Agenda

• Process Overview
• Engagement Highlights
• What’s in the Plan?
• Discussion/Comments/Feedback
• Moving Forward
Planning Process

• Project kick-off in February 2019
• Initial public engagement in summer 2019
• MnDOT internal engagement winter 2019/2020
• Process recommendations developed in spring 2020
• Phase 2 engagement (100% virtual) in summer 2020
• **12/8: Ped Plan released for public comment through 1/11**
Engagement Results

What did we hear from our stakeholders?
2,700+ SURVEYS FROM ACROSS THE STATE

NEARLY 3 OUT OF 4 RESPONDENTS
“ Completely support improvements for walking”

IMPROVING WINTER MAINTENANCE
#1 choice for Policies that Improve Walking

62% IMPROVING ACCESSIBILITY ON, ADDING, OR WIDENING PATHS AND SIDEWALKS
for Improvements for walking along state roadways

1 OUT OF 4 votes to Improve Pedestrian Crossing
were for DESIGNS THAT WOULD ENCOURAGE PEOPLE TO STOP FOR PEDESTRIANS

OVER 85% OF RESPONDENTS
Highly support the installation of a demonstration project in their community

TOP DESIGN CHOICES for Crossing that would make people feel safer:
MORE TIME TO CROSS, CURB EXTENSIONS, & PEDESTRIAN REFUGE ISLANDS

42 IN-PERSON ENGAGEMENT EVENTS
9 pop-ups
22 tabling events
8 listening sessions
3 on-street engagement sessions
2 rounds of surveying
7 demonstration projects
Diving into the Plan

What does the Ped Plan address?
Statewide Pedestrian System Plan Goals

- Promote walking as a universal need
- Create healthy and equitable communities
- Create safer places to walk
- Create enjoyable places to walk
- Build internal capacity to advance walking
How to use the plan

The plan identifies stakeholder groups and potential ways to use the document:

- MnDOT
- Tribal liaisons
- Other state agencies
- Local government
- Advocacy groups
## Goal/Objective/Action Item Structure

### Goal 2: Create Healthy and Equitable Communities

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Key Barrier</th>
<th>Action Items</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1. Center equitable outcomes as part of the project development process, including an emphasis on prioritizing the system's most vulnerable users</td>
<td>MnDOT Practices</td>
<td>IP-4</td>
<td>PM-10: Percent of programmed projects that benefit the high-priority areas for walking identified in PAWS</td>
</tr>
<tr>
<td>2.2. Eliminate existing disparities related to the ease of accessing safe and enjoyable walking environments</td>
<td>MnDOT Practices, Funding</td>
<td>PS-9</td>
<td>PM-3: Miles and percent of sidewalks that are fully ADA compliant</td>
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<tr>
<td>2.3. Connect people to everyday destinations, including transit stops and priority destinations in Minnesota Walks</td>
<td>MnDOT Practices</td>
<td>PS-6, PS-10</td>
<td>PM-12: Total walking trips between 1/8 mile and 1 mile</td>
</tr>
<tr>
<td>2.4. Complete sidewalk gaps</td>
<td>Funding</td>
<td>PS-10</td>
<td>PM-11: Percent of sidewalk gaps filled on MnDOT roadways</td>
</tr>
</tbody>
</table>

**IP-4:** Work with MnDOT Traffic Safety staff to review the outcomes of field walks.

Follow the prioritization results and facility selection action items included in this plan and Pedestrian Strategy Two: Improve Design and Maintenance for Pedestrian Safety from the SHSP.
Minnesotans Support Investments in Walking
- 74% of engagement respondents fully support investments that improve walking.

Walking Benefits our Communities
- Improving walking delivers social, economic, environmental, and health benefits to people throughout Minnesota.

MnDOT Has an Opportunity to Lead
- MnDOT has a reputation as a leader on walking among other State DOTs, and can continue to build on this reputation by delivering improvements along and across state roadways.
- This includes rectifying inequities and mitigating climate change impacts.
How are We Planning for Investments?

**Investment Plans and Practices**
- Documentation of MnDOT plans and polices and how they affect outcomes for people walking

**Priority Areas for Investment**
- Identification of parts of Minnesota where the need for walking improvements is greater

**Investment Planning Scenarios**
- Scenarios that define the cost of delivering improvements along/across the trunk highway system in areas with the top 5% of need
Process Improvements to Support Walking

Cost Participation Policy
• Not revising the policy, but recommending best practices to work within existing policy
• How can we invest in a way that reflects that this is a MnDOT priority?

Maintenance
• Identifying opportunities to include and support locals in design and construction with an eye towards maintainability

Scoping and Need
• Recommended improvements to be considered based on project type and land use context
Vulnerability

• People walking are the most vulnerable users of the transportation system across factors.

Speed + Safety

• Slower Speeds Save Lives
• Lower speeds reduce the energy transfer in a crash and ultimately reduce harm for people walking.

Climate Mitigation + Adaptation

• Climate change impacts people walking directly through changes in temperature, precipitation, and air quality
• MnDOT should direct investment to mitigate impacts on people walking.
TELL US HOW TO
Improve Walking
IN MINNESOTA
visit www.minnesotawalks.org
Statewide Pedestrian System Plan

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