Active Transportation and Traveler Information

DESTINATION CAV

📍 LOCATION	📅 START – FINISH	💲 COST	👥 PARTNERS
Statewide	December 2024–June 2025	$99,999	• AECOM

Overview

For Active Transportation, the Federal DOT encourages transportation agencies to consider walking and bicycling as equals with other transportation modes. At the state level, most information of road impacts to travelers are pushed towards the motorized roads and HWY systems users. This includes work zone and other natural impact events (flooding) that the other alternative modes of transportation are not seemingly included.

There appears to be a need for a concept of operations for Active Transportation facility impacts to be added to the State's 511 format. This would cover bike lanes, bike/ped paths and eventually sidewalks. This will also help foster all modes of transportation needs. The ConOps would look at adding to 511 these Active Transportation routes, the needed look and feel and any backend of use to include broadcasting this information to other map platforms through the Work Zone Data Exchange (WZDX) feed.

Project Goals

The following goals align with the state's broader CAV program goals. Reference page 18 of the Strategic Plan for full descriptions of the seven CAV program goals.

Program goal	Project goal
🛡️	Help inform walkers and bikers users of work zone impacts such as restrictions or closures
📍	Help those walking, biking, and rolling understand destination route choices while planning trip
♿	Increase accessibility for people walking and biking
🏅	Increase public trust with MnDOT's existing 511 website

Figure 1. Skateboarder, mobility scooter, walker and bicyclist.

Project Accomplishments

- Aligns with MnDOT TSMO vision

- Once operational, may lead the nation in use

Project Key Findings

Data sources and needs

Data of need from construction projects, weather and natural impacts are limited to the information entered into the Work Zone Request System (AKA LCM). The Work Zone Request System needs to be augmented to accept this information and to remind people of this need. Also, related information tied to construction websites should include Active Transportation impacts and be better at updating those needs. It was also noted since MnDOT trails often connect with State owned trails (DNR) or other public owned trails that future partnerships would be beneficial.

Data output needs

Connected Work Zone Implementation Guidance Standardization (CWZ Standard) (formally AKA WZDx) feed currently does not accept "trail" as a location. This is also found to be true for bike or shared lanes. It is encouraged to work with the USDOT to find acceptance for "trail" to help expand the CWZ to include Active Transportation in a better format.

Adopt or phase in steps

The "base" phase is currently the easiest for adoption. This is centered around long-term disruptions to active transit systems with few augmentations during the life of the project.

The "growth" phase would add short term disruptions to the integrations.

The "mature" phase would add in connected smart devices and external sources Active Transportation disruptions that would tie into MnDOT owned facilities.

Figure 2. Two bicycle riders using a bike lane system.

🔎 Lessons learned

- Can be built on existing incident and construction information systems
- Will need federal adoption within the CWZ standards
- Will need 3rd party maps to also adopt this additional information

➔ Potential next steps for MnDOT

- Add to the TSMO tactical plan
- Lead the nation in this vision and use

For more information on this project, please contact **MnDOTCAV.DOT@state.mn.us**

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DEPARTMENT OF TRANSPORTATION