

METRO DISTRICT - SHOREVIEW

Outreach Summary - October 23, 2012

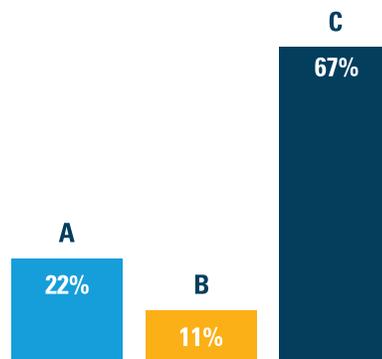
MnDOT hosted a series of public meetings in October 2012 for the purpose of engaging stakeholders in the development of the 20-year Minnesota State Highway Investment Plan (MnSHIP) 2014-2033. At each meeting, stakeholders were asked to evaluate three alternative investment approaches and select the one 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.

Fourteen stakeholders attended the Shoreview MnSHIP Stakeholder Engagement Meeting, of which nine selected an investment approach and participated in the facilitated discussion.

APPROACH PREFERENCE

A majority of participants at the Shoreview meeting indicated a preference for Approach C. Generally speaking, stakeholders selecting Approach C liked the heightened focus on the IRC system, given the system's importance for freight and economic activity. Additionally, participants believed this approach would bring more mobility improvements to the Twin Cities area, and would balance priorities - such as multimodal investments - with needed investments in bridge and pavement condition.

Figure 1:
Approach Preference (9 participants)



Two stakeholders chose Approach A. Reasons given were the belief that maintaining roadways and infrastructure is the most cost-effective way to manage the system, and helps maintain safety across the system.

One participant believed that MnDOT should continue on its current path, Approach B. This individual believed this option manages pavement deterioration in an appropriate manner, and emphasizes bridge safety and maintenance to a desired level.

ABOUT METRO DISTRICT

Metro District covers eight counties (Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington). The District contains slightly more than one-half of the state's population.

Between 2000 and 2030, growth in Metro District is expected to generate 15 million trips per day and 86 million vehicle-miles traveled per day, a 51 percent increase from year 2000 levels.

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

- **IRC Mobility:** One-half of the participants selecting Approach C indicated that they would like to increase investment in IRC Mobility, primarily because of the importance of the IRC system for commercial freight activity.
- **Twin Cities Mobility, Bicycle Infrastructure, and Accessible Pedestrian Infrastructure:** One-third of the participants (2 people) selecting Approach C wanted to increase funding in each of these categories.

THEMES RELATED TO INVESTMENT STRATEGIES

- **Pavement Condition:** Pavement Condition was not a top priority for the group, but there was a desire to see targets re-evaluated and prioritization based on importance rather than classification. About half of the stakeholders commented on the importance of lower-volume roads to the state's economic health.
- **Twin Cities and IRC Mobility:** Despite both of these categories being singled out for increased investment, approximately one-third of the participants indicated that too many resources were being put toward IRC and Twin Cities Mobility projects that increased capacity. If capacity expansion were to happen, there was a desire to see the direct users pay for it rather than the state. There was also interest in finding solutions that increase capacity without expanding the physical roadway, through road design and other operational efficiencies.
- **Regional and Community Improvement Priorities:** There was strong sentiment that locals should be contributing to projects that they are benefiting from, and an acknowledgement that more creative options could be pursued, such as public-private partnerships.