2050 Transportation Policy Plan
Goals, Review, Engagement & Update

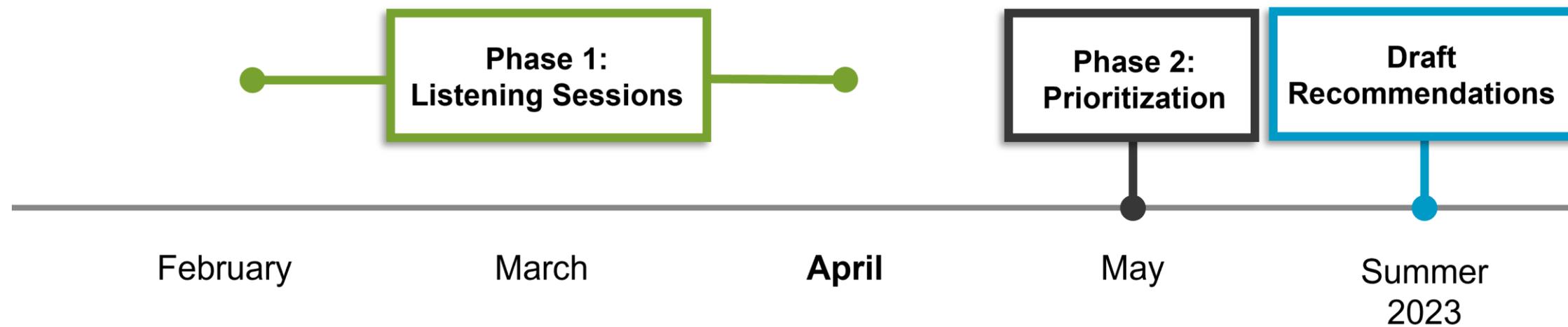**TC2, HDR, and HKGi for Metropolitan Council**

April 2023   metrocouncil.org

Schedule update

- **First phase** of engagement wrapping up

- **Second phase** of engagement to occur in May

- Final **recommendations** to follow

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Who have we heard from?

Listening sessions

Counties

- Scott
- Carver (Staff and Board)
- Hennepin (Staff and Policymakers TBD)
- Dakota
- Washington (Staff and Board)
- Ramsey
- Anoka
- 7W: Wright and Sherburne

Counties

- 2 Workshops (All Cities Invited, 40 participated via workshop or survey)
- Minneapolis
- St. Paul

Other

- MnDOT and FHWA
- TAB
- Suburban Transit Providers
- Minnesota Freight Advisory Committee

What have we heard?

What we asked

- **How important are each of the region's goals** identified in the 2040 TPP moving forward?

- **What regional transportation-related goals/priorities are important** to your organization in the upcoming decades?

- How well do you feel the region's existing plan **reflects the needs and goals of your agency/organization?**

- **What do you need from the region's transportation policy plan** to bolster your work moving forward?

- **Any additional feedback** on the region's 2040 TPP or recommendations for the 2050 plan update?

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Overview of themes

- **Safety** is our number one priority, deaths and serious injuries need to be reduced.
- **Equity** is a top priority for many, but it needs to be more clearly defined to be effective.
- **Maintain** our current system where it makes sense but **improve and enhance** it when possible.
- Opposing **expansion** themes:
    - Roadway expansion is needed to accommodate growing communities.
    - Roadway expansion is unnecessary and should be limited (but other types of expansion are needed).
- **Multimodal investments are important to increase mobility**, but need to be context-specific and will have varying impacts.
- All agree that our transportation systems need to be **resilient against climate change impacts**.
- Opposing **environment/mitigation** themes:
    - We need to be **leaders in actions and policies that mitigate climate change** to meet state, regional, and local climate goals.
    - Mitigating the transportation system's impacts on the environment is **not a priority,** other goals are more important.

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Overview of themes (cont.)

Themes related to goal process/structure:

- TPP **goals and funding** need to be more specific and focused.
- **Rural and suburban edge communities** feel the TPP does not reflect them.

A note:

We will be reviewing high-level themes during the meeting, but additional content is included for your review and follow-up

Topic area formatting

Specific Theme Statement

- **Supporting comments** from:

  - Listening sessions

  - Survey

  - Interactive polling results

- Comparison
  - Key comparison and **disagreement areas** (within governmental feedback, within equity group feedback, and between all)

Safety: theme statement

Theme: Safety is our number one priority, deaths and serious injuries need to be reduced.

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Safety: supporting context

Theme: Safety is our number one priority, deaths and serious injuries need to be reduced.

- Safety on the system is a **core function of transportation**; should place more importance on this - County
- **Safety ranks highly for the county** because as development occurs on rural county roads, we see more severe crashes. - County
- Rural safety is of the **highest importance** - County Board
- Stewardship and safety are the **most important** - County
- Providing a regional transportation system that is safe and secure for all users is **fundamental to government** - County
- Traffic/traveler safety is still **huge concern and focus** for county - County
- Have seen reports that targets for highway fatalities have not been met, so feels **safety is still a high priority** - TAB
- **Safety and security are the biggest concerns** - City
- **Maintain and enhance safety** in existing system - City
- Safety and security is at the **core of what we do** - Transit Provider
- If we can't provide safety, we're **not fulfilling our role for the public** - Transit Provider

Safety: ranking

Theme: Safety is our number one priority, fatal and serious injury crashes need to be reduced.

Number of Times Ranked as Top Priority
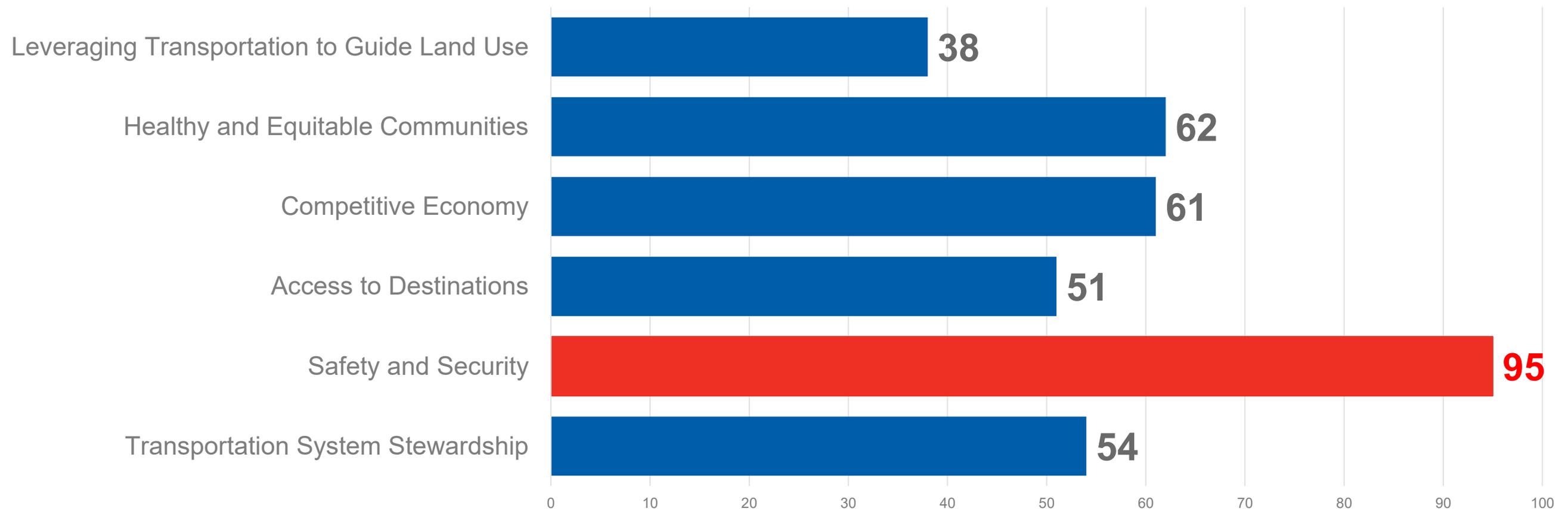
Safety: additional considerations

Theme: Safety is our number one priority, fatal and serious injury crashes need to be reduced.

Areas of Disagreement:

- Vehicle crashes v. personal safety/security

- Who is prioritized in the definition of safety?
    - Operators
    - Pedestrians
    - Bicyclists
    - Maintenance
    - Drivers
    - Community
    - Freight
    - Transit Users

Equity: theme statement

Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.

Equity: supporting context

Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.
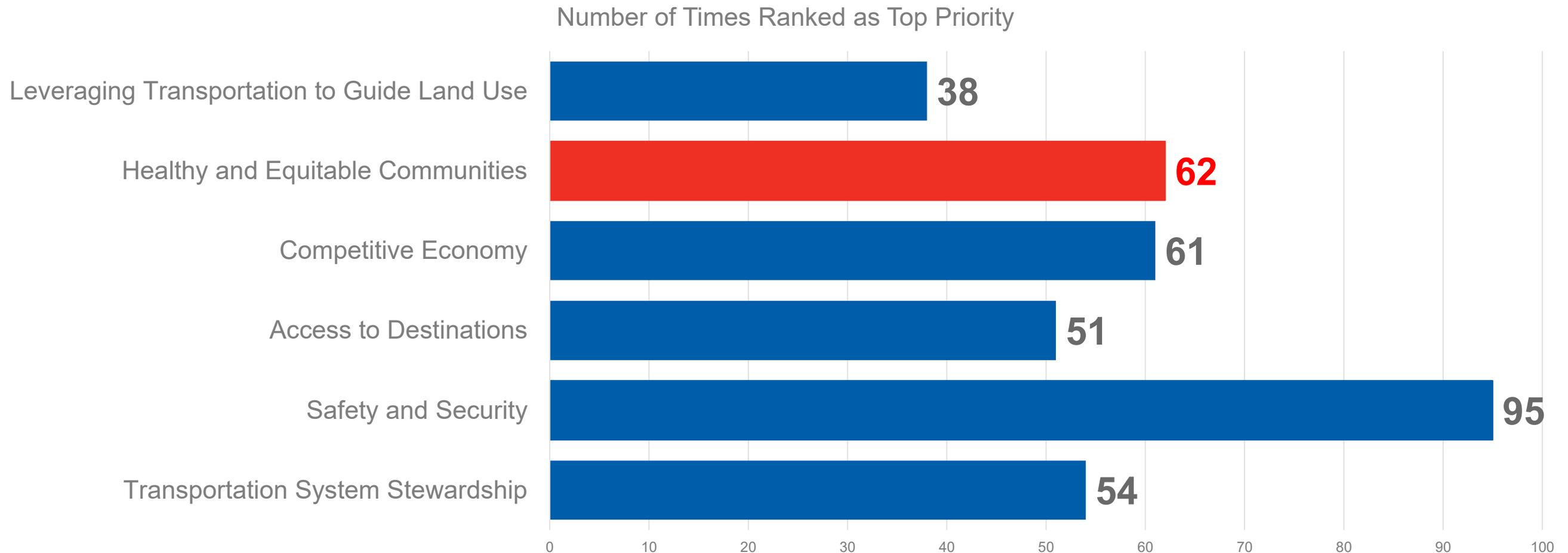
- What does **equity mean**? – Multiple county and city stakeholders, MnDOT

- Equitable outcomes should **permeate through everything we do**. – County

- [Equity goal] would likely rank higher if it **reflected how our county looks at equity**. – County

- **Equity is relative**. Everyone has a different perspective, and it is hard to prioritize how we provide equitable outcomes. – County

- **Disparity reduction efforts are key for the county**, relevant to transportation access and providing people options to get places and be mobile. – County

- Our county has a **different percentage of minority and economic disparities**, but we can't be left out. – County

- **Equity means different things** to different regional geographies. – MnDOT

- We need to explain how an "unbalanced" application may be necessary to achieve **more balanced system outcomes**. – TAB

- Race equity inclusion and climate action goals are things the **community is asking for on all levels**. – City

- Healthy and equitable communities […] are the **biggest concerns**. – City

- Make sure we are **connecting with equity communities**. – Freight

Equity: ranking

Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.

Number of Times Ranked as Top Priority

Category	Value
Leveraging Transportation to Guide Land Use	38
Healthy and Equitable Communities	62
Competitive Economy	61
Access to Destinations	51
Safety and Security	95
Transportation System Stewardship	54

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Equity: additional considerations

Theme: Equity is a top priority for many, but it needs to be more clearly defined to be effective.

Areas of Disagreement:

- What types of equitable outcomes are we prioritizing?
  - Racial
  - Economic
  - Natural
  - Cultural
  - Geographical
- Should equity be a goal of the TPP or a result of a working system?
- We should be able to measure progress of TPP goals – how do we measure equity?

Stewardship: theme statement

Theme: Maintain our current system where it makes sense but improve and enhance it when possible.
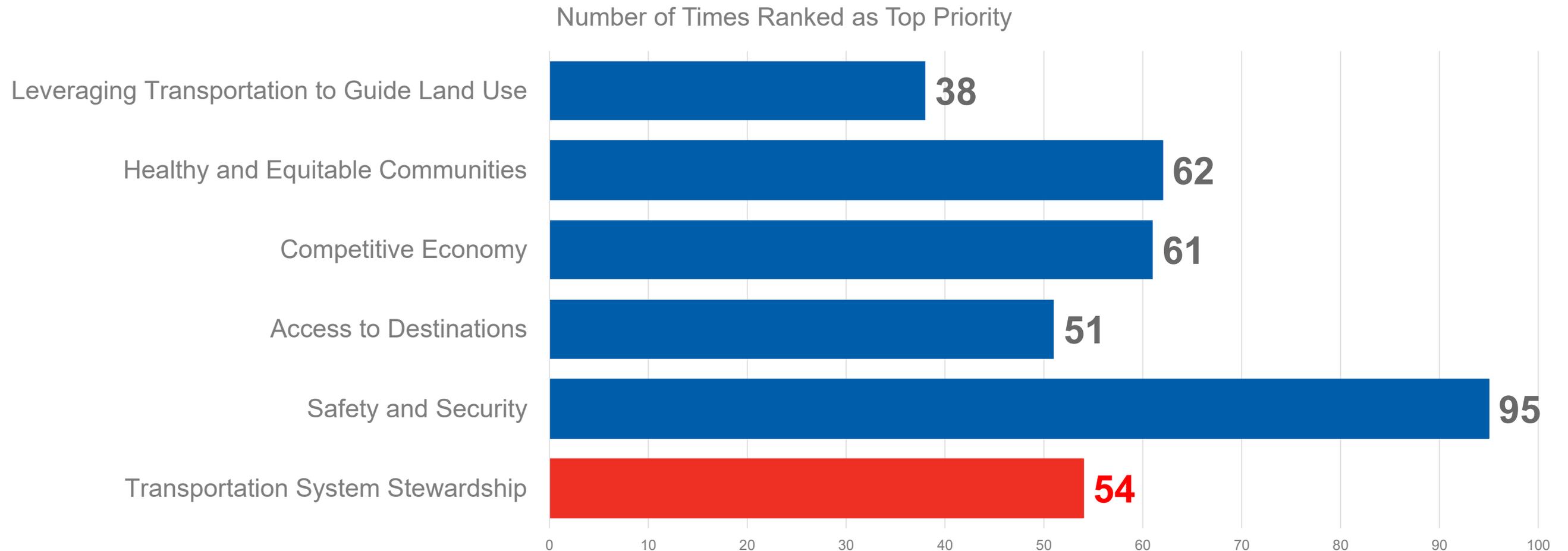
Stewardship: supporting context

Theme: Maintain our current system where it makes sense but improve and enhance it when possible.

- We need to **modernize** the system. – County

- **System stewardship is still a top goal** and drives most of our investments. – County

- There is **more demand for system growth** than system stewardship at this point. – County

- **System preservation is an important topic** for future planning. – MnDOT

- System preservation seems to be baked into our planning practice and thinking at this point. Now is a time of **managing what we have and rebuilding the system going forward**. – MnDOT

- System stewardship is more about **how we invest in the system rather than just maintaining the system** in a state of good repair. – TAB

- Roads are all coming to a head with **pavement quality** and **road degradation**. – City

- The State and region got ahead on pavement quality and cities have fallen behind a bit. Should the region be in a **"maintain what we have" mode?** - City

Stewardship: ranking

Theme: Maintain our current system where it makes sense but improve and enhance it when possible.

Number of Times Ranked as Top Priority

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Stewardship: additional considerations

Theme: Maintain our current system where it makes sense but improve and enhance it when possible.

Areas of Disagreement:

- Should we be preserving a system that doesn't work?

- Some see stewardship as preservation while others see it as being **responsible managers of the system** (which includes things like climate resiliency)

- Availability of funding is a key driver: Maintenance first, then improvements, then enhancements

Expansion: theme statements

Theme: Roadway expansion is needed to accommodate growing communities.

Theme: Roadway expansion is unnecessary and should be limited (but other types of expansion are needed).

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Expansion: supporting context

Two themes emerged:

Theme: Roadway expansion is needed to accommodate growing communities.

Heard from: Urbanizing communities with space available

- The **demand for system expansion** is there, and we need to proactively address this to prevent congestion and safety concerns. – County

- There is going to be a stronger **priority for expansion** projects. – County

- **More demand for system growth** than system stewardship at this point. – County

- More funding towards **highway expansion**. – City

- **Capacity expansion** is the thing missing. – City

- **Increase capacity** – more places to go, more options for shopping, more modes. – Freight

- Would like to see the TPP **acknowledge growth** in [rural/suburban edge] regions. - County

Theme: Roadway expansion is unnecessary and should be limited (but other types of expansion are needed).

Heard from: Urbanized communities with no space for expansion

- It is powerful for the plan to say that in places roadways **can't (or shouldn't be) expanded**. – County

- We want to be able to point to the TPP and use it to support **expanding transit** **while limiting expansion**. – County

- Expansion happens differently in **different contexts**. – County

- Focus more on **mode shift goal** – expand roadway capacity and move people better. **Mobility over capacity**. – City

- Regional perspective could use expansion with capacity increases vs. **capacity improvements via mobility**. - City

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Expansion: additional considerations

Theme: To expand or not expand?

Areas of Agreement:

- Expansion is **context-dependent**. Some cities have room for roadway expansion.

- Expansion can include **capacity expansion** (increasing volume of vehicles) and **mobility expansion** (increasing volume of people), not just **physical expansion** (number of lanes).

- **Some type of expansion is needed** to prevent negative safety, congestion, environmental, and economic impacts.
  - Transit (increased service or adjusted locations).
  - Pedestrian and bicycle infrastructure.
  - Micro-mobility.

Multimodal: theme statement

Theme: Multimodal investments are important to increase mobility, but need to be context-specific and will have varying impacts.

Multimodal: supporting context

Theme: Multimodal investments are important to increase mobility, but need to be context-specific and will have varying impacts.

- It is **difficult to acquire funding** for regional trails in non-urban areas. – County

- We need to value transit – which is the **next stage of providing service** (a form of expansion). – County

- The previous TPP are really set up to **favor projects in urban destinations** – a disconnect on suburban needs – access to destinations are more localized locations vs. urban attractions. – County

- There is a lot of transit opportunity in our county but we **don't see the funds** spent here to support that need. – County

- We need transit system planning policy that looks at **prioritized investments**, not the same business as usual. – TAB

- We have many initiatives especially focused on **bike and pedestrian infrastructure**. – City

- Although it may not look the same in all areas, **transit is needed everywhere**. - County

Multimodal: additional considerations

Theme: Multimodal investments are important to increase mobility, but need to be context-specific and will have varying impacts.

Areas of Disagreement:

- Preferred Destinations:
    - Multimodal investments should focus on **bringing people to Minneapolis/St. Paul** (for employment, education, recreation).
    - Multimodal investments need to focus on **local destinations** (primarily for recreation - connection to local parks, regional trail systems).
- Recognizing travel patterns and new trends – there are **less people commuting to [Minneapolis and St. Paul]**. - County

Environment + resilience: theme statement

Theme: All agree that our transportation systems need to be resilient against climate change impacts.

Environment + resilience: supporting context

Theme: All agree that our transportation systems need to be resilient against climate change impacts.

Agreement on reducing impacts:

- Our roadways are impacted by the **fluctuations in climate/weather** – would like leadership on how to address this. – County

- A resilient system **minimizes negative impacts to system maintenance**. – County

- What is the cost of weather-related disasters? **What is the cost of doing nothing** and how will they increase going forward? – TAB

- Our system needs to be **resilient to extreme weather events**. – County

- We frequently have **river crossings that flood**, safety for us is related to climate change and resiliency. - County

Environment + mitigation: theme statements

Two themes emerged:

Theme: We need to be leaders in actions and policies that mitigate climate change to meet state, regional, and local climate goals.

Theme: Mitigating the transportation system's impacts on the environment is not a priority, other goals are more important.

Environment + mitigation: supporting context

Two themes emerged:

Theme: We need to be leaders in actions and policies that mitigate climate change to meet state, regional, and local climate goals.

- The TPP should support **eliminating reliance on single-occupancy vehicles** and **address climate change**. – County
- Transportation system is the **biggest contributor to GHG**, needs attention. – MnDOT
- **Climate action should permeate throughout all** of our policy planning related to transportation. Without it we aren't doing our job or paying the right attention. – TAB
- We should **get ahead of environmental issues**, we are reactive instead of proactive. – City
- Having [**established VMT and mode shift goals**] as planning and guiding tools have been very helpful. – City
- Keep **climate change at the forefront** and place an emphasis on reducing vehicle miles traveled. - City

Theme: Mitigating the transportation system's impacts on the environment is not a priority, other goals are more important.

- How are we supposed to achieve [carbon reduction and VMT reduction] goals when we have a **growing population and no investments coming our way?** – County
- Other priorities like **safety and maintenance** need to come before this. - City
- There should be a **shared understanding of the tradeoffs** that are necessary or will happen if/however climate change is addressed in the TPP. – City
- **Freight doesn't quite check the boxes** of [initiatives] coming up like GHG and VMT reduction. - MFAC

Focus: theme statement

Theme: TPP goals and funding need to be more specific and focused.

Focus: supporting context

Theme: TPP goals and funding need to be more specific and focused.

- The TPP needs to focus on **certain goals** rather than trying to be everything to everyone. – County

- Things get so watered down, we need **more deliberate/pointed priorities**. – County

- Any project can fit into the TPP's goals and strategies. – City

- The TPP should say more to **drive action on the regional goals**. – MnDOT

- The TPP should **set goals based on the benefit to the entire region**, which is not necessarily the same goals as all the separate counties and cities. – County

- The current plan is too vague, **needs to be more specific**. – County

- We tend to accomplish what we measure – the TPP should be diligent about **measuring goals**. - County

Rural and suburban edge: theme statement

Theme: Rural and suburban edge communities feel the TPP does not reflect them.

Rural and suburban edge: supporting context

Theme: Rural and suburban edge communities feel the TPP does not reflect them.

- The TPP needs to better reflect a **broader range of people and communities**. - County

- It is **difficult to see yourself in this plan**. It is so focused on urban areas and transit. No photos that show suburban/rural environments. - County

- The plan is an **impediment** to the county. - County

- The plan does not represent the county – it is a **challenge and a barrier**. - County

- There needs to be a formula or process that gives **funding opportunities to suburban and rural counties**. - County

- We really want a regional plan, but the TPP **does not reflect the region**. - County

- **Scoring systems for competitive money should be reviewed** to ensure fringe counties are included adequately or they have a chance to compete for funds. – County

- The TPP goals are important but **not always specifically applicable to rural places**. – City
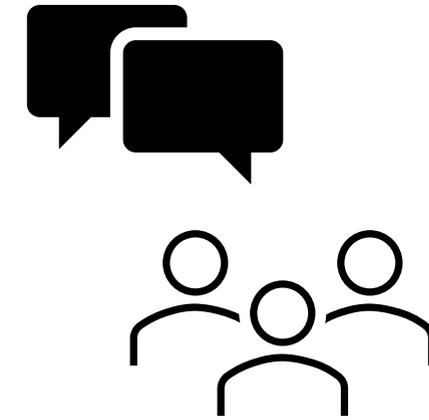
What's next?

Engagement Phase 2

Timeframe: Early May, details TBD

Format: Two workshops, with online survey alternative

Purpose:
- Share back on Phase 1 of engagement
  - Key areas of disagreement and agreement
  - Emerging themes
- Ask for input on proposed high-level draft goal statements
  - Define and clarify
  - Prioritize

Thank you!

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