



Statewide
Multimodal
Transportation Plan

Appendix G

PLAN COORDINATION

DRAFT FOR PUBLIC COMMENT

SUMMARY OF FINDINGS

As part of the Statewide Multimodal Transportation Plan update process, staff reviewed available MnDOT statewide plans, metropolitan planning organization long-range transportation plans and tribal transportation plans. The review identified the trends and policy objectives in each plan. These individual trends and objectives were then summarized into key ideas that were considered when updating the SMTP. **Table G-1** shows the key trends identified. **Table G-2** describes the broad policy objectives.

Table G-1: Key trends identified in MnDOT, MPO and tribal transportation plans

TREND TOPIC AREA	MNDOT STATEWIDE PLANS	MPO LONG-RANGE TRANSPORTATION PLANS	TRIBAL TRANSPORTATION PLANS
Open Decision-Making	<ul style="list-style-type: none"> Customer expectations and satisfaction have remained stable and seem to be related to overall satisfaction in the system’s “smooth surfaces” Increased need to build and maintain relationships with the business community to understand their transportation needs 	No specific trends identified	No specific trends identified
Transportation Safety	<ul style="list-style-type: none"> Pedestrian-involved crashes continue to be an issue in Minnesota – making up 13 percent of total crashes from 2008 to 2012 Minnesota has made significant progress in reducing the effect of crashes; the number of traffic fatalities and serious injuries has generally been declining Increase in the use of technology related to Intelligent Transportation Systems 	No specific trends identified	No specific trends identified
Critical Connections	<ul style="list-style-type: none"> Supporting airline operations has been a challenge due to increasing fuel costs, leveling of passenger demand, loss of service and fleet changes The percentage of bicycle commuters and overall bicycle ridership has remained constant during the last five years Demand for Minnesotan iron ore and grain is likely to increase in the future A small, growing number of households are choosing to not own a car 	<ul style="list-style-type: none"> Increases in regional trade have emphasized the importance on multimodal connections for businesses There are some indications that alternative modes are increasing in popularity among Minnesotans Congestion and vehicle miles traveled are likely to increase without capacity expansion as regions grow in population and employment 	

TREND TOPIC AREA	MNDOT STATEWIDE PLANS	MPO LONG-RANGE TRANSPORTATION PLANS	TRIBAL TRANSPORTATION PLANS
System Stewardship	<ul style="list-style-type: none"> The state is responsible for maintaining a wide variety of infrastructure that is in need of investment to maintain the quality expected by Minnesota’s residents and businesses The share of pavements rated “poor” is steadily increasing, while the share of pavement in “good” condition has remained steady Advancements in technology, innovation, and research have led to improvements in maintenance performance Emerging environmental challenges will increase, including the consequences of climate change, such as more severe weather events 	<ul style="list-style-type: none"> Current public revenue streams are not sufficient to adequately maintain the existing transportation system Additional infrastructure needs will not be met without new transportation funding Emerging environmental challenges will likely increase, including the consequences of climate change – particularly an increase in the number of severe weather events 	No specific trends identified
Healthy Communities	<ul style="list-style-type: none"> Some evidence suggest that people young and old prefer to live in compact, walkable, mixed-use, and mixed-income communities Minnesota’s population of people over the age of 65 will eclipse those under the age of 18 in the near future Changes in Minnesota’s economy necessitate a flexible transportation system 	<ul style="list-style-type: none"> The share of Minnesota’s population over the age of 65 will continue to grow during the next 25 years Development patterns and household characteristics will affect the need for new kinds of transportation infrastructure and will impact how people choose to get from place to place 	<p>Projected changes in population on Reservations, including shrinking smaller towns and growing larger population centers</p> <p>Future land use changes and impact on housing, natural resources and access</p>

Table G-2: Broad policies identified in MnDOT, MPO and tribal transportation plans

POLICY OBJECTIVE AREA	MNDOT STATEWIDE PLANS	MPO LONG-RANGE TRANSPORTATION PLANS	TRIBAL TRANSPORTATION PLANS
Open Decision-Making	<ul style="list-style-type: none"> • Improve visibility of planning and tie initiatives to economic development opportunities, integration with other modes and agencies, and demonstrate financial efficiency • Use public outreach as a tool to increase the public benefit delivered through MnDOT’s planning efforts and projects • Facilitate two-way communication to ensure that Minnesotans have a voice in how the transportation system is shaped and serves them 	<ul style="list-style-type: none"> • Ensure that all members of the public have a variety of open and inclusive opportunities to express their thoughts on how they would like the transportation system to serve them • Maximize the transportation system’s cost effectiveness through efficient management and collaboration among public and private entities 	<ul style="list-style-type: none"> • Improve accountability and cooperation among local and state jurisdictions to be better stewards of the transportation system
Transportation Safety	<ul style="list-style-type: none"> • Develop Minnesota’s aviation system to minimize and/or reduce fatalities and injuries to improve the safety of air travel • Build and maintain safe and comfortable bicycling facilities for people of all ages and abilities • Leverage common goals between local, regional, and state transportation plans to improve highway planning processes • Utilize investments to improve safety across modes to protect Minnesota’s people, economy and environment 	<ul style="list-style-type: none"> • Reduce the number, severity and rate of crashes on the transportation system • Improve safety for non-automobile users of the transportation system • Increase safety outcomes for users of the freight transportation system • Coordinate traffic operations with other agencies during major events, including instances of flooding • Ensure effective emergency response capabilities and disaster management preparedness 	<ul style="list-style-type: none"> • Address strategic safety concerns and recurring trouble spots, especially for vulnerable users

POLICY OBJECTIVE AREA	MNDOT STATEWIDE PLANS	MPO LONG-RANGE TRANSPORTATION PLANS	TRIBAL TRANSPORTATION PLANS
Critical Connections	<ul style="list-style-type: none"> • Ensure convenient access between all modes in Minnesota for both business and personal use • Maintain Minnesota’s freight infrastructure to ensure that multimodal connections allow goods to move efficiently across the country • Develop strong connections within the state’s bicycle network through coordination with national, state, regional, and local partners 	<ul style="list-style-type: none"> • Support and integrated network of streets, roads, and highways that collectively support the most direct routes for both freight and passenger movements • Increase transportation choices and year-round access for the movement of people and goods • Improve the connectivity between modes of transportation for people and freight 	<ul style="list-style-type: none"> • Ensure that the system facilitates efficient movement of people and goods • Establish connections to surrounding road, trail and transit infrastructure • Improve connectivity within Reservation lands in addition to connections to and from Reservations • Maintain existing transit services in the near-term while looking to grow transit service when applicable
System Stewardship	<ul style="list-style-type: none"> • Ensure that the transportation system is operated and maintained in a manner that users can rely upon • Continue to meet the needs of the current system without jeopardizing the condition of the system in future years • Find creative solutions to leverage previously unused or underutilized resources to maintain the transportation system 	<ul style="list-style-type: none"> • Identify and catalog critical street and highway system assets • Increase the longevity of local transportation facilities for all modes • Explore low-cost/high-benefit solutions that can asset in satisfying the public’s transportation priorities • Reduce the transportation system’s vulnerability to natural and man-made incidents and threats 	<ul style="list-style-type: none"> • Preserve and maintain the existing system • Encourage joint-agency partnerships and cost-sharing strategies • Increase resiliency and redundancy to better facilitate evacuation and response to both natural- and human-induced emergency events
Healthy Communities	<ul style="list-style-type: none"> • Advocate for a balanced-approach use of marine infrastructure, considering adjacent land uses and the impact of infrastructure on the environment • Support local and regional bicycling needs 	<ul style="list-style-type: none"> • Encourage context sensitive design principles and promote transportation decisions that support regional and neighborhood vitality • Avoid and/or minimize negative environmental, cultural and personal impacts of the transportation system • Consider the active living and public health impacts of transportation decisions as part of the planning process 	<ul style="list-style-type: none"> • Recognize the link between growth and potential impacts to natural resources • Ensure that the transportation system helps people get to places of employment and serves major economic development generators

PLANS REVIEWED

The plans reviewed are listed below. For MnDOT plans, links are included to the plan websites. For MPO and tribal plans, links are included to the organization's website.

MnDOT Plans

- [State Aviation System Plan \(2012\)](#)
- [Statewide Bicycle System Plan \(2015\)](#)
- [Statewide Freight System Plan \(2015\)](#)
- [Statewide Ports & Waterways Plan \(2014\)](#)
- [Minnesota Walks: Current & Future Steps Towards a Walkable Minnesota \(2015\)](#)
- [State Rail Plan \(2015\)](#)
- [Greater Minnesota Transit Investment Plan \(2011\)](#)
- [2014-2019 Strategic Highway Safety Plan](#)
- [ADA Transition Plan \(2010\)](#)
- [2012-2015 Highway Systems Operation Plan](#)
- [Minnesota Regional ITS Architecture \(2015\)](#)

Metropolitan Planning Organization Long-Range Transportation Plans

- [*Grand Forks - East Grand Forks Metropolitan Planning Organization*](#) – 2040 Long Range Transportation Plan
- [*Duluth-Superior Metropolitan Interstate Council*](#) – Connections 2040
- [*Fargo-Moorhead Council of Governments*](#) – Metro 2040 Long Range Transportation Plan
- [*St. Cloud Area Planning Organization*](#) – Long Range Transportation Plan 2040
- [*Rochester-Olmsted Council of Governments*](#) – Reaffirm 2040 Long Range Transportation Plan
- [*La Crosse Area Planning Committee*](#) – Coulee Vision 2050
- [*Mankato/North Mankato Area Planning Organization*](#) – 2045 Long-Range Transportation Plan
- [*Metropolitan Council of the Twin Cities*](#) – 2040 Transportation Policy Plan

Tribal Transportation Plans

- [*Bois Forte Band of Chippewa*](#) – 20-year Transportation Plan (2013)
- [*Prairie Island Indian Community*](#) – 20-year Transportation Plan (2006)
- [*Leech Lake Band of Ojibwe*](#) – 2015-2018 Tribal Transportation Improvement Plan
- [*White Earth Nation*](#) – Short and Long Range Transportation Plan (2008-2030)
- [*Fond du Lac Band of Lake Superior Chippewa*](#) – Integrated Resource Management Plan (2008)
- [*Fond du Lac Band of Lake Superior Chippewa*](#) – 20-year Transportation Plan (2011)

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