

Minnesota
A Collaborative Vision
for Transportation



Statewide Multimodal Transportation Plan

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About the Plan

Development of a Statewide Multimodal Transportation Plan per Minnesota [Statute 174.03](#) is an integral element in the overall MnDOT planning process. The statewide plan must be updated by January 15, 2013, and every four years thereafter.

To meet the 2013 deadline, a major update of the Statewide Multimodal Transportation Plan is being completed. The plan establishes overarching guidance and priorities for making state transportation decisions across all modes—from roadways, to railroads, to bikeways, and beyond. The last plan update was completed in 2009 and the plan is being updated to be more streamlined, user-friendly, and reflective of the recently completed vision. The plan will focus on activities over the next 20 years.

This is not just a plan for the Department of Transportation, but for all of Minnesota. By requirement of the state legislation and federal planning guidance, coordination with a wide cross section of stakeholders is required. This includes state and federal agencies, metropolitan planning organizations (MPOs), tribal governments, and minority and low-income groups, among many others. The plan is intended for use as a guidance document for local and regional planning efforts, and the input of these groups is important. Within MnDOT, the plan will guide future modal system and investment plans, such as the Highway Investment Plan and the State Aviation System Plan. See the [Minnesota GO Family of Plans](#) section of this website for more information.





**INTERVIEWS WITH
MINNESOTANS**

The anticipated schedule for developing the Statewide Multimodal Transportation Plan is illustrated below.

Milestone Schedule		
November 2011 Adoption of Vision	December 2011 Stakeholder Forum 1	January/February 2012 Public Open Houses (statewide)
April 2012 Stakeholder Forum 2 Release of draft plan for public and agency comment	May 2012 Public Comment Period Public Hearing	June 2012 Plan Adoption

To request any of these documents in an alternative format, please call 651.366.3740 or email ADArequest.dot@state.mn.us

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PUBLIC OPEN HOUSES SUMMARY January and February 2012

OVERVIEW

Between Monday, January 30th, 2012 and Thursday, February 16th, 2012, MnDOT's Office of Statewide Multimodal Planning took the Statewide Multimodal Transportation Plan "on the road" for public comment on draft language. Touring nine different cities across the state, open houses drew 203 attendees. Ninety-one people filled out surveys which totaled over 500 comments. An online open house was hosted via Adobe Connect as another participation option. Furthermore, surveys were made available online at the minnesotagoplan.com website through Friday, February 24th, 2012. All of the comments received will be evaluated and considered in the update of the Statewide Multimodal Transportation Plan.

PARTICIPANTS

Open houses drew feedback from a geographically diverse group of citizens. Of the total 203 attendees, 32-percent were from Northern & Central Minnesota, 30-percent were from the Twin Cities metropolitan region, 31-percent were from Southern Minnesota, and 7-percent participated online.

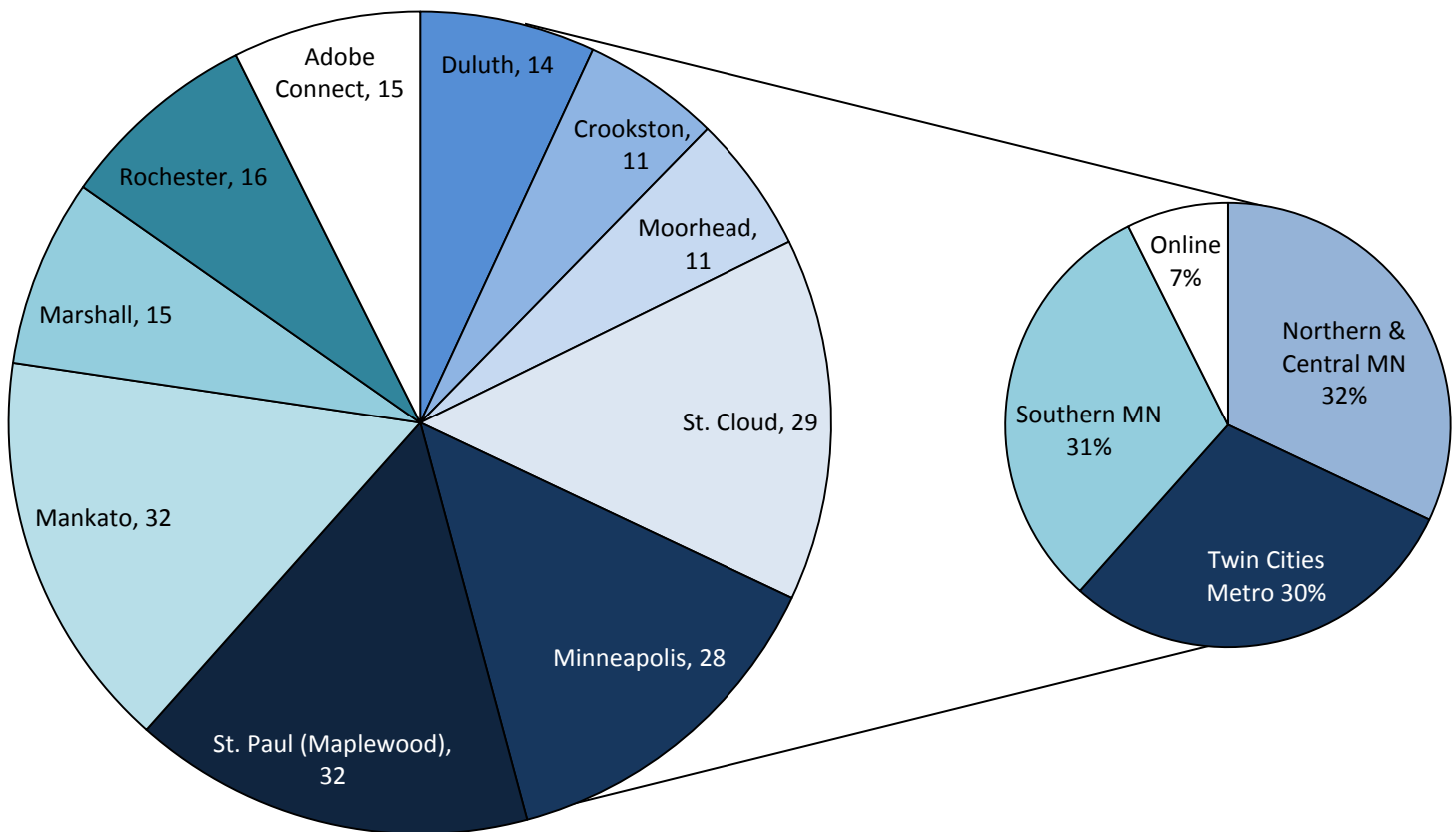


Figure 1. Open House Attendees: Number by Location and Percentage by Region

FORMAT

Open houses were hosted from 4:00 PM – 7:00 PM on varying nights of the week. Each open house consisted of:

- A poster session with station areas based on plan chapters and content
- Two opportunities to listen to a 15-minute presentation on the draft plan
- Access to members of the Office of Statewide Multimodal Planning as well as the Project Management Team

Open house participants were invited to provide commentary on the proposed plan and draft language. Each attendee was given a survey seeking feedback on the proposed objectives. Questions included:

1. **What do you like about the draft objective and possible actions/strategies? Is anything missing?**
2. **Which strategy is most important in the next five years in order to achieve the draft objective?**
3. **Which strategy is most important beyond five years?**

Responses to these questions as well as general comments submitted by open house participants are summarized in this document.

SUMMARY

GENERAL FEEDBACK

Feedback provided in the open house process represented a range of positive and critical reactions to draft language and structure for the 2012 update to the Statewide Multimodal Transportation Plan.

- **Structure & Format:** The structure and format of the plan prompted critical feedback from participants. There seemed to be an overall lack of understanding how the plan ties back to the vision. At the same time, many participants answered the “what’s missing” question with strategies sound with vision language, thus making the association in their feedback.
- **Accountability:** There were a number of concerns expressed that this plan may not have any teeth within MnDOT. There was a resounding call for clear, measurable steps MnDOT will take to apply strategies to achieve objectives set forth in chapter four. Some participants called this out as a matter of “accountability”, while others suggested that this should take the form of a sixth objective. Still other participants advocated for a chapter five that outlines MnDOT’s strategy to implement this plan.
- **Coordination & Collaboration:** These were themes heard throughout feedback. Respondents advocated especially for improved relationships between the state and local units of government. This extended to collaboration and coordination between metro and outstate interests.
- **Livability:** Mode-specific language was requested throughout participant comments. While these comments varied from individual to individual, strong livability themes permeated throughout. There is a clear interest in enhancing bicycle and pedestrian options as well as transit options within and outside the Twin Cities metropolitan region.

GENERAL CHAPTER 4 FEEDBACK

Each of the five proposed objectives received positive comments, and feedback suggests that the objectives are identified in categories consistent with public approval. There were no instances where draft strategies were deemed “wrong” or “bad ideas” to achieve proposed objectives. Participant identification of “most important” strategies is represented graphically below; it is important to note that respondents frequently identified “Other” strategies not included in the draft language as most important. These proposed strategies are often consistent with the “What’s missing?” feedback for the respective objective.

OBJECTIVE 1. ACCOUNTABILITY, TRANSPARENCY, AND COMMUNICATION

Coordination and consultation were commonly-heard strategies proposed by open house attendees as critical to achieving this objective over the next five years. Whether it is with local units of government, stakeholders, other agencies or elected officials; taking a collaborative approach to addressing the state’s transportation needs was identified as important to maintaining accountability, transparency, and communication. Over the long-term, beyond five years, participants identified consultation with stakeholders, improved coordination, and aligning performance measures with the vision as most-important strategies.

In addition to the general themes discussed above, the following are the top three to five commonly-heard responses to survey question one.

What do you like about the draft objective?

- Coordination
- Collaboration
- Working with stakeholders

Is anything missing? / What “Other” strategies are most-important?

- Identification of specific groups to consult
- Fiscal responsibility
- Educating/informing the public

Beyond providing qualitative feedback, participants identified draft strategies they believed were most important to achieve the proposed objective. The figure below represents the number of votes received by each draft strategy.

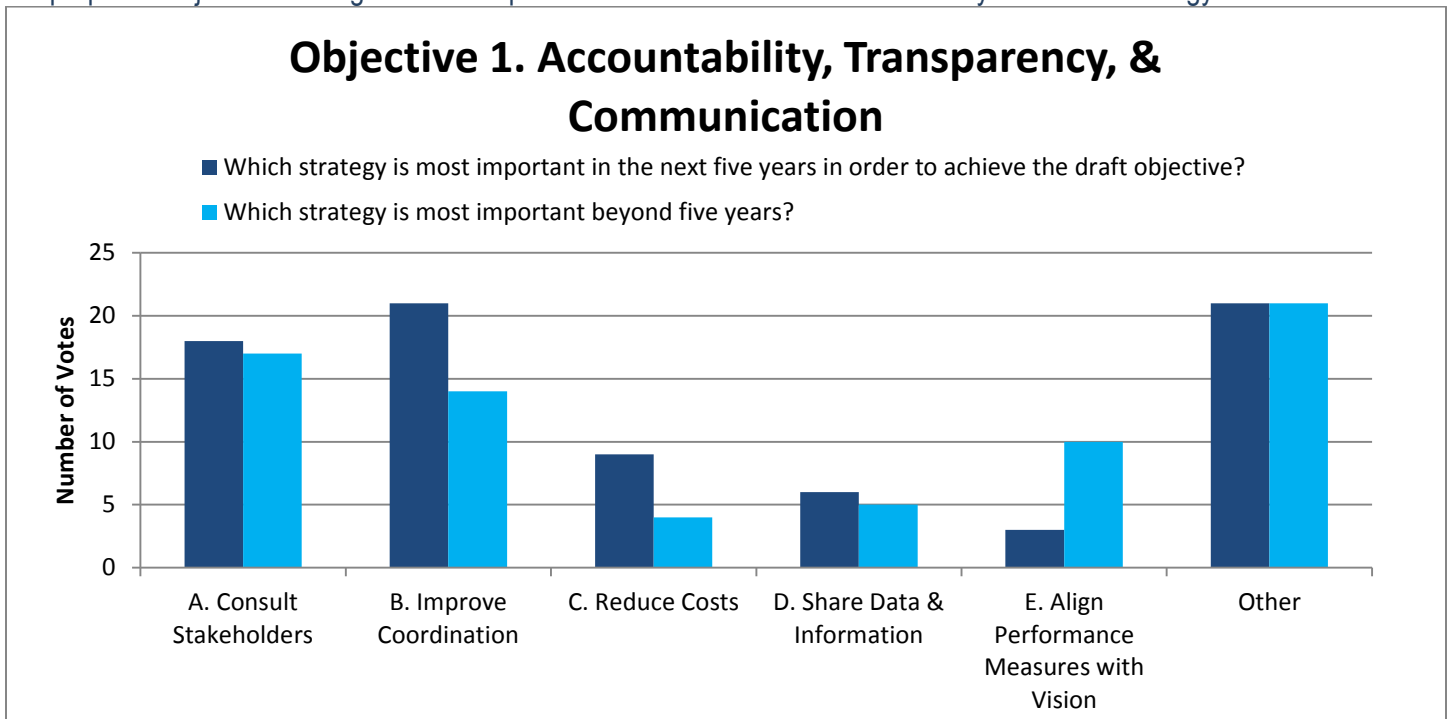


Figure 2. Participant identification of most-important strategies to achieve objective 1

OBJECTIVE 2. LAND USE, CONTEXT, AND TRANSPORTATION

Draft language for this objective was very well-received by open house attendees who consistently provided positive feedback for all draft strategies. Over the next five years, participants identified improving access and safety and supporting economic development as the most-important strategies to achieve this objective. Beyond five years, they indicated a high-importance of taking advantage of existing infrastructure in the system. Participants suggested specific strategies including complete streets, context sensitive solutions, transit-oriented development, and transit investments.

In addition to the general themes discussed above, the following are the top three to five commonly-heard responses to survey question one.

What do you like about the draft objective?

- Land use
- TOD
- Context
- Collaboration
- Investments in existing infrastructure

Is anything missing? / What “Other” strategies are most-important?

- Context sensitive solutions
- Community emphasis
- Energy implications

Beyond providing qualitative feedback, participants identified draft strategies they believed were most important to achieve the proposed objective. The figure below represents the number of votes received by each draft strategy.

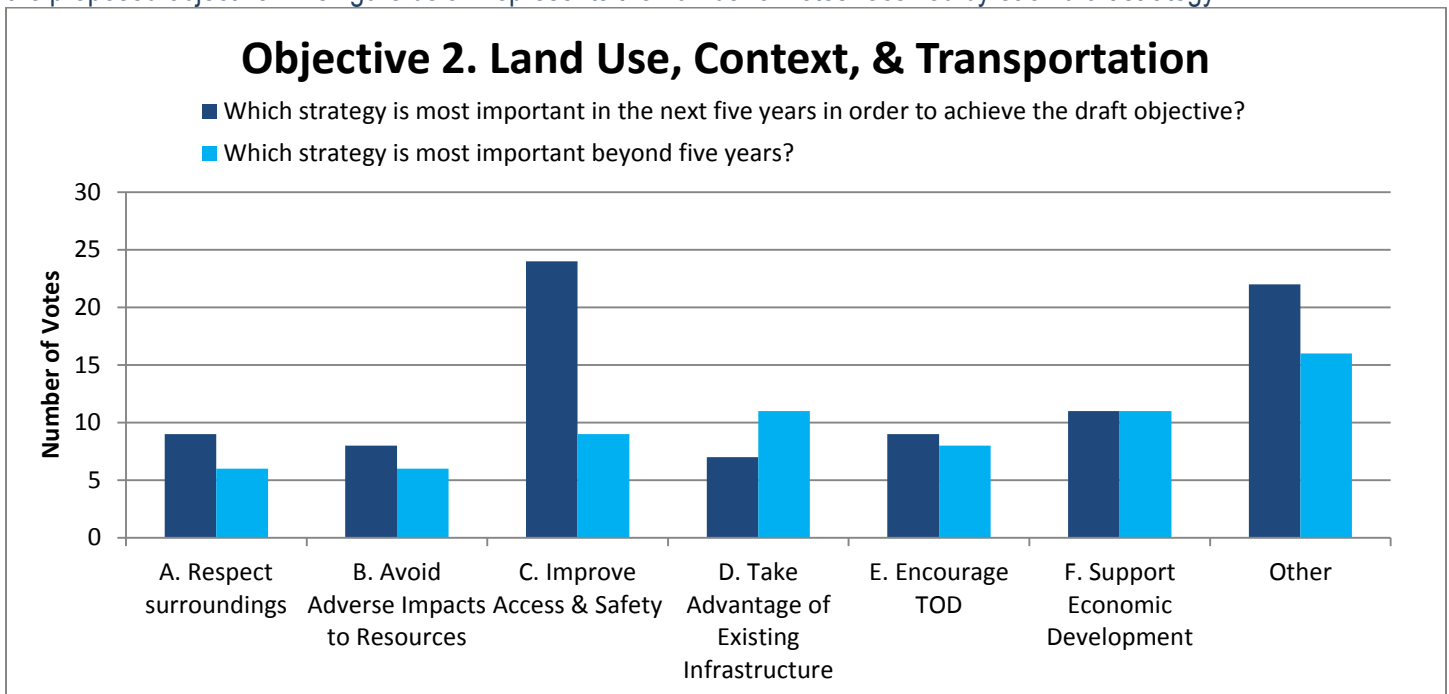


Figure 3. Participant identification of most-important strategies to achieve objective 2

OBJECTIVE 3. CRITICAL CONNECTIONS

Open house participants identified supporting connections for all abilities and ages and increased transit connectivity as important strategies to achieve this objective over the next five years. Long-term, there was high-importance placed on developing intercity passenger rail to make critical connections in the state’s transportation network. Qualitative feedback pertaining to critical connections primarily concerned transit, bicycle, and pedestrian connections, and freight connections. Participants identified a need for multimodal connections outside of the metropolitan area, such as connecting the state’s bike trail network. Maintaining and growing strong farm-to-market connections were identified as important as well.

In addition to the general themes discussed above, the following are the top three to five commonly-heard responses to survey question one.

What do you like about the draft objective?

- Connectivity
- Inclusivity
- Transit

Is anything missing? / What “Other” strategies are most-important?

- Bike/ped.
- Local units of government
- Clarification of improving connections “when practical”
- Communication
- Outstate Minnesota

Beyond providing qualitative feedback, participants identified draft strategies they believed were most important to achieve the proposed objective. The figure below represents the number of votes received by each draft strategy.

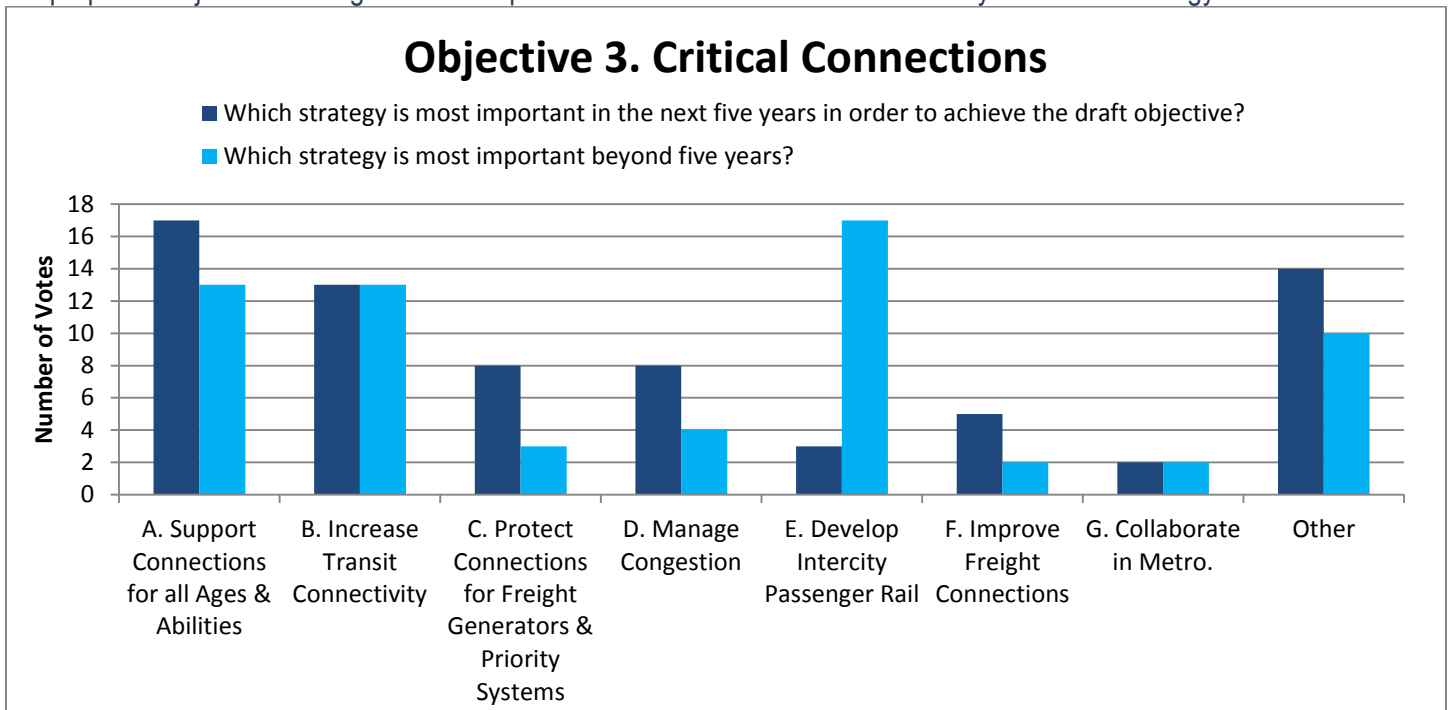


Figure 4. Participant identification of most-important strategies to achieve objective 3

OBJECTIVE 4. ASSET MANAGEMENT

In the near-term, citizens identified collaboration, risk identification, and addressing operations and maintenance needs as important strategies to achieve this objective. In addition to these, participants said expanding technology use is an important long-term strategy. This objective drew overwhelming qualitative feedback on the importance of working with local partners. A number of participants identified a need to change the “Who” to include local partners along with MnDOT. Participants acknowledged funding limitations as a significant challenge to developing strategies for this objective.

In addition to the general themes discussed above, the following are the top three to five commonly-heard responses to survey question one.

What do you like about the draft objective?

- Collaboration / local partners
- Efficiency
- Technology
- Strategic investment

Is anything missing? / What “Other” strategies are most-important?

- Identify/involve more partners
- Existing assets
- Bike/ped./transit
- Market preferences
- Funding

Beyond providing qualitative feedback, participants identified draft strategies they believed were most important to achieve the proposed objective. The figure below represents the number of votes received by each draft strategy.

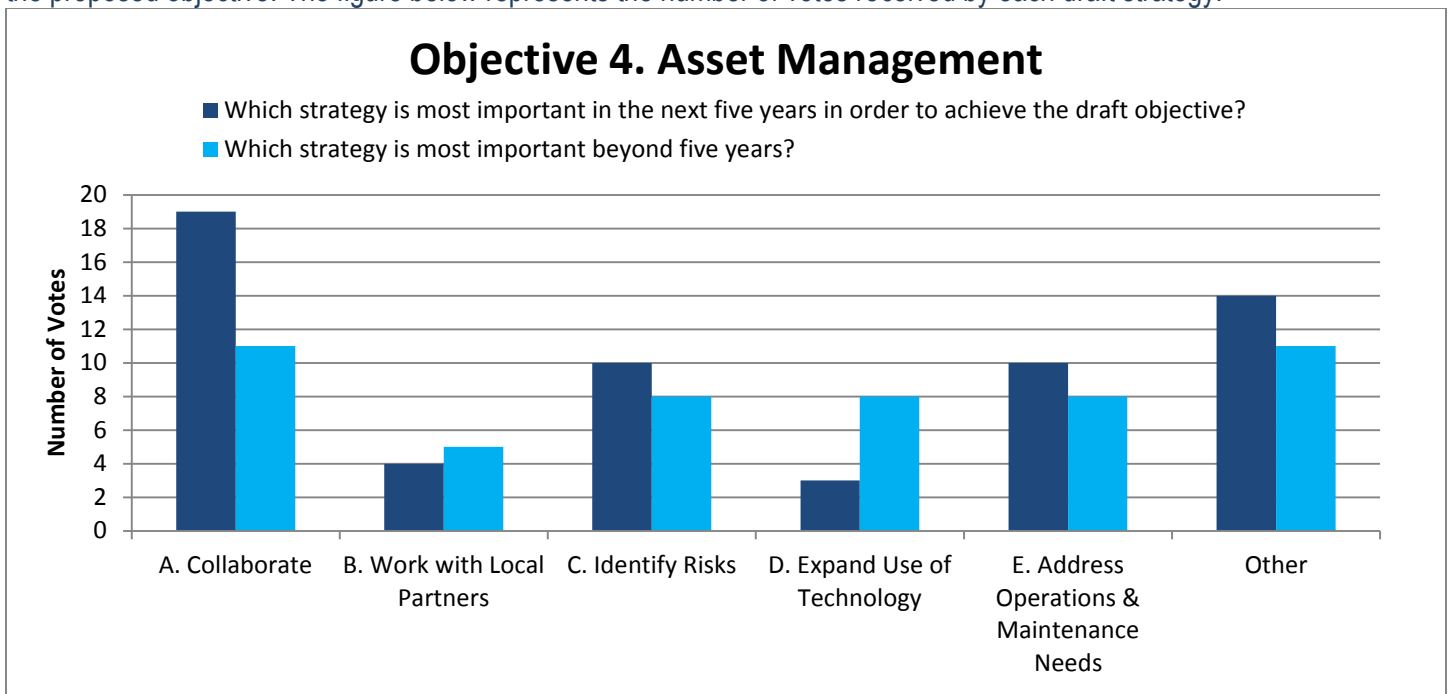


Figure 5. Participant identification of most-important strategies to achieve objective 4

OBJECTIVE 5. SYSTEM SAFETY AND SECURITY

Open house participants identified collaboration as the most-important strategy to achieve this objective in both the near and long-term. Also identified as important was the implementation of technology to improve the safety of Minnesota’s transportation system. Open house attendees further identified emergency planning and education as important strategies to achieve this objective in the long-term. Feedback identified missing strategies pertaining to crime and threats and cost-benefit analysis for investments in system safety and security.

In addition to the general themes discussed above, the following are the top three to five commonly-heard responses to survey question one.

What do you like about the draft objective?

- System redundancy
- Safety for all modes
- Emergency planning

Is anything missing? / What “Other” strategies are most-important?

- Non-motorized forms of transportation (e.g. bike/ped.)
- Costs & funding
- Aging population
- Persons with disabilities
- Toward Zero Deaths
- Communication

Beyond providing qualitative feedback, participants identified draft strategies they believed were most important to achieve the proposed objective. The figure below represents the number of votes received by each draft strategy.

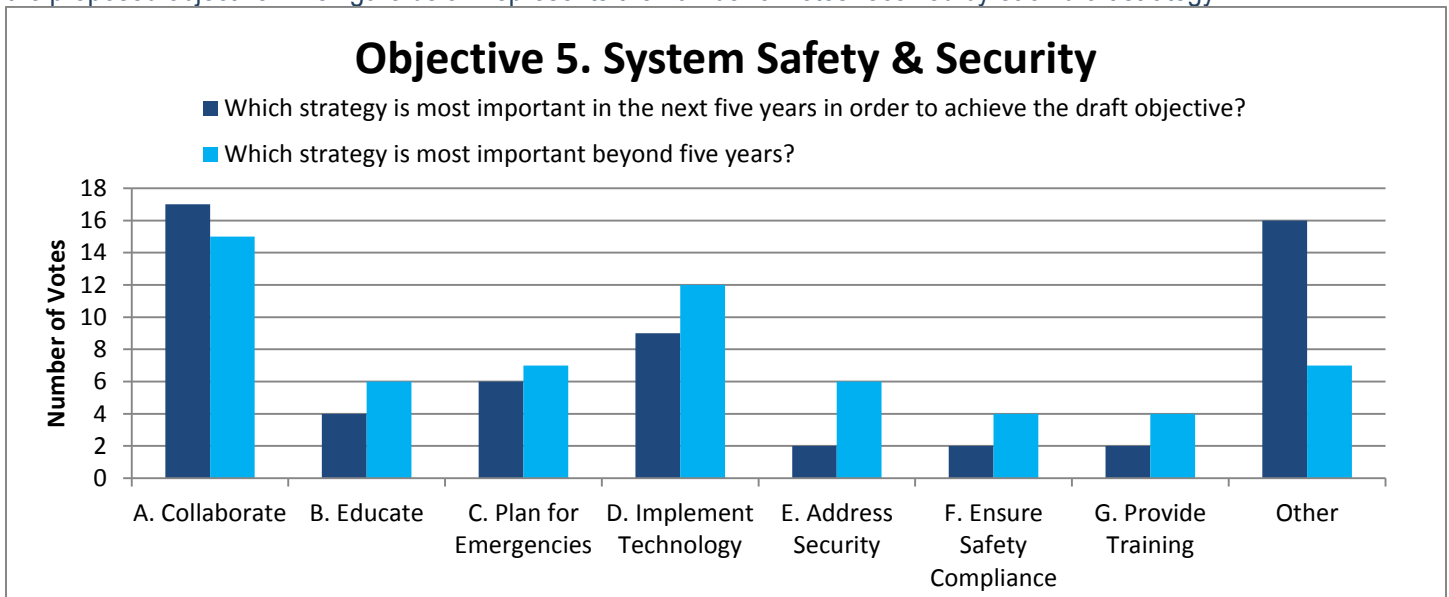
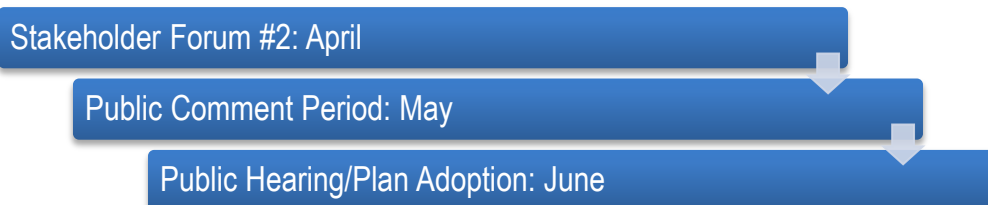


Figure 6. Participant identification of most-important strategies to achieve objective 5

NEXT STEPS

Over the month of March, the Office of Statewide Multimodal Planning will be working closely with its Project Management Team to evaluate and consider all comments received throughout the open house process. The project schedule is as follows:





Statewide Multimodal Transportation Plan

1. ACCOUNTABILITY, TRANSPARENCY AND COMMUNICATION

Make transportation system decisions through processes that are open and supported by data and analysis; provide for and support coordination, collaboration, and innovation; ensure efficient and effective use of public resources.

- Transportation partners work with users of the system to better understand what is important to meet their needs today and what will matter tomorrow.
- Transportation partners educate stakeholders on system-wide and project-specific transportation issues.
- Transportation partners improve early communication and coordination on projects to minimize resource use and maximize benefits.
- MnDOT and local and regional partners work to reduce costs and improve efficiency.
- MnDOT aligns all its plans and performance measures with the Minnesota GO Vision and other state priorities.

2. TRANSPORTATION IN CONTEXT

Make fiscally responsible decisions that respect and complement the natural, cultural and social context; integrate land uses and transportation systems to leverage public and private investments.

- Transportation partners support and provide for higher density development that accommodates walking, bicycling and that takes advantage of nearby transit facilities and services.
- MnDOT and local partners work together to improve accessibility and safety for everyone traveling on, along and across roads.
- Local partners adopt land use plans or policies that minimize long term costs by taking advantage of investments made in existing infrastructure.
- MnDOT plans, designs, develops, and maintains projects in a way that is consistent with the principles of Context Sensitive Solutions.
- Transportation partners strive to avoid and minimize adverse impacts to Minnesota's natural and cultural resources.
- All transportation partners work together to support and implement both system-wide and project-specific approaches to lessen environmental concerns.
- MnDOT collaborates with all transportation partners to support statewide economic vitality and create and maintain jobs through transportation infrastructure investments.

3. CRITICAL CONNECTIONS

Identify global, national, statewide, regional and local transportation connections essential for Minnesotans' prosperity and quality of life; invest to maintain and improve those connections; consider new connections.

- **Transportation partners support and develop multimodal connections for all Minnesotans regardless of socioeconomic status or individual ability.**
- **MnDOT and local and regional partners work together to define priority networks based on connectivity and accessibility.**
- **MnDOT, the Metropolitan Council and local and private-sector partners collaborate to provide greater accessibility and more efficient movement of goods and people throughout the Twin Cities metropolitan area.**
- **MnDOT and local and regional partners manage system congestion and demand by using technology, encouraging multimodal solutions and identifying lower-cost/high-benefit strategies as a first course of action.**
- **MnDOT and local and regional partners work together to improve the connections between transit services to provide greater transportation options for travel within and between cities.**
- **MnDOT and local, regional, federal and private-sector partners work to develop intercity passenger rail and improve intercity bus service for better connections between cities and regions.**
- **MnDOT, local, regional, federal and private-sector partners and neighboring states and provinces work together to ensure the people and businesses of Minnesota have convenient access to the air transportation network.**
- **MnDOT, local, regional and federal partners, neighboring states and provinces and private shippers and carriers work together to improve freight operations and connections for better access to the transportation system.**

4. ASSET MANAGEMENT

Strategically maintain and operate transportation assets; rely on system data, partners' needs and public expectations to inform decisions; put technology and innovation to work to improve efficiency and performance; recognize that the system should change over time.

- **MnDOT and local and regional partners give priority to maintaining and operating assets on identified priority systems.**
- **Transportation partners ensure that safety, operations and maintenance needs are considered and addressed in transportation planning and programming.**
- **Transportation partners explore the alignment of roadway ownership with state, regional and local priorities.**
- **MnDOT works with all transportation partners to implement a transparent and collaborative approach to asset management for all of Minnesota's transportation system.**
- **MnDOT and local and regional partners make capital, operation, and maintenance investment decisions by considering impacts to the state's economy, environment and quality of life.**
- **MnDOT and private-sector partners work to monitor, report the condition of, and identify investment needs for key transportation infrastructure that is owned and operated within the private sector.**

5. TRAVELER SAFETY

Safeguard travelers, transportation facilities and services; apply proven strategies to reduce fatalities and serious injuries for all travel modes.

- Transportation partners increase participation in the collaborative safety initiative Toward Zero Death and explore new opportunities to work together to improve safety for all modes.
- All transportation partners develop and share critical safety information and support educational initiatives.
- Transportation partners collaborate with law enforcement to promote compliance with traffic laws, affect driver behavior, and reduce unsafe driving practices for all modes.
- MnDOT works with local and regional partners that are public transit providers to ensure enforcement of safety and security requirements.
- Transportation partners ensure that transportation facilities are planned, engineered, operated and maintained with consideration for the safety of all users.
- MnDOT and local and regional partners implement strategic and sustainable engineering solutions to improve traveler safety.
- Transportation partners work with emergency medical and trauma services to reduce response time and increase survivability.

6. SYSTEM SECURITY

Reduce system vulnerability; ensure system redundancy to meet essential travel needs during emergencies.

- Transportation partners collaborate with emergency planning efforts to ensure efficient and coordinated response to special, emergency and disaster events.
- MnDOT expands emergency communications infrastructure across the state.
- Regional partners collaborate with local emergency management to address security issues in their planning efforts.