

## DISTRICT 3 - ST. CLOUD

### Outreach Summary - October 15, 2012

MnDOT hosted a series of public meetings in October 2012 for the purpose of engaging stakeholders in the development of the 20-year Minnesota State Highway Investment Plan (MnSHIP) 2014-2033. At each meeting, stakeholders were asked to evaluate three alternative investment approaches and select the one that best reflects their values and expectations for the state highway system. Participants were then encouraged to explain their approach preference during a facilitated, small group discussion. Stakeholder approach preferences and discussion themes represent a key factor shaping MnSHIP priorities and strategies.

Fifty-four stakeholders attended the St. Cloud MnSHIP Stakeholder Engagement Meeting, of which 43 selected an investment approach and participated in the facilitated discussion.

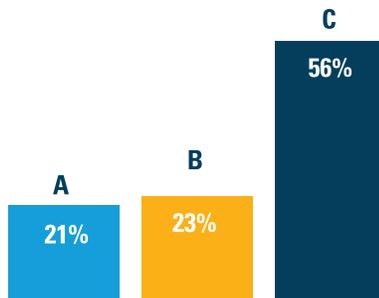
#### APPROACH PREFERENCE

More than half of the stakeholders attending the St. Cloud meeting wanted to see MnDOT move in the direction of Approach C. These stakeholders were strongly in favor of this approach because of its support of capacity improvements and economic development, through investing in the IRC network and RCIPs. Additionally, there was recognition that Approach C addresses a broad range of relevant issues, such as safety and increased options for alternate modes. In general, Approach C was thought to best position MnDOT to be adaptive to current and future needs.

Remaining stakeholders were divided between favoring Approach A and B (21 and 23%, respectively). Those stakeholders selecting Approach A thought it did the best job of maintaining existing infrastructure and meeting critical needs across the system. This approach was thought to address other needs such as safety and mobility through a strong focus on preserving existing infrastructure.

For those stakeholders selecting Approach B, the balance between focusing on existing infrastructure while addressing some mobility and safety needs was attractive. In addition, the focus on high-priority roadways was looked upon favorably.

Figure 1:  
Approach Preference (43 participants)



#### ABOUT DISTRICT 3

District 3 encompasses much of central Minnesota. It has the largest population base outside of the Twin Cities metro area and continues to experience growth. It serves 14 counties, has 1,699 centerline miles (4,366 lane miles) of interstate, U.S., and state highways, 432 bridges, 367 miles of rail line, 110 miles of paved trails, 20 public airports, ten transit systems and one commuter rail line service (the Northstar).

District 3 is also home to MnROAD (Minnesota Road Research Project) on Interstate 94.

#### APPROACH A

- Maintain existing infrastructure (roads, bridge, roadside infrastructure) across the entire system
- Reduce investment in mobility, non-motorized transportation options, and local priorities

#### APPROACH B

- Focus on bridges and safety
- Maintain current investment in mobility, non-motorized transportation options, and local priorities
- Accept significant decline in pavement condition on low-volume roads

#### APPROACH C

- Focus on meeting infrastructure needs on interstates
- Increase investment in mobility, local priorities and non-motorized transportation options
- Accept significant deterioration in the condition of infrastructure on non-interstate highways

**MORE INFO ON MNSHIP  
PUBLIC OUTREACH - DISTRICT  
SUMMARIES**

Please visit <http://www.dot.state.mn.us/planning/mnship/index.html> for more information on MnSHIP, a full summary of the statewide public outreach results, and the other meeting summaries.

## TOP PRIORITIES FOR INCREASED INVESTMENT

- **Interregional Corridor (IRC) Mobility:** Over half of meeting participants selected Approach C, which was the only approach to increase IRC Mobility. Twelve of the 24 stakeholders selecting Approach C and six of the 19 stakeholders selecting Approaches A and B wanted to see an increase in amount of resources available to address mobility issues on IRCs. People wanted to see gaps in the 4-lane network addressed, and believed the increased investment in IRCs would support economic development opportunities in the region. Specifically, many people wanted to see improvements to I-94, US 10, and US 169 as part of IRC Mobility.
- **Regional and Community Improvement Priorities:** Seven of the 24 stakeholders selecting Approach C wanted to see an increase in RCIP funding, largely due to the impacts these projects have on surrounding communities and different project types such as expansion, complete streets projects, projects that encourage mode shift, and other options for optimizing infrastructure. Despite this, several participants said local priorities should be handled by locals, and other innovative financing techniques should be used to fund RCIP projects.

## THEMES RELATED TO INVESTMENT STRATEGIES

- **Pavement Condition:** Approximately one-quarter of participants were strongly in support of continuing a high focus on investment in pavement condition. Several of these stakeholders explained that, because of limited resources, expansion of the system should not be pursued. Some stakeholders argued that roads should be allowed to remain in poor condition for longer periods of time before fixing them. Additionally, there was some concern raised that interstates should not be prioritized for pavement condition investment as, aside from the metro area, they serve to take people out of the state versus into Minnesota cities and towns.
- **Bridge Condition:** Several stakeholders believed too much investment goes into aesthetic elements for bridges, and that this could be reduced.
- **Bicycle and Accessible Pedestrian Infrastructure:** While some people wanted to see continued investment in these categories, a number of stakeholders thought that other sources should be used to improve bicycle and pedestrian conditions, either through local resources or the Department of Natural Resources funding trails.
- **Traveler Safety:** Numerous stakeholders supported continuing or increasing the investment in Traveler Safety. There was considerable support to have the flexibility to address high crash locations in addition to undertaking more strategic, lower cost, high impact projects throughout the system.