

16 • Implementation

Overview

Chapter 16 includes a compilation of actions and strategies recommended in the 2045 Plan along with lists of specific planning and project development studies recommended for completion. Implementation of these recommendations is contingent upon a wide range of external factors, including but not limited to funding availability, the timing and significance of emerging needs, evolving socio-economic and development trends, as well as political and institutional considerations.

The first section of the chapter lists action plan items. These items reflect a range of implementation considerations which should receive attention going forward, ranging from on-going system management strategies to the refinement and implementation of policy.

The second section of the chapter identifies specific studies that are recommended for completion. Table 16-1 lists project development studies recommended for future consideration. Project development studies are key for implementing the concept of corridor preservation, which has been a major focus of past efforts to protect

corridors through 1) establishment of official right of way maps, 2) guidance on future access management, and 3) identification of preliminary cross section needs to assure adequate land will be available for multi-modal travel and environmental needs. Completion of corridor preservation studies also benefits private development interests by allowing future development to be planned in with anticipated transportation infrastructure changes.

Table 16-2 identifies recommended planning/policy studies. These studies are intended to address policy or system issues and are grouped by primary modal or policy concern.

These lists should be revisited periodically to determine if priorities have changed or new issues that need in-depth attention have arisen. The list should be referenced annually during the preparation of budgets, work programs, and capital improvement programs by ROCOG, MnDOT, and local road authorities. Doing so will help identify whether resources exist, or funding needs to be found, for the highest priority projects and whether consultants need to be retained to assist in project work.

Implementation Principles

The following sections summarize key principles that will guide implementation of the 2045 Long Range Plan. The measures identified reflect a range of considerations that should be used to guide planning and project development work during environmental review and preliminary design phases. This process begins once a transportation need has progressed to the point where action is required and funding and other available resources for project development have been identified.

Implementation Recommendations

Roadway Network

- ROCOG and its partners will consult **roadway classification maps** in Chapter 10 and associated multi-modal planning guidance early in the project concept or project development process to inform project scoping and identification of alternatives relative to decisions such as general alignment location, right-of-way needs, access and connection spacing, modal features to provide, and expected level of service.
- ROCOG and its partners will utilize **right of way guidelines** in Chapter 10 in public sector studies such as corridor preservation studies and in responding to public and private development proposals. This will ensure that adequate right of way is identified to address future multi-modal improvement needs along proposed new or reconstructed corridors, with particular attention given to the need for right of way at intersections to accommodate turn lanes, medians, pedestrian refuge areas, bike facilities, and bus stops as well as environmental and quality enhancement needs.
- Cooperative funding efforts involving the City of Rochester, Olmsted County, and MnDOT are needed to facilitate completion of early corridor planning and environmental documentation work involving alternatives analysis, environmental assessment, and tools such as official maps on major corridors where future improvements are anticipated.
- ROCOG and its partners will consult **street connection, signal spacing guidelines, and level of service criteria** to efficiently plan for the management of traffic flow and to minimize traffic conflict along highway corridors. In an era of constrained resources, maximizing the efficiency of existing roadways is critical to meeting capacity demands, and managing the spacing of access and signals is one of the most effective means to accomplish that.
- **Complete Streets** and **Context-Sensitive Design** principles will be considered in all projects to reduce impacts of vehicular traffic to the community and

provide safe accommodations for bicyclists and pedestrians in all corridors.

- Rochester, Olmsted County, and MnDOT will continue to prioritize efforts to fund the preservation of the existing transportation network in order to maximize the efficiency and utilization of existing capital investment.

Transit

- Transit route performance will be regularly monitored. The information gathered will be used to modify or restructure the transit network on an ongoing basis to maximize financial performance.
- The majority of transit routes converge on the Downtown Transit Center. Alternative service concepts that supplement this hub and spoke service design, such as express service zones, crosstown routes, and secondary hubs, will be evaluated as the Rochester urban service area continues to expand.
- Regional transit service should be integrated where it makes financial sense and can improve service, such as the possible interfacing of Rolling Hills Regional Transit with Rochester's fixed route transit service.
- The multi-modal recommendations of the Rochester Downtown Master Plan and the Destination Medical Center Development Plan should be implemented as opportunities arise and resources can be secured to address anticipated growth in demand and facilitate the accommodation of various users on downtown Rochester streets.
- The development of additional park and ride facilities for both the urban area and regional commuters will be a major strategy to manage the flow of vehicular travel into Rochester's downtown core. A Park and Ride Strategic Plan should be developed to identify target areas for park and ride development in order to facilitate advance land acquisition for development and protect potential sites.
- Project development for high frequency, high capacity transit concepts, such as Downtown Rochester Rapid Transit and the Primary Transit Network, should be advanced to meet long-term downtown Rochester travel demand needs. Feasibility studies may be needed for the Primary Transit Network to further assess the concept and the potential changes or evolution in land use patterns needed to make such a system successful. Abandonment or sale of rail corridors should be carefully scrutinized for their future value as alternate transportation corridors before abandonment of any such corridor is approved.
- Feasibility studies should be conducted to determine the ability of mobility hubs to attract new users to transit services and serve as secondary transfer points that facilitate the transition of fixed route transit away from a hub and spoke design to a grid network that

can expand convenient transit access to more parts of the urban area.

- Transit facility development should be coordinated with roadway improvements and pedestrian or bicycle projects to provide connectivity to public transportation hubs and nodes via multiple modes of travel. Jurisdictions with land use authority should study whether transit infrastructure such as bus shelters, information kiosks, and off-board ticketing should be considered part of the basic package of adequate public facilities needed to support private development.
- The City of Rochester should continue its partnership with the Mayo Medical Center to manage employee travel demand and reduce single occupant vehicle commuter travel. When feasible, efforts to more closely integrate Mayo's program with Arrive Rochester should be expanded.
- Given the potential intensity of downtown development that could result from the Destination Medical Center initiative, a coordinated parking strategy involving integration of parking resources to meet different time of day needs should be evaluated by Rochester and downtown interests.
- To encourage more individuals to consider alternatives to private vehicle travel, Arrive Rochester should expand transit marketing efforts, distribution

of transit information, and the number of outlets where information can be accessed.

- With regards to individuals unable to use regular route transit, coordination efforts should be continued with human service organizations in order to make more efficient use of available public transportation resources.

Bicycle and Pedestrian

- Municipalities should continue to require the construction of sidewalk facilities and accommodation for planned bikeway facilities in all new developments.
- Appropriate bikeway and walkway accommodations should be provided in all new highway construction projects, when improving or reconstructing existing bridges and roads, and as part of any park and open space development where the location would provide an important link in the active transportation network.
- ROCOG and its partners will pursue grant funding and legislative appropriations to facilitate the construction of regional trails and major trail corridors in the urban trail network.
- Transportation agencies, utility agencies and jurisdictions will coordinate opportunities for future joint development of paths or trails along utility corridors, railway corridors, and major stormwater management corridors.

- ROCOG and its partners will continue to monitor pedestrian safety needs and implement pedestrian safety improvements where warranted.
- Jurisdictions will continue to seek additional funding for the maintenance of bikeway and walkway facilities.
- ROCOG and its partners should develop an investment plan to provide paved shoulders of adequate width on suburban and rural roads designated as part of the ROCOG Shoulder Bikeway network. Prioritization of improvements should reflect the bikeway service priority assigned to corridors in the plan and the anticipated timing of road and bridge preservation activities.
- ROCOG will work with trail development committees to expand the regional trail network to facilitate recreation, tourism, and commuter needs.
- ROCOG and the City of Rochester should develop street level bicycle suitability information that could be distributed to the public as a means to encourage and promote bicycle travel.
- ROCOG will work with community partners to promote and encourage non-motorized travel through activities such as Bike to Work week, maintenance of up-to-date path and trail maps, and development of wayfinding information.

Freight & Commercial Passenger Transportation

- Olmsted County and MnDOT should continue to expand the 10-ton route network to improve service and reduce access restrictions for rural businesses.
- Road authorities should continue to monitor crashes involving heavy commercial vehicles to determine potential safety investment needs and seek funding to deploy safety improvements consistent with the Minnesota Statewide Heavy Vehicle Safety Plan.
- Jurisdictions should monitor changes in freight rail traffic and be proactive in planning for rail/highway crossing safety improvements should heavy rail traffic levels increase.
- ROCOG and local road authorities should continue to work with the Rochester International Airport to coordinate needed landside access improvements.

Safety

- ROCOG and its partner jurisdictions will continue to collaborate with local law enforcement, public health agencies and others on travel safety education and outreach activities as part of Southeast Minnesota Towards Zero Death.
- ROCOG's partner road agencies will continue to coordinate with law enforcement agencies on targeted enforcement campaigns and initiatives.

- ROCOG and its partner road authorities will continue to monitor crash data on a routine basis to identify potential improvement needs that can be advanced into local capital improvement programs and state/federal grant funding.
- ROCOG and its partner road agencies will coordinate safety investments and improvements across jurisdictional boundaries.

Security

- ROCOG and its partner agencies will continue to work with the Olmsted County and City of Rochester Emergency Management staff on preparedness and mitigation planning.
- ROCOG and its partners will continue to participate in local emergency response drills and exercises.
- ROCOG and its partner agencies will continue to participate in periodic updates of the Olmsted County and Rochester hazard mitigation plans.
- ROCOG will continue to provide emergency responders with up-to-date electronic base map products to facilitate 9-1-1 and emergency dispatch services.

System Management

- Local and regional road agencies will continue to coordinate the implementation of traffic management programs such as signal timing and coordination as

well as deployment of ITS infrastructure in key corridors.

- ROCOG and its partners will monitor the major strategic arterial system to identify emerging congestion and safety issues and recommend actions that can improve the reliability and performance of high-volume corridors and reduce the need for future capacity expansion.
- ROCOG and its partners should continue to coordinate Early Project Development (EPD) assessment of design concepts, access and traffic management priorities, and environmental resource issues. This will facilitate corridor preservation and early right-of-way acquisition as well as provide a pipeline of projects that can be considered in response to new state or federal funding initiatives.

Asset Management

- Agencies will continue to collect and maintain facility condition, traffic volume, and geometric data in order to support system preservation activities.
- Agencies will use quantitative performance measures for assets and monitor how well strategic goals are being met.
- ROCOG and its local partners should work with MnDOT on establishing data compatibility, interoperability, and metadata standards to improve data sharing capabilities.

- Local jurisdictions need to plan for the incremental expansion of maintenance budgets to address the increasing costs of preserving growing and/or aging local road networks.

Demand Management

- The City of Rochester and Arrive Rochester will continue to promote travel demand management (TDM) strategies such as bus pass subsidy and guaranteed ride home programs. Where feasible, the introduction of parking cash-out or subscription services to the largest employers, in an effort to attract more employees to alternatives to single occupant vehicle commuting, should be considered.
- ROCOG and the City of Rochester will continue to partner on the study of how land use and community design programs can promote greater reliance on alternative transportation modes including transit, walking, and biking as well as support deployment of high capacity transit services in the future. Development of pedestrian-oriented and transit-supportive policies, using an activity center or corridor-based approach to the placement of higher density residential and employment centers that feature mixed-use development and compact design styles, should be emphasized. Opportunities for redevelopment that would promote more efficient utilization of existing infrastructure, particularly of

greyfield sites and older industrial areas, will be supported.

- The City of Rochester will consider the impacts of parking policies on transit ridership and how to adjust those policies to promote transit use.

Travel Options

- The City of Rochester will continue its efforts to attract new shared mobility options to the urban area through use of pilot projects and small initial deployments of services such as car-sharing, bike-sharing, and e-scooters to expand the range of options available for residents, workers, and visitors in more dense areas of the urban center.
- The City of Rochester will continue to work with partners at the state and federal level and in the private sector to pilot and test automated vehicle technology in order to learn about its feasibility and applicability to Rochester.

Environmental

- Assessment of potential environmental implications of all regionally significant transportation projects should be completed as early as possible in order to gauge the feasibility of improvements for further investment planning and to provide guidance to public and private development interests.

- ROCOG and its partners will continue efforts to coordinate with environmental and resource agencies throughout the development of plans and projects.
- ROCOG will work with local jurisdictions to ensure that land development regulations are consistent with goals of the Plan.

Financial

- ROCOG will continue to monitor transportation funding needs at the system level and support efforts to increase revenues for transportation improvements.
- ROCOG will review area land use plans, economic development initiatives, and environmental policies to determine how well they coordinate with or may impact the Plan.

Public Involvement

- ROCOG and its partners should be proactive in providing opportunities for interested parties to participate in all project planning studies and ensure that the environmental justice implications of major federally and state funded projects and actions are considered, consistent with the guidelines included in ROCOG's Environmental Justice Protocol.

Information

- ROCOG will develop and publish a ROCOG Report Card to provide citizens, leaders, elected officials, and ROCOG members with information about the region's transportation infrastructure (roads, bridges, sidewalks, etc.) with regards to physical condition, traffic changes, and local projects completed and planned. Travel behavior metrics that influence transportation demand, such as mode of journey to work, demographics, and economic information, will be included.

Project Development and Plan Refinement Priorities

Table 16-1 identifies locations where completion of early phases of project development, including confirming the purpose and need for a project, early identification of regulatory concerns and project alternatives, and conducting preliminary environmental screening, can help advance future project delivery by bringing stakeholders into early discussions on emerging transportation needs in the community. The projects identified in this list reflect the interests of ROCOG and its partner agencies in conducting early phases of the traditional state/federal project development process in order to facilitate adoption of measures such as right-of-way protection, traffic operational policies, and implementation

responsibilities while not jeopardizing future federal approvals for a project.

Completing such work helps minimize future risk from inappropriate development and/or other infrastructure improvements that could create implementation barriers. This process can also help clarify expectations among policymakers and the public and help minimize the potential for projects to be significantly changed or amended at a later time once funding has been secured.

Table 16-2 identifies plan refinement needs that have been identified in this plan or other complementary studies (such as the P2S 2040 or the Rochester Downtown Master Plan) that may require further detailed

study and evaluation. While the Plan has been developed based on the best available information as to the future transportation needs of the region, in some cases there are issues that may require a level of detailed evaluation and discussion that are beyond its scope and need further resolution before practical solutions can be proposed.

These studies are grouped into six categories, reflecting a range of modal and management considerations. This list should be reviewed periodically and efforts undertaken to identify the resources needed to complete these studies.

Table 16-1: Project Development/Corridor Preservation Studies

Gray shading identifies projects in process; tan shading identifies projects related to Destination Medical Center initiative)




Project Development Priorities						
	Interstate / Interregional Corridors	Strategic Arterials	Major Arterials	Secondary Arterials & Primary Collectors	Transit / Rail	Non-Motorized
Highest Priority  Lowest Current Priority	Complete Alternative Analysis of Design Concepts / Byron Interchange (MnDOT)		Complete Streets Planning on Existing Arterials identified in Yrs 1-2 of City CIP for pavement preservation or reconstruction (Rochester)	CR 125 / CR 147 Multi-modal Improvement Study	Downtown Rapid Transit Small Starts Project (Phase I) (Rochester)	Discovery Walk 2nd St SW to Soldier's Field Park (DMC-EDA / Rochester)
	Final Environmental Review and Official Map / Byron Interchange Study (HCPP)	South Circle Drive Highway Corridor Preservation Project (ROCOG)				Willow Creek Trail 20th St to Gamehaven Park (Rochester)
	Identifying / Pursuing Discretionary Funding for NHS Interchanges (Olmsted / MnDOT)	Downtown Broadway Enhancement (6 St S to 6th St N) (Rochester)		6th ST SE Bridge Study (DMC Year 10-15 Project) (Rochester)	Downtown Rapid Transit Small Starts Project (Phase II) (Rochester)	North Broadway Bridge Crossing (Rochester)
		Marion Rd - Eastwood Road Intersection Area Study (Olm-Roch)			Broadway Ave Bus Rapid Transit Deployment (Primary Transit Network) (Rochester)	City Loop Project (DMC Year 1-10 Phased Project) (Rochester / DMC-EDA)
		Capacity Mitigation / Enhancement Needs - High Volume Strategic Arterials			4th St SE Bus Rapid Transit Deployment (Primary Transit Network) (Rochester)	Douglas Trail Bridge over CSAH 44 (Lead Agency undermined)

Table 16-2: Planning Studies

Gray shading identifies projects in process; tan shading identifies projects related to Destination Medical Center initiative)

Planning Study Grid						
	Funding & Investment	System Management	Sustainability	Transit	Non Motorized	Safety and Security
Highest Priority   Lowest Priority	Assist Local Partners in preparation of Grant Applications for Project Funding (ROCOG)	Develop framework for ROCOG Report Card & processes for data management (ROCOG)	Establish Long Term Governance Structure for ARRIVE Rochester TMO (City of Rochester)	2021-22 Rochester Transit Development Plan Update (Rochester Public Transit)	Assist DNR in completion of planning for Olmsted Co. portion of Stagecoach Trail	Conduct further evaluation of highway safety screening results in LRTP to identify possible needs
	Assess Performance Measures & Targets for ROCOG (ROCOG)	Review of Rochester Traffic Impact Study Requirements (Rochester / ROCOG)			Rochester Safe Routes to School Implementation (ISD 535 with grant funded staff)	Assist in Education, Safety Awareness & Encouragement Initiatives (Public Health /TZD leads)
	Phase I Highway Jurisdiction Evaluation Focus: State Aid Cities Coordination of CSAH/MSAS (Olmsted/ROCOG)	Investigate use of STREETLIGHT Data or similar products for Planning & Operations needs (ROCOG)	Update Environmental Justice Policy (ROCOG)	Bus Transit System Redesign Analysis / Study (RDMP / DMC / P2S Finding)		
		Assess local ITS Framework) (ROCOG manage process)	Assessment of Transit Oriented Development (TOD) Opportunities & Tools to support High Capacity Urban Transit (Rochester)	Rochester Park & Ride Service /Satellite Mobility Hubs Planning (TDP / DMC Finding)	Stewartville - Rochester Bluestem State Trail Planning (Stewartville lead)	Assist in periodic update of Hazard Mitigation Plans
	Phase II Highway Jurisdiction Evaluation Focus: Other Cities (Olmsted / ROCOG)	Review of Rochester Access Management Requirements for Major Streets	ROCOG Complete Streets Principles	Regional Commuter Bus / Regional Park& Ride Service Planning (RDMP / DMC Finding)	Oronoco Connection to Douglas State Trail (lead to be determined)	
	Phase III Highway Jurisdiction Evaluation Focus: Rural areas (Olmsted / ROCOG)	Develop framework for monitoring reliability and safety on major high volume urban corridors				

