

Main Streets-Urban Pavements



MnDOT estimates \$30-33 billion in available funding for the state highway system over the next 20 years. A minimum of \$23.5 billion is needed to manage highest risks and meet legal requirements. This folio provides information on potential Main Streets-Urban Pavements investment strategies, funding levels, and outcomes for the estimated \$7-9 billion of remaining investment.

1 | WHAT IS MAIN STREETS-URBAN PAVEMENTS?

Main Streets-Urban Pavements is a new category in this update to MnSHIP. Investment in Main Streets-Urban Pavements provides additional funding for projects in cities and towns to deliver more improvements along state highways. This includes segments of the state highway that are non-freeways and function both as a state highway and as a city street in an [urban context](#).

GOAL AND OBJECTIVES OF INVESTMENT

The goal of Main Streets-Urban Pavements investment is to prioritize and supplement funding to address the barriers and complexity of main street and urban pavement projects to complete more holistic projects that provide complete streets for all users, transportation equity, and local infrastructure improvements. To reach this goal, investment expands existing project scopes beyond the pavement condition need and adds projects to fund additional improvements such as:

- ADA compliant infrastructure
- Urban drainage infrastructure
- Local utilities
- Better bicycle and pedestrian facilities
- Improve safety in urban areas

TYPES OF IMPROVEMENTS

The strategy for investment is to create funding for MnDOT districts to upgrade existing urban pavement projects to longer-term fixes such as reconstructions. Funding would also provide the ability to add more urban pavement projects. Based on the predicted pavement condition, an

urban section of state highway may be recommended for a resurfacing or repair projects. However, as the project is developed, additional improvements and local expectations may require upgrading the pavement fix to a reconstruction which could increase the overall cost and complexity of the project. This can create a funding gap on a project between the amount to address the pavement condition and the amount to complete a more holistic urban highway project.

This category would provide additional flexible funding to help fill the gap and deliver more improvements in urban areas. Additional improvements addressed could be local utilities under the road, drainage infrastructure, a longer-term ADA fix, or redesigning the roadway to meet the community’s quality of life, and transportation equity needs.

HOW DOES MNDOT CURRENTLY SELECT URBAN PAVEMENT IMPROVEMENTS?

Urban pavement projects are selected based on predicted pavement condition and how substantial a fix the pavement surface requires. The majority of funding for urban pavement projects comes from the Pavement Condition investment category. The goal of Pavement Condition is to minimize the miles of pavement in poor condition through the most cost effective and optimal fixes. This leads to the selection of more projects on rural sections of the state highway in poor condition because the cost per mile is lower than urban sections and more miles in poor condition can be addressed.





2 | WHY IS INVESTING IN MAIN STREETS-URBAN PAVEMENTS IMPORTANT?

Main Streets-Urban Pavement investment supports several state transportation goals including:

- Provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community
- Minimize fatalities and injuries for transportation users throughout the State of Minnesota
- Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation
- Provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair

Investing in reconstruction of urban pavements provides the opportunity to coordinate with local governments to address water and sewer system infrastructure as well as transportation infrastructure. Frequently these systems are co-located with transportation infrastructure. Similar to transportation infrastructure, many local water delivery and sewers systems are also reaching their end of life and require replacement. Providing additional funding to urban projects would allow for coordination on improvements to these systems while maximizing efficiencies and minimizing disruptions.

Main Streets-Urban Pavements investment also facilitates more complete fixes to pedestrian infrastructure to meet ADA standards and complete networks. In some cases, an existing project may not configure or redesign the roadway and can limit ADA fixes to a piecemeal approach

by only addressing individual sidewalk sections that are not meeting standards. Not addressing the surrounding sidewalk segments at the same time could run the risk of needing multiple individual projects in a short period of time in the same location.

HOW DOES MAIN STREET-URBAN PAVEMENTS SUPPORT EQUITABLE OUTCOMES?

Investment helps to create a transportation system that is accessible for all, especially those with disabilities where non-compliant pedestrian infrastructure can create daily barriers. Also, by facilitating more long-term ADA improvements to pedestrian infrastructure, MnDOT can ensure infrastructure condition will stay compliant for longer.

Investing more in urban highways provides opportunities to reconstruct and redesign a roadway through a community to address local priorities and integrate the roadway into the urban context. This can help remove barriers and mitigate past decisions that prioritized vehicles traveling through the community rather than those living in the community. In particular, investment helps to facilitate more complete and holistic fixes to improve ADA, safety, and bicycle and pedestrian facilities, improvements that may be currently lacking from the current roadway design. Black and Indigenous communities and communities of color historically have lower rates of vehicle ownership and are more likely to rely on walking, biking, or transit as their primary transportation mode. Investing in urban areas can improve safety and accommodate all users along and crossing the state highway.

HOW DOES MNDOT MEASURE PERFORMANCE, CONDITION, OR OUTCOMES?

As a part of the project selection policy, urban pavement project candidate locations are identified. Some locations are selected for development into a state highway project and others remain unselected. MnDOT will be able to track the outcome of investment by how many selected projects would be upgraded to complete, holistic projects and how

many additional unselected candidate locations become funded projects.

MnDOT also measures the condition of curb ramps and sidewalk (miles) and tracks the percentage that is compliant with ADA standards as a part of Pedestrian and Bicycle investment. ADA compliance is a federal law that ensures accessibility for people with disabilities. Tracking ADA compliance as a part of implementation will also show the effectiveness of Main Streets-Urban Pavement investments.

3 | OPTIONS FOR INVESTING OVER THE NEXT 20 YEARS

Upgrade existing pavement projects to reconstructions and/or add more urban projects

The **minimum level** investment is **\$0**. The current investment approach would mean that main street/urban pavement improvements would be completed as a part of the pavement program.



\$X.X Total cost of investment level

- Portion of remaining \$7-9 billion investment for level
- Remaining investment available for other priorities



4 | MAIN STREETS-URBAN PAVEMENTS RISKS

WHAT ARE THE RISKS OF UNDERINVESTING?

As a part of developing performance levels for various programs and strategies, MnDOT also identified the risk of underinvesting. Six risks were rated as low to high risks based on investment at the minimum investment level for Main Streets-Urban Pavement. The risks and their impacts are identified below.

HIGH RISKS

Risk: Inability to capitalize on opportunities to advance health, transportation options and address local priorities

Impact: Relationships with local partners may erode and result in less collaboration and coordination

Risk: Growth in unaddressed improvements from under investing in urban pavements/Main Streets

Impact: Could fail to meet public expectations, provide connections to everyday destinations, and address inequities related to transportation

Risk: Unable to prevent deferring ADA improvements with pavement projects and making more long-term ADA improvements

Impact: Could lead to the Courts directing state highway investments and loss of funding decision flexibility

Risk: Continue to make piecemeal improvements requiring multiple projects in the same location

Impact: Construction and delivery costs may increase resulting in less long-term cost efficiencies and greater construction impacts to the public

Risk: Inability to align with local funding opportunities and coordination lead time to plan and deliver complex project

Impact: Relationships with local partners may erode and result in less trust, collaboration and coordination

MEDIUM RISKS

Risk: Inability to increase opportunities to address safety in urban areas

Impact: Could lead towards reduced safety for walkers, bicyclists and drivers

WHAT LEVELS OF INVESTMENT REDUCES THE RISKS' SEVERITY?

The table below provides a summary of how risk levels changed with increased investment in Main Streets-Urban Pavements.

RISK STATEMENT	SHIFTS FROM HIGH TO MEDIUM RISK	SHIFTS FROM MEDIUM TO LOW RISK
Inability to capitalize on opportunities to advance health, transportation options and address local priorities	Investment Level 1	Investment Level 3
Growth in unaddressed improvements from under investing in urban pavements/Main Streets	Investment Level 1	Investment Level 3
Unable to prevent deferring ADA improvements with pavement projects and making more long-term ADA improvements	Investment Level 1	Investment Level 3
Continue to make piecemeal improvements requiring multiple projects in the same location	Investment Level 1	Investment Level 2
Inability to align with local funding opportunities and coordination lead time to plan and deliver complex project	Investment Level 1	Investment Level 2
Inability to increase opportunities to address safety in urban areas	Already Medium Risk	Investment Level 3

To find out more details about Main Streets-Urban Pavements planning and projects, go to:

Project Selection: www.dot.state.mn.us/projectselection/

Land Use Context Types: www.minnesotago.org/stay-updated/featured-content/mndot-land-use-context-types

MnDOT ADA Unit:
www.dot.state.mn.us/ada/

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