALTERNATIVES**

- Encourage and invest in non-driving modes of transportation – system build out and safety. Non-driving modes are better for individual/community health and are more accessible for people of different incomes and abilities.
- Build out the transit system. Use transit to connect key destinations for low-income communities.

### **GENTRIFICATION**

- Be careful about where and how transportation investments are made to prevent gentrification of low-income neighborhoods.

### **ACCESS**

- Measure housing and transportation affordability.
- Encourage and invest in non-driving modes to increase access to jobs and other destinations.
- Hold engagement opportunities where diverse populations gather.
- Uphold or repair access to community assets and community cohesion/integration.

### **AIR QUALITY & REDUCE VMT**

- Encourage travel behavior that reduces emissions – fewer trips, cleaner modes. Health impacts of transportation emissions disproportionately affect low-income and minority communities.

## PUBLIC HEALTH

- Use a health equity lens in developing transportation policies and priorities.
- Encourage and invest in active transportation modes to promote health.

## AGING POPULATION & INDIVIDUALS WITH DISABILITIES

- Encourage and invest in non-driving transportation options for seniors with health/mobility issues – improve service and vehicles.
- Provide affordable transportation options for seniors and low-income individuals.
- Support seniors aging in place by providing transportation options.
- Increase transportation options from rural to urban areas for services.

## TECHNOLOGY

- Avoid technology-only solutions. Plan for people first.

## FUNDING

- Invest in low-income and minority communities. Increase funding to do so.
- Raise new revenue in an equitable way.



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## WHAT THIS MEANT FOR THE 2022 SMTP

### MNDOT ASKED ABOUT:

- People's access to jobs, services and other destinations.
- People's access to different transportation options and experiences using them.
- People's access to public input opportunities and transportation decision making.
- Barriers created by transportation within communities.

### MNDOT PLANNED FOR:

- Safe, convenient and affordable transportation alternatives to driving. Quality transportation options are essential for equity.
- Minimizing environmental impacts. Low-income and minority communities are disproportionately affected.
- Meeting the transportation needs of low income and minority communities first.

MnDOT used an equity lens in setting the SMTP policy guidance and used a people-first planning approach throughout the update process.

## 2017-2020 SMTP WORK PLAN ASSESSMENT

The 2017 SMTP included a MnDOT-specific work plan with 17 activities to advance the goals and objectives established in the plan. The activities are organized into six subject areas:

- Engagement, communications & education
- Advancing equity
- Asset management
- Land use & transportation
- Planning
- Climate change & environmental quality

Table D-1 summarizes MnDOT’s progress in implementing the 2017-2020 SMTP Work Plan.



**Table D-1: Assessment of 2017-2020 SMTP Work Plan Items, 1 of 2**

ACTIVITY	SUBJECT AREA	RELATED OBJECTIVE(S)	ASSESSMENT	EXAMPLES
Increase the transparency of MnDOT’s project selection processes	Engagement, Communications & Education	Open Decision Making	Complete	<a href="#">Project Selection website</a>
Provide more continuous engagement with partners and the public	Engagement, Communications & Education	Open Decision Making	Some progress	<a href="#">STEM education and outreach</a> <a href="#">Added Public Engagement Coordinators in every district</a> District-specific engagement plans
Develop and update new, more inclusive public engagement resources	Engagement, Communications & Education	Open Decision -Making	Substantial progress	<a href="#">Rethinking I-94</a> <a href="#">Public engagement toolkit</a>
Develop and improve educational materials to answer key questions of interest to Minnesotans	Engagement, Communications & Education	Open Decision Making, Transportation Safety and System Stewardship	Substantial progress	<a href="#">Funding transportation website</a> <a href="#">Performance dashboard</a>
Develop and execute safety education campaigns	Engagement, Communications & Education	Transportation Safety and Healthy Communities	Substantial progress	<a href="#">Work Zone Safety Awareness Program</a> <a href="#">Bike to School Day</a> <a href="#">Ways to stay safe when traveling</a>
Study how transportation affects equity and identify transportation strategies and approaches that will meaningfully reduce disparities	Advancing equity	Open Decision Making, Critical Connections and Healthy Communities	Substantial progress	<a href="#">Advancing Transportation Equity Initiative</a> <a href="#">Livability Framework</a>
Pilot tools and strategies to better incorporate equity into project-level decision-making	Advancing equity	Open Decision making, Critical Connections and Healthy Communities	Some progress	<a href="#">Rethinking I-94</a>
Expand and improve asset management planning	Asset Management	Open Decision Making and System Stewardship	Substantial Progress	<a href="#">Transportation Asset Management Plan</a> <a href="#">Transportation Asset Management System</a>
Identify vulnerabilities and assess risks to the transportation system	Asset Management	Critical Connections, System Stewardship and Healthy Communities	Substantial progress	<a href="#">Slope Vulnerability Assessments</a> <a href="#">Extreme Flood Vulnerability Analysis</a>

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**Table D-1: Assessment of 2017-2020 SMTP Work Plan Items, 2 of 2**

ACTIVITY	SUBJECT AREA	RELATED OBJECTIVE(S)	ASSESSMENT	EXAMPLES
Develop tools and resources to support transportation decisions that reflect the surrounding context	Land use & transportation	Open Decision Making and Healthy Communities	Some progress	<a href="#">Land Use Context Types Tech Memo (TM# 18-07-TS-05)</a> <a href="#">Performance-Based Practical Design Guidelines Tech Memo (TM# 18-09-TS-07)</a> <a href="#">Bicycle Facility Design Manual</a>
Update MnDOT technical guidance to incorporate new practices and policy direction	Land use & transportation	Critical Connections, System Stewardship and Healthy Communities	Some progress	<a href="#">Road Design Manual update</a> <a href="#">Bicycle Facility Design Manual</a>
Review existing and potential new National Highway System intermodal connectors	Planning	Critical Connections	Complete	<a href="#">National Highway System Intermodal Connectors Review</a>
Refine the methodology used for calculating return on investment	Planning	Open Decision Making, Critical Connections and Healthy Communities	Some progress	<a href="#">Return on Investment-MnPASS Study</a> <a href="#">Cost-effectiveness and Benefit-Cost Analysis</a>
Maintain the MnDOT Trend Analysis Library	Planning	Open Decision Making	In progress	<a href="#">Updated trend papers + new trends in process</a>
Study and work with transportation partners to prepare for connected and autonomous vehicles	Planning	Transportation Safety and Critical Connections	Substantial progress	<a href="#">CAV Scenario Planning</a> <a href="#">CAV Strategic Plan</a> <a href="#">CAV Challenge</a> <a href="#">Interagency CAV Team</a>
Work with transportation partners to identify and advance statewide strategies for reducing greenhouse gas emissions	Climate Change & Environmental Quality	Healthy Communities	Substantial progress	<a href="#">Sustainable Transportation Advisory Council</a> <a href="#">Pathways to Decarbonizing Transportation</a> <a href="#">Sustainability Reports</a>
Study and implement new and improved practices to reduce negative environmental impacts from state highway maintenance and operations	Climate Change & Environmental Quality	System Stewardship and Healthy Communities	Some progress	<a href="#">Salt Sustainability Best Practices</a> <a href="#">Sustainability Reports</a>

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# 2017 SMTP HEALTH IN ALL POLICIES REVIEW

The 2017 SMTP was cross-referenced with the corresponding [2016 Health Impact Assessment \(HIA\)](#). The review focused on confirming areas where the SMTP included health recommendations and identifying opportunities for greater inclusion in the SMTP update process. The review results are organized by HIA themes and corresponding opportunities for the 2022 SMTP:

- Transportation Safety
- Critical Connections
- Equity
- Healthy Communities

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## TRANSPORTATION SAFETY

**EXPLORE THE POTENTIAL UTILITY OF THE INTEGRATED TRANSPORTATION HEALTH IMPACTS MODEL.** Integrate health impact evaluation into how MnDOT calculates return on investment. Follow-up on proposed work plan item to “explore tools that measure the health impacts of transportation decisions, such as the Integrated Transport and Health Impact Modeling tool.” (2017 SMTP Work plan, p.86)

**INCREASE THE AVAILABILITY AND SYSTEMATIC USE OF AUTOMATED BICYCLE AND PEDESTRIAN COUNTERS.**

- Include a focus on safe and accessible winter transit stop access.
- Explore how the Cost Participation Policy and Complete Streets Policy can support MnDOT’s transportation safety goals.

**EXPAND THE ROLE OF THE NON-MOTORIZED TRANSPORTATION ADVISORY COMMITTEE** to identify and examine how proposed infrastructure improvements may benefit one travel mode over another. Re-establish the Non-Motorized

Transportation Advisory Committee or create a new advisory body to provide expanded guidance on improving policy and systems for non-motorized user access.

**WORK WITH CITIES TO REDUCE TRAVELED SPEED OF MOTOR VEHICLES IN URBAN AREAS.<sup>1</sup>**

**STUDY, DOCUMENT AND ADDRESS DIFFERENCES IN PERCEIVED VERSUS ACTUAL SAFETY FOR DIFFERENT MODES, ENVIRONMENTS AND POPULATIONS.**

- Consider revising “4E” to incorporate perceived safety: “Comprehensive traveler safety involves an integrated approach that includes the “4Es” of safety – education, enforcement, engineering and emergency medical and trauma services – and more. Each of these areas is critical to improving overall safety and helping to grow a traffic safety culture in Minnesota.” (2017 SMTP Transportation Safety, p. 78)
- In light of COVID-19, develop a campaign focused on infectious disease and transit use.

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<sup>1</sup> Effective Aug. 1, 2019, new laws allow cities to set speed limits on certain city streets, after conducting an internal traffic study.

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### **REVIEW EXISTING SAFETY BRANDS AND MESSAGING CAMPAIGNS TO INCORPORATE BROADER CONSIDERATIONS OF HEALTH AND SAFETY.**

Explore opportunities to educate and influence traveler behavior during extreme weather events that are expected to increase due to climate change (e.g., flash floods, heavy rains, freezing rain in the winter months).

### **REVIEW EXISTING MAINTENANCE AGREEMENTS FOR SIDEWALKS TO ENSURE SAFE TRAVEL BY ALL AGES AND ABILITIES. TRACK AND REPORT MAINTENANCE DEFICIENCIES, AND DEVELOP ENFORCEMENT PROCEDURES TO ENSURE COMPLIANCE.**

Develop accountability and enforcement for winter maintenance standards that provide accessible and safe routes for non-motorized travel. Move beyond ADA compliance.

### **WORK WITH LAW ENFORCEMENT AGENCIES AND THE LEGISLATURE TO SYSTEMATICALLY COLLECT DATA ON RACE AND ETHNICITY FOR TRANSPORTATION-RELATED VIOLATIONS,**

including traffic stops and public transit violations, and provide annual summaries of the data to the public. Explore roles and responsibilities for MnDOT related to reducing racial inequities in transportation system safety. Consider partnering with the Minnesota Department of Health and the Minnesota Department of Public Safety.

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## CRITICAL CONNECTIONS

### **CONSIDER EXPLORING THE POTENTIAL UTILITY OF NEW MODELS AND TOOLS THAT CAPTURE THE SOCIAL AND HEALTH BENEFITS AND COSTS OF TRANSPORTATION PROJECTS.**

- Identify a new model to integrate into project selection or development that captures social and health benefits.
- Prioritize projects with more social and health benefits.

### **CONSIDER DEMOGRAPHIC AND HEALTH DATA IN ORDER TO ENSURE SYSTEMS ARE ACCESSIBLE AND AVAILABLE TO SERVE THE RANGE OF NEEDS OF A COMMUNITY.**

- Expand on Environmental Justice analysis being done on projects to make sure projects are serving the communities adjacent to them.
- Proactively engage people dependent on multimodal transportation throughout projects.
- Incorporate existing environmental justice analysis into the scoping process for projects.

### **WORK WITH TRANSIT AGENCIES, THE METROPOLITAN COUNCIL, AND CITIES TO REVIEW AND REVISE TRANSIT AGENCIES' FORMAL POLICIES TO BAN ALCOHOL ADVERTISEMENTS ON TRANSIT PROPERTY BY 2020.**

Reconsider this recommendation for the next SMTP update, especially within Greater Minnesota transit agencies.

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## EQUITY

**DEFINE WHAT EQUITY MEANS IN TRANSPORTATION AND INCLUDE TRANSPORTATION EQUITY IN THE MINNESOTA GO VISION.** Cement equity as a part of the vision with specific language.

**STUDY, DOCUMENT AND REPORT ON INEQUITIES IN MINNESOTA'S TRANSPORTATION SYSTEM AND DEFINE MNDOT'S ROLE IN REDUCING THOSE INEQUITIES.**

- Use Re-thinking I-94 as a template for approaching other projects while acknowledging history and participating in robust engagement.
- Continue to assess planning processes, policies, and practices with an eye to equity. Build out this assessment process and create a framework for implementing change.

**PRIORITIZE INVESTMENTS IN COMMUNITIES THAT HAVE FACED HISTORICAL**

**DISINVESTMENT.** Integrate historical disinvestment into project scoring criteria.

- Create funding buckets that go specifically to both short and long-term improvements in communities that have faced historical disinvestment.
- Incorporate community values and priorities within transportation projects. (It is not enough to prioritize historically disadvantaged areas; communities need to be listened to and provided with the design/resources that support their identified priorities.)

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## HEALTHY COMMUNITIES

**IDENTIFY EFFECTIVE STRATEGIES TO REDUCE AIR POLLUTION AND GREENHOUSE GAS EMISSIONS TO MEET THE NEXT GENERATION ENERGY ACT GOALS.**

- Explore how connected and automated vehicles strategies can prioritize an electric/hybrid CAV system to help reduce air pollution and GHG emissions.
- Elevate work of the Sustainability and Public Health Division that's supporting this recommendation (e.g., Sustainable Transportation Advisory Council, Climate Change Subcabinet Transportation Action Team).
- Dig deeper/articulate "complementary policies outside of the transportation sector that can further facilitate the reduction of GHG emissions" as a new work plan item.
- Connect how mode shift toward active transportation and transit can support reduced air pollution and greenhouse gas emissions to meet Next Generation Energy Act goals.
- Ensure infrastructure that supports electric vehicles uses clean energy (e.g., solar).

**WORK WITH STATE AND LOCAL PARTNERS TO COMPLETE CLIMATE CHANGE VULNERABILITY ASSESSMENTS.**

- Identify a System Stewardship performance measure related to system resilience (reducing vulnerability to climate threats, tracking advanced preparation efforts).
- Follow-up on this work plan item of identifying vulnerabilities and assessing risks, report on what assessments have been done, where and what climate topics they cover. Do they cover the scope of climate, transportation and health topics (e.g., flooding, mudslides, extreme heat, pollen, environmental justice)? Where are gaps in assessments done thus far that the next SMTP work plan can prioritize?

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### **CONTINUE TO WORK TOWARD SHIFTING TRAVELERS TO ACTIVE TRANSPORTATION MODES BY PROVIDING CONVENIENT, SAFE AND CONNECTED WALKING, BICYCLING AND TRANSIT INFRASTRUCTURE.**

- Integrate “active transportation” infrastructure strategies and performance measures. Link these efforts to other SMTP goals, such as GHG emissions and incorporating equity.
- Look into policy changes to support active transportation system infrastructure and mode shift.

### **DEVELOP CONTEXT GUIDANCE FOR TRANSPORTATION PROJECTS THAT INCLUDES HEALTH DETERMINANT DATA AND COMMUNITY ENGAGEMENT BEST PRACTICES.**

Identify a strategy or work plan item to integrate health determinants into Context Sensitive Solutions planning and design approach.

### **EXPLORE THE POTENTIAL UTILITY OF THE INTEGRATED TRANSPORT AND HEALTH IMPACTS MODEL TO ASSESS, QUANTIFY, AND MESSAGE AROUND THE HEALTH BENEFITS OF TRANSPORTATION PROJECTS THAT INFLUENCE MODE CHOICE.**

Follow-up on work plan item to explore ITHIM tool. If ITHIM was evaluated and determined that it wasn’t an applicable tool, what other opportunities can MnDOT explore to identify and evaluate health impacts of transportation system decisions?

### **FOCUS ON RELIABILITY AND TOTAL NUMBER OF TRIPS GENERATED, WITH THE GOAL OF REDUCING SINGLE-OCCUPANCY AUTOMOBILE TRIPS.**

Create a new performance measure related to reducing single-occupancy automobile trips and increasing mode shift.

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## ADDITIONAL OPPORTUNITIES FOR THE SMTP UPDATE

These items were highlighted within the HIA text but not formally identified as an HIA Recommendation:

- Look into how MnDOT publicly-owned land can be managed in a way that maximized health of residents and surrounding environment (HIA, p. 81).
- Explore MnDOT’s role in preventing crashes linked to poor weather, as climate change will bring more intense rainstorms, freezing rain and other challenging conditions (HIA, p. 85). This could be a continuation of the “Develop and execute safety education campaigns” in the 2017 SMTP work plan (p. 103).
- Mitigate allergenic pollen burden, evaluate/update vegetation seed mixes and plantings as well as guidance for local jurisdictions on environmental controls for ragweed and other nuisance plants (HIA, p. 89).
- Continue to examine and review cost sharing agreements (including maintenance) with local jurisdictions to facilitate adoption of complete streets (HIA, p. 97).

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# OTHER MNDOT, PEER & PARTNER PLAN REVIEWS

Staff compiled a list of peer and partner agencies whose work is impacted or informed by transportation decisions or is transportation focused. This review process was an opportunity to identify how transportation relates to the work of other agencies and partners, and to identify ways to improve coordination in the future.

Staff completed the reviews to identify:

- New trends impacting transportation.
- Policies and investment priorities to consider for the SMTP.
- Feedback provided by the public providing additional context for transportation planning.

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## PROCESS

To identify plans and studies to review, staff compiled a list of peer and partner agencies whose work is transportation focused or impacted or informed by transportation decisions. Only those plans and studies completed since January 2017—the adoption date for the previous SMTP—were reviewed. The nearly 100 planning reviews fell into the following categories:

- MnDOT Plans
- MnDOT Reports and Studies
- Peer Agency Plans
- Federal Plans
- Regional Development Organization Plans
- Metropolitan Planning Organization Plans

Tribal plans were requested but none were received for review before the completion of the SMTP.

Over 60 plans and studies were reviewed. Nearly 40 plans or studies were still in process or determined to be not applicable (e.g., dated prior to January 2017). For each review, staff summarized the following details if the information was available:

- Purpose
- References to Minnesota GO Vision for transportation or SMTP
- Policy objectives
- Trends identified
- Investment priorities

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## RESULTS

The review confirmed that MnDOT, partners and peers were tracking similar trends and issues. Many of the topics in the plans and studies were topics MnDOT had already integrated into its work or was tracking for the 2022 SMTP. Examples of topics and trends MnDOT was already tracking include planning for all modes, economic vitality, safety and environmental stewardship. This alignment confirms staff were aware of the trends and topics most likely to affect transportation.

The review identified the following potential new topics to include in MnDOT’s trend analysis. Other MnDOT plans and programs may already consider these, but this review indicated increased emphasis on their importance.

- Extreme weather impacts
- Housing affordability
- Logistic changes including change in freight traffic
- Park access and transportation
- Travel safety

The planning review also highlighted a few questions that partners have been wrestling with as they

update their own planning documents. During the review, staff noted inconsistencies in the guidance provided by MnDOT, partners and peers for a select few topics. The following questions were considered during the SMTP process to try to reconcile these inconsistencies and provide clear guidance to MnDOT and partners.

- How do we balance maintaining our current system with building the system we want in the future?
- How do we decide on optimal speed limits and ensure uniformity across the transportation system?
- How do we encourage deeper and broader consideration for all people using the transportation system relative to their unique travel needs?
- How do we balance safety versus efficiency in project selection? Is there a hierarchy of considerations?
- How does MnDOT balance innovation with safety and efficiency?

Table D-2 shows the key trends and broad policy objectives identified.

**Table D-2: Key trends & policies identified in MnDOT, MPO and partner plans, 1 of 3**

TREND TOPIC AREA	MNDOT STATEWIDE PLANS	MPO PLANS	PARTNER STATEWIDE PLANS
Transportation Safety	<ul style="list-style-type: none"> <li>• Increase investment in truck parking.</li> <li>• Walking and bicycling limited due to real and perceived barriers.</li> <li>• Provide an integrated system of freight transportation in Minnesota - highway, rail, water, air cargo and intermodal terminals — that offers safe, reliable, and competitive access to statewide, national and international markets.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritize safety and acceptable levels of risk for vulnerable users.</li> <li>• Provide viable and efficient travel options for the movement of people and goods.</li> <li>• Support, to the extent practical, a safe transit system.</li> <li>• Improve reliability and reduce delay for freight operations.</li> <li>• Support state and regional emergency, evacuation and security plans.</li> <li>• Reduce vehicle speed.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety and security is a top priority for transportation.</li> </ul>
System Stewardship	<ul style="list-style-type: none"> <li>• Land use decisions impact transportation and the options available to Minnesotans.</li> <li>• Establish performance measures for asset management.</li> <li>• Build fiber optic infrastructure to support connected and automated vehicles and transportation system management operations.</li> </ul>	<ul style="list-style-type: none"> <li>• Efficiently preserve and maintain the regional transportation system in a state of good repair.</li> <li>• Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.</li> <li>• Reduce impacts of transportation construction, operations, and use on the natural, cultural, and development environments.</li> <li>• Invest in a multimodal transportation system to attract and retain businesses and residents.</li> <li>• Encourage local land use design that integrates highways, streets, transit, walking and bicycling.</li> <li>• Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals and objectives from local land use plans.</li> <li>• Invest in cost-effective transportation solutions.</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage investment in rural communities.</li> <li>• Promote cybersecurity, infrastructure durability and cost effectiveness.</li> <li>• Care for natural resource and existing facilities.</li> </ul>

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**Table D-2: Key trends & policies identified in MnDOT, MPO and partner plans, 2 of 3**

TREND TOPIC AREA	MNDOT STATEWIDE PLANS	MPO PLANS	PARTNER STATEWIDE PLANS
Climate Action	<ul style="list-style-type: none"> <li>• Build a market for electric vehicles and provide more EV options.</li> <li>• Promote biofuels to reduce greenhouse gas emissions.</li> <li>• Reduce reliance on single-occupant vehicles and reduce greenhouse gas emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the transportation system’s vulnerability to natural and human-caused incidents and threats, including climate change and terrorism.</li> <li>• Reduce transportation-related air emissions and improve regional air quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation produces 24% of state’s total greenhouse gas emissions.</li> <li>• Active transportation key to reducing emissions.</li> <li>• Need to reduce congestion, idling and travel during peak periods.</li> </ul>
Critical Connections	<ul style="list-style-type: none"> <li>• Expanding transit can help serve some transportation needs especially in Greater Minnesota.</li> <li>• Build and maintain safe and comfortable bicycling facilities for people of all ages and abilities.</li> <li>• Connect regional communities and strengthen neighborhood bonds.</li> </ul>	<ul style="list-style-type: none"> <li>• Build and maintain infrastructure that fits the neighborhood character.</li> <li>• Increase travel time reliability and predictability for travel on highway and transit systems.</li> <li>• Increase the number and share of trips taken using carpools, transit, bicycling and walking.</li> <li>• Enhance connectivity across and between modes of transportation.</li> <li>• Increase mode share for travel that is not single occupant vehicle.</li> <li>• Reduce travel time and improve access to jobs and community destinations.</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation options for connecting people to work are important.</li> <li>• Inter-city transit is difficult because of long distances, gravel roads.</li> </ul>

**Table D-2: Key trends & policies identified in MnDOT, MPO and partner plans, 3 of 3**

TREND TOPIC AREA	MNDOT STATEWIDE PLANS	MPO PLANS	PARTNER STATEWIDE PLANS
Healthy Equitable Communities	<ul style="list-style-type: none"> <li>• Need to track equity; we fund what we measure.</li> <li>• Need for a statewide “transportation equity” definition.</li> <li>• Try to reduce cost of travel to work.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve the availability and quality of multimodal travel options for people of all ages and ability to connect to jobs and other opportunities, particularly for underrepresented populations.</li> <li>• Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.</li> <li>• Improve transportation access for Environmental Justice and Title VI communities.</li> <li>• Avoid, minimize and/or mitigate adverse social, environmental and economic impacts resulting from existing or new transportation facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Reducing fine particles and ground-level ozone levels could prevent early deaths, hospitalizations and emergency department visits.</li> <li>• Health and wellness benefits are offered by parks and trails as part of our daily lives, and more accessibility is needed to connect people with these resources.</li> </ul>
Open Decision Making	<ul style="list-style-type: none"> <li>• Organize administrative rules and policies to support planning based on community input and support.</li> <li>• Transparency of processes and decision making is needed.</li> <li>• Engagement is necessary but not sufficient to meet goals.</li> <li>• District-specific engagement strategies are needed to respond to community needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Involve all local partners in the transportation planning process.</li> <li>• Assure transportation disadvantaged communities are served and included in decision making.</li> </ul>	<ul style="list-style-type: none"> <li>• Connect people to resources through programming and awareness.</li> </ul>

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## PLANNING DOCUMENTS REVIEWED

The planning documents reviewed are listed below. Plans are listed in no particular order.

### MNDOT PLANS

1. District Freight Plans
2. Transportation System Management Operations Strategic Plan/Implementation Plan
3. Transportation Asset Management Plan
4. District Bicycle Plans
5. Strategic Highway Safety Plan
6. Connected and Automated Vehicle Strategic Plan
7. Minnesota Weight Enforcement Plan
8. Strategic Operating Plan

### MNDOT REPORTS & STUDIES

9. Truck Parking Study
10. Greater Minnesota Mobility Study
11. Advancing Equity: Programs and Process Review
12. District 2 Community Conversations
13. District 8 Community Conversations
14. District Manufacturers' Perspectives Studies
15. Airport Economic Impacts
16. CAV-X Scenario Planning
17. Pathways to Decarbonizing Transportation
18. Sustainability Report
19. Aesthetic Market Research Project

## PEER AGENCY PLANS

20. Minnesota State Parks and Trails System Plan
21. State Patrol Strategic Plan
22. Minnesota Pollution Control Agency Strategic Plan
23. Minnesota Pollution Control Agency The Air We Breathe
24. Minnesota Pollution Control Agency Life and Breath Report
25. Legacy Amendment 10th Anniversary Report
26. Department of Public Safety State Hazard Mitigation Plan
27. Minnesota Environmental Quality Board Water Plan
28. Minnesota Board on Aging MN2030 Looking Forward
29. Minnesota Association of Development Organizations DevelopMN
30. Minnesota Council on Transportation Access Strategic Plan
31. Minnesota Board of Water & Soil Resources One Watershed One Plan Transition Plan
32. Minnesota Department of Employment and Economic Development 2020 Strategic Plan
33. Office of the Governor One Minnesota Plan
34. Greater MN Regional Parks and Trails Commission Strategic Plan
35. North Dakota Department of Transportation Moves Active Transportation and Public Transit Plan
36. North Dakota Department of Transportation TransAction III Statewide Strategic Transportation Plan
37. Southern Red River Valley Review of Trade Network and Red River Crossings
38. South Dakota Department of Transportation Statewide Long-Range Transportation Plan
39. Iowa Department of Transportation Iowa in Motion
40. Wisconsin Department of Transportation Connections 2030
41. Wisconsin Department of Transportation Connect 2050

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### FEDERAL PLANS

- 42. US Department of Transportation Strategic Plan
- 43. Government of Canada Transportation 2030
- 44. Army Corps of Engineers 2014-2018 Civil Works Strategic plan
- 45. National Park Service System Plan
- 46. US Forest Service Strategic Plan
- 47. US Fish and Wildlife Service Lands in the Midwest Region Long Range Transportation
- 48. Natural Resources Conservation Service Strategic Plan Update 2016-2018
- 49. Department of the Interior 2018-2022 Strategic Plan

### RDO PLANS

- 50. Region 1 2016 Local Human Service Transit Coordination Plan
- 51. Northwest Regional Development Commission Regional Transportation Coordinating Council Operational Plan
- 52. Region 5 Development Commission Regional Transportation Coordinating Council Operational Implementation Plan
- 53. Region 9 Development Commission 2017 Local Human Service-Public Transit Coordination Plan

### MPO PLANS

- 54. Duluth-Superior Metropolitan Interstate Council (MIC) Sustainable Choices 2045
- 55. Duluth-Superior Metropolitan Interstate Council (MIC) Duluth-Superior Metropolitan Bikeways Plan
- 56. Grand Forks-East Grand Forks Metropolitan Planning Organization 2045 Street/Highway Plan
- 57. Grand Forks-East Grand Forks Metropolitan Planning Organization Bicycle and Pedestrian Plan
- 58. Grand Forks-East Grand Forks Metropolitan Planning Organization Transit Development Plan Update
- 59. Fargo Moorhead Metropolitan Council of Governments (Metro COG) Metro GROW 2045
- 60. La Crosse Area Planning Committee (LAPC) Coulee Vision
- 61. Mankato/North Mankato Area Planning Organization (MAPO) MAPO Long Range Transportation Plan Update
- 62. Metropolitan Council Thrive MSP 2040
- 63. Metropolitan Council Transportation Policy Plan
- 64. Twin Cities Highway Mobility Needs Analysis
- 65. Rochester Olmstead Council of Governments (ROCOG) ROCOG Long Range Transportation Plan
- 66. St. Cloud Area Planning Organization (APO) Mapping 2045

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