Chapter 5

System Performance

This chapter is an evaluation of the system's performance. It will combine relevant information previously presented in Chapters 3 and 4 with newly introduced data and analyses. The focus of the chapter is an analysis of system capacity and congestion, safety and security, and performance measures.

5.1. Capacity analysis and congestion

Congestion plays a pivotal role in transportation planning. A thorough understanding of its origins, patterns, and consequences is indispensable for formulating effective strategies and making informed decisions. These decisions aim to optimize the movement of people and goods, enhance quality of life, and foster sustainable transportation systems.

Figure 1: Congestion on Civic Center Drive

The analysis of roadway segments exhibiting congestion or operational challenges is crucial for identifying system requirements and potential future roadway enhancements. Quantifying congestion also facilitates the development of implementation strategies for roadway improvements, access management, safety considerations, transit service, and demand management.

5.1.1 Level of Service

Level of Service (LOS) serves as a key metric for assessing congestion. LOS provides a qualitative evaluation of roadway operations, utilizing a rating scale from A (representing free-flowing traffic and high satisfaction) to F (indicating near gridlock conditions and severely compromised quality). It is important to acknowledge that roadway segments operating within LOS D may not currently exceed capacity, thus not experiencing technical congestion, yet users may still perceive them as congested.

ROCOG encourages all jurisdictions to improve LOS when possible, but the primary goal is to maintain current LOS on all roadways. ROCOG will utilize and advocate for its partners to employ the Level of Service guidelines outlined in the Highway Capacity Manual. These guidelines will establish minimum operating conditions for the predominant peak and off-peak traffic flow in planning, project development, and the review of private development proposals.

5.1.2 Corridor identification

While the Highway Capacity Manual should be the primary methodology for assessing LOS, other publications also guide its calculation.

5.1.2.1 Rochester Planning to Succeed (P2S) 2040

Included as part of Rochester's 2018 comprehensive plan update (P2S 2040), a roadway corridor assessment was completed looking into congestion. This assessment identified existing areas of congestion and projected future areas. Corridors flagged for congestion were identified based on traffic volumes and road geometry and provide a high-level screening of areas where future study may be warranted. Table 1 lists corridors where current or future volumes exceed the typical capacity of an unmanaged arterial road. This list includes many of the highest volume corridors in the area including Civic Center Drive between US 14 and Broadway Avenue and West Circle Drive between US 52 and 2nd Street SW.

5.1.2.2 DMC Integrated Transit Studies

Additionally, the DMC Integrated Transit Studies identified existing access capacity issues at all west side entry portals into downtown Rochester and projected access capacity issues at the majority of downtown portals by 2040. Civic Center Drive near the US 14 interchange was found to be the most restricted portal, while southbound Broadway Avenue near Civic Center and 2nd Street SW were found to have the most restrictive entryways in the future.

Table 1: Previously Identified Congested Corridors

Source: Rochester's Planning to Succeed (P2S) 2040 & DMC Integrated Transit Studies

Existing Congested Corridors			
Corridor	**Segment**	**Traffic Growth Existing & Future Traffic Volumes**	**High Crash Locations**
South Broadway	US52 to 16th St SE	South End - 26,500 to 35,000 North End - 24,300 to 32,000	16th St 20th St 25th St
South Broadway	6th St to 12th St	26,000 to 32,000	6th St 12th St
12th St SE (US 14)	Broadway to Marion Rd	23,100 to 35,000	3rd Ave SE 15th Ave
12th St SE (US 14)	Broadway to US 52	26,500 to 30,500	Memorial Parkway 3rd St NE
North Broadway	14th St to Northern Heights Dr	South End - 22,000 to 32,000 North End - 17,500 to 29,000	Elton Hills Dr 37th St NE
Civic Center Dr	Broadway to US 52	East End - 26,000 to 35,000 West End - 32,500 to 38,000	Broadway 6th Ave NW 11th Ave NW
37th St NW/NE	Broadway to West River Rd	24,000 to 37,000	Broadway Ave West River Rd
West Circle Dr	US 52 to 2nd St SW	South End - 27,000 to 35,000 North End - 18,000 to 32,000	19th St 26th St CSAH 4

This study was completed before the identification and implementation of the Link Bus Rapid Transit system on 2nd Street SW and these portals should be monitored as downtown activity intensifies to ensure timely implementation of measures such as transit system improvements to help moderate or reduce peak period traffic demand.

5.1.3 Implications

Congested traffic corridors in the ROCOG area pose a significant threat to regional growth and prosperity. This congestion leads to economic losses from reduced freight efficiency and environmental damage from increased emissions, highlighting the need for effective transportation planning.

5.2. Safety and security

5.2.1 Safety hierarchy of plans

The ROCOG MTP prioritizes the advancement of a safe transportation system. To achieve this, ROCOG collaborates with partners to plan, prioritize, and develop construction projects, alongside policies and programs that address the non-physical factors contributing to crashes.

5.2.1.1 Minnesota Strategic Highway Safety Plan (SHSP)

The Minnesota Strategic Highway Safety Plan (SHSP) establishes the framework for safety strategies and investments on Minnesota roadways, with the overarching objective of eliminating fatalities and serious injuries for all road users.

Nationally and within Minnesota, traffic fatalities have been on the rise, reversing previous years of decline. The SHSP serves as a vital instrument for directing traffic safety resources and providing data-driven, actionable strategies to mitigate fatalities

and serious injuries on Minnesota roadways. Updated every five years, the SHSP reflects evolving crash trends and incorporates innovative safety strategies.

The 2025-2029 SHSP introduces several key features, encompassing new perspectives and methodologies, including:

- Consistent engagement with Minnesota's newly formed Advisory Council on Traffic Safety.
- Expanded stakeholder involvement, particularly outreach to underserved populations and vulnerable road users.
- A data-driven equity approach to identify needs, prioritize focus areas, and develop targeted strategies.
- The integration of the Safe System Approach as a guiding principle.
- A heightened emphasis on the intersection of traffic safety and public health, and the role of public health partners.
- A comprehensive reassessment of crash contributing factors, resulting in updated safety strategies and tactics.

5.2.1.2 MnDOT District 6 Highway Safety Plan

In 2016, MnDOT District 6 updated the regional safety plan for the 11 counties in Southeast Minnesota. The plan identified high crash locations while conducting a systematic assessment of risk across the system. The outcome is a prioritized list of safety projects based on appropriate strategies for each priority location.

Improvement projects recommended in the ROCOG area included:

- US 63 between US 52 to State Highway 247
- US 52 between the east leg of US 14 and the Interstate 90 interchange
- US 14 between
  - 10th Ave SE in Byron to US 52 interchange
  - South junction of US 52 and 40th Avenue SE
  - 0.8 miles west of CSAH 11 to 0.2 miles east of Dover
- The identification of the following intersections as high-crash locations:
  - US 14 and 50th Avenue SE (CSAH 11) east of Rochester
  - US 14 and CSAH 36 in Rochester
  - US 14 and State Highway 42 in Eyota

5.2.1.3 Olmsted County Highway Safety Plan

The 2021 Olmsted County Highway Safety Plan was developed using the same data driven process that emerged from preparation of the State Highway Safety Plan. Based on technical analysis and discussion with local staff and community members, a set of recommended safety projects were supported.

- Continued use of edge line rumble strips, wide edge lines, and chevron warning signs were recommended for rural highway projects.
  - 18 segments involving 110 miles were targeted for centerline rumble strips.
  - 11 segments involving 56 miles were targeted for shoulder rumble strips.
- 21 rural intersections identified for the addition of turn lanes.
- 18 urban intersections identified for confirmation lights, which help law enforcement identify red-light running by confirming when the signal is red. (Figure 2)
- 28 urban intersections identified for the addition of leading pedestrian interval signal timing.

Figure 2: Blue confirmation light on signal system

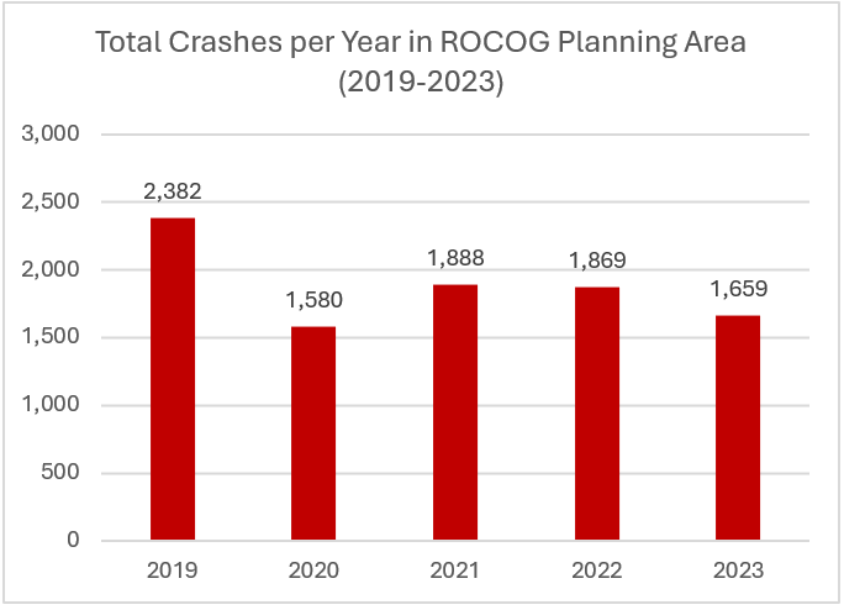
5.3. Crash history

5.3.1 Total reported crashes

This section presents an analysis of crashes involving all transportation modes. Over the five-year study period from 2019 to 2023, Olmsted County experienced a total of 9,378 crashes. Figure 3 illustrates the annual crash count during this period. Notably, 2022 witnessed 59 fatal and serious injury crashes, marking the highest annual total recorded in the five-year period.

Figure 3: Total Crash History

Source: MnDOT Minnesota Crash Mapping Tool, April 1, 2025



In contrast, the previous MTP analyzed crashes from 2014 to 2018, during which 12,324 crashes occurred, approximately 2,946 more than the current study period. This translates to an annual reduction of approximately 589 crashes compared to the previous ROCOG MTP timeframe.

Several factors may contribute to this substantial decline. Most significantly, changes implemented in crash reporting procedures in 2021 and changes in methodologies in the classification of crashes in 2016 are likely primary causes. It should also be noted that the COVID pandemic also resulted in a reduction in driving and thereby crashes. ROCOG and its member jurisdictions will continue to monitor safety metrics to discern potential future trends.

5.3.2 Severity

Figure 4 presents a detailed breakdown of crash severity data for the ROCOG planning area over the five-year period from 2019 to 2023. The analysis reveals a total of 37 fatal crashes, resulting in 37 fatalities. Contributing factors to these fatal incidents included failure to yield to right-of-way, excessive speed, and inattentive driving. Notably, angle crashes accounted for 28.5% of all fatal and serious injury crashes.

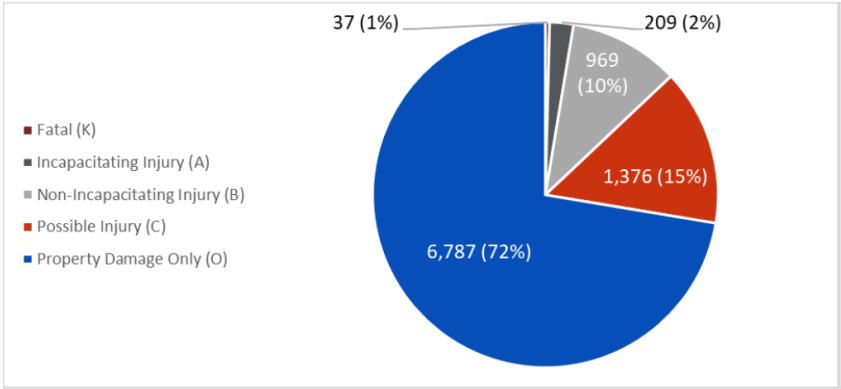
Minor arterial roads, representing just 8% of the regional network, accounted for 37% of all fatal and serious injury crashes. Four-lane roadways were similarly overrepresented, comprising 6% of road miles but 30% of severe crashes. The most problematic corridors included Broadway Avenue/County Road 22 and segments of Highway 14 and 63.

The ROCOG planning area saw a decrease in fatal crashes from 49 (2014-2018) to 37 (2019-2023). However, during that same period, serious injury crashes increased from 174 (1% of all crashes) to 209 (approximately 2% of all crashes), indicating a concerning trend of more severe, non-fatal crashes.

Severe crashes are classified by the first responder on the scene and involve some form of life altering injury or a significant need for medical attention.

Figure 4: Crash Severity History

Source: SS4A Safety Action Plan Historical Crash Evaluation Summary, 2025



5.3.3 Crash hot spots

Analyses of crash density and severity in the ROCOG planning area between 2019 and 2023 reveal several roadway segments and corridors with higher concentrations of fatal and serious injury crashes. These hot spots are primarily located in and around the City of Rochester, though significant patterns also emerge in smaller communities and along rural corridors.

Within Rochester, Broadway Avenue stands out as a corridor

with consistently high crash severity scores. The northern portion of Broadway between East Circle Drive/37th Street NE and County Road 22 has an especially high concentration of fatal and serious injury crashes, as does the downtown stretch near intersections with 3rd Avenue SE, East Center Street, and 2nd and 4th Streets.

Highway 14 also emerges as a prominent corridor with severe crash activity. Intersections along Highway 14, particularly near County Road 5 and County Road 3 in Byron, are among the top crash locations for all modes of transportation. Additional high-risk intersections include key junctions like US 63 and County Road 22, Broadway and US 14, and County Road 1 and County Road 30.

Beyond Rochester, other communities experiencing elevated crash activity include Stewartville along Highway 63, Byron along Highway 14, and Pine Island, Oronoco, and Chatfield along Highway 52. The I-90 interchange with Highway 52 was also identified as a location with frequent crashes.

While urban Rochester accounts for the majority of crashes due to its size and traffic volumes, rural areas and towns exhibit disproportionately high rates of severe crashes. For example, Rock Dell Township had the highest share of fatal and serious injury crashes relative to total crashes (17%), with similarly high proportions observed in Salem (11%), Pleasant Grove (8%), and Elmira Townships (11%), and the City of Eyota (12%).

The most severe and frequent crashes tend to occur on arterials and highways, often at intersections, and in areas with complex traffic patterns or limited visibility. Targeted improvements for these locations will be identified with the finalization of ROCOG's SS4A Safety Action Plan at the end of 2025.

5.3.4 Pedestrian and bicyclist crashes

During the five-year period from 2019 to 2023, the ROCOG planning area recorded 184 crashes involving pedestrians and bicyclists, 108 pedestrian-involved and 76 bicycle-involved, representing approximately 2% of total reported crashes. Of these, 28 pedestrian crashes and 8 bicycle crashes resulted in either a fatality or an incapacitating injury, equating to a severe crash rate of nearly 26% and 10%, respectively.

This data reveals a disproportionately higher incidence of severe or fatal outcomes for pedestrians and bicyclists compared to vehicle-to-vehicle crashes, likely attributed to the vulnerable nature of collisions involving direct impact between a human body and a vehicle.

Comparative analysis with the 2014-2018 period shows 209 crashes involving pedestrians and bicycles. The region experienced an average of 22.8 pedestrian crashes and 19 bicycle crashes annually during that time. From 2019-2023, the area experienced 22.2 pedestrian and 19.8 bicycle crashes annually. While there was a slight increase in bicycle crashes, pedestrian crashes saw a minor decline. Overall, the total number of pedestrian and bicycle crashes remained consistent.

Consistent with trends in other MPO areas, the ROCOG planning area is actively addressing pedestrian and bicycle safety. By acknowledging the concentration of crashes in urban environments, where user density is higher, we can proactively implement targeted solutions, such as delineators on Center Street in Rochester, which create a safer environment for all modes of transportation.

5.3.5 Commercial vehicle crashes in Olmsted County

The analysis of crashes involving commercial vehicles, defined as incidents with at least one vehicle exceeding two axles and/or four tires, reveals significant trends within the ROCOG planning area. Figure 6 presents the distribution of these crashes over the five-year study period from 2019 to 2023. A total of 749 crashes involving commercial vehicles were recorded between 2019 and 2023, representing approximately 8% of all crashes in the ROCOG region. Of these, 6 crashes resulted in a fatal or serious injury, accounting for 2% of all fatal and serious injury crashes in the area.

Previous ROCOG studies indicated a concentration of commercial vehicle crashes within the city of Rochester. Outside the urban core, these crashes are predominantly located on the state highway system. Conversely, within the urban area, they are primarily observed on the arterial street network. This distribution is consistent with the design and designation of these roadways, which are engineered to accommodate commercial vehicle weight limits and designated as truck routes.

5.3.6 Crash summary and implementation

ROCOG's planning process aligns with established State and District Highway Safety Plans, emphasizing the critical role of engineering, education, and enforcement in enhancing road safety. This approach reflects the strategic safety framework initiated under federal guidelines in 2005, which continues to guide safety initiatives at national, state, and local levels.

Based on the findings outlined in this document, ROCOG commits to the following actions:

- **Safety monitoring:** Continuous monitoring of safety conditions and performance measures within the planning area to ensure proactive identification and mitigation of safety risks.
- **Regional roadway safety collaboration:** Vigilant monitoring of high-volume regional roadways for any changes in safety conditions, and active collaboration with roadway owners to develop solutions that balance local accessibility needs with roadway safety.
- **Active transportation safety advocacy:** Collaborative engagement with the active transportation community to identify safety improvements for pedestrians and cyclists throughout the region.

ROCOG is undertaking a Safe Streets for All (SS4A) study in 2025, which will serve as the region's comprehensive safety plan. Please refer to the SS4A section later in this chapter.

5.3.7 Safe Routes to School

Safe Routes to School (SRTS) in Minnesota is a program aimed at improving walking and bicycling conditions for students, encouraging more active lifestyles, and ensuring safer travel to and from school. The Minnesota Department of Transportation (MnDOT) collaborates with various partners to develop and

implement plans and programs.

Rochester Public Schools spearheads the most active SRTS initiative within the ROCOG area, employing dedicated coordinators to manage program implementation. This program is a collaborative effort involving Olmsted County and the City of Rochester, collectively striving to establish walking and biking as practical and safe commuting options for students. The program's objectives include alleviating traffic congestion around educational institutions, improving local air quality, and promoting the physical and mental well-being of students through active lifestyles.

The City of Rochester has demonstrated significant support for these initiatives through infrastructure improvements, notably the expansion and maintenance of sidewalks and bicycle lanes. Furthermore, the City prioritizes pedestrian safety through the implementation of high-visibility crosswalks, pedestrian signals, and traffic calming measures in proximity to school zones.

In 2022, Rochester Public Schools completed their Middle Schools SRTS Plan, which outlined infrastructure recommendations for each middle school. The plan also outlined program opportunities to increase awareness, understanding, and excitement around walking, biking, and rolling to school.

In 2024, Rochester Public Schools initiated the Elementary School SRTS Plan, with in-person workshops identifying barriers that prevent students from walking or biking to elementary schools across the city. In Spring 2025, an online workshop will take place to identify opportunities for SRTS improvements around the City of Rochester. The meeting will refine priority action steps to help more students walk and bike to school. In May 2025 a final plan will be shared with the community.

Within the ROCOG region, the communities of Byron, Chatfield, and Stewartville also maintain active SRTS programs. These communities leverage resources such as crossing guards and collaborate with local and Olmsted County law enforcement to ensure consistent traffic law enforcement within school zones, thereby enhancing student safety.

5.3.8 Toward Zero Deaths (TZD)

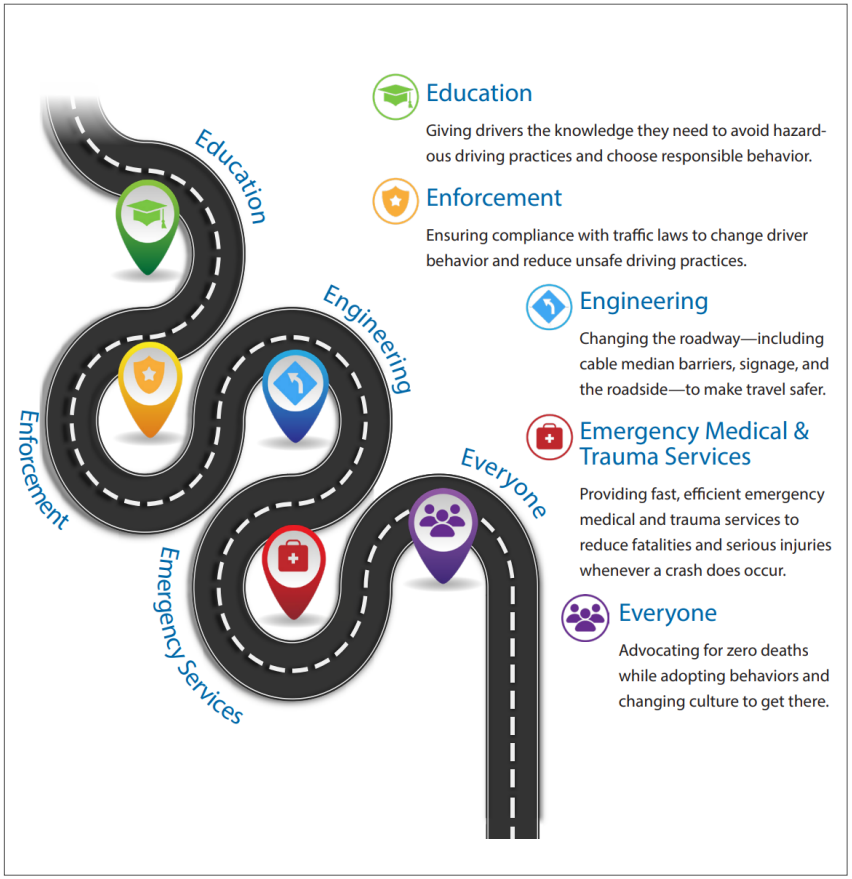
Minnesota's Toward Zero Deaths (TZD) program is a comprehensive initiative designed to mitigate traffic-related fatalities and serious injuries within the state.

Recognizing the escalating trend of traffic incidents and the limitations of isolated safety interventions, the Minnesota Departments of Public Safety, Transportation, and Health collaboratively launched the TZD program in 2003. This program adopts an integrated approach to road safety, centered on the "4 Es": Enforcement, Education, Engineering, and Emergency Medical and Trauma Services.

Currently, the Minnesota TZD program serves as the state's principal traffic safety initiative, employing an interdisciplinary strategy to reduce traffic crashes, injuries, and fatalities on Minnesota roadways. By aligning agency efforts with a unified vision and mission, TZD aims to maximize the effectiveness of proven safety countermeasures across the "4 Es."

Figure 5: The 4 Es

Source: Minnesota Toward Zero Deaths



5.3.8.1 Local coordination

Olmsted County actively supports the Olmsted Safe Streets Coalition, a multi-disciplinary group comprised of transportation professionals, emergency personnel, and health experts. The Coalition plays a pivotal role in organizing and sponsoring various safety-focused events, including child restraint installation clinics, safety education programs for new and young drivers, and targeted enforcement patrols. Furthermore, a specialized technical committee within the Coalition conducts thorough reviews and proposes potential safety enhancements following each traffic fatality within Olmsted County.

5.3.8.2 Regional coordination

The Southeast Minnesota Toward Zero Deaths (TZD) organization extends traffic safety coordination across eleven counties: Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha, and Winona. This regional TZD entity convenes a diverse range of stakeholders involved in traffic safety, facilitating the analysis of crash data to identify high-risk areas, prevalent unsafe behaviors, and contributing factors to traffic incidents. This data-driven methodology enables the implementation of targeted safety strategies to address specific regional challenges. For instance, in cases where data reveals a high incidence of speed-related crashes on a particular highway, the organization may prioritize enforcement and public education campaigns focused on mitigating speeding within that area.

5.3.9 Safe Streets for All (SS4A)

The SS4A program, a discretionary grant initiative funded by the Bipartisan Infrastructure Law (BIL) of 2021, aims to significantly reduce and eliminate roadway fatalities and serious injuries for all road users, including pedestrians, cyclists, public transportation users, motorists, and commercial vehicle operators. It directly supports initiatives aligned with “Vision Zero” or “Toward Zero Deaths,” which advocate for a

systemic approach (Safe System Approach), prioritizing safety in road design, policies, and enforcement, acknowledging the inevitability of human error.

Figure 6: Components of the Safe System Approach
Source: US Department of Transportation

In 2023-24, ROCOG secured $346,000 in federal and state grants to develop an SS4A Safety Action Plan for its planning area. This plan will identify actionable strategies to mitigate and eliminate transportation-related fatalities and serious injuries, complementing federal and state efforts towards achieving zero roadway fatalities.

5.3.9.1 SS4A Plan Goal & Objectives

- **Goal:** To reduce and eliminate serious injuries and fatalities on roadways, creating safer streets for all users.
- **Objectives:**
  - Promote safety for all road users, including pedestrians, cyclists, and drivers.
  - Implement low-cost, high-impact strategies to address safety issues.
  - Ensure equitable investment in safety improvements, particularly for underserved communities.
  - Incorporate evidence-based projects and policies to create safer roadways.

- Engage stakeholders and the public to build consensus and support for safety initiatives.

The ROCOG SS4A Action Plan is projected for completion shortly after the approval of the MTP, anticipated in late 2025. The 2055 MTP will include a comprehensive summary of the plan's findings and recommendations.

5.3.10 Hazard mitigation planning

Hazard mitigation plans identify natural forces (such as flooding and extreme weather events) most likely to impact a community, assess the community's ability to respond to these threats, and develop strategies to reduce impacts on human life and property.

ROCOG's staff has been heavily involved in these regional planning efforts since 2009, when Olmsted County adopted its first All Hazard Mitigation Plan, covering the county and all its cities. ROCOG staff partnered with Rochester Emergency Management to draft the City of Rochester All Hazard Mitigation Plan (2017) and has contributed to all county plan updates, the most recent being in 2024.

These plans include strategies addressing potential impacts on the transportation system and assigning implementation responsibilities such as:

- Construct features in infrastructure projects that prevent, reduce, and mitigate the impacts of high rain events and flooding.
- Improve roads and culverts that experience repetitive flooding.
- Implement snow removal and ice control to ensure the safety of county roads impacted by winter storms.
- Manage vegetation along county roads to reduce the risk of downed trees or branches resulting from severe storm events.
- Conduct hydraulic risk assessments as part of plans for bridge reconstruction and flood protection.
- Continue to utilize geotechnical evaluations to evaluate risks associated with karst and options for mitigation for significant City of Rochester-led reconstruction projects and privately constructed, city-owned infrastructure.

5.4. Performance measures and targets

Transportation performance management is recognized as a critical strategic framework for ensuring that infrastructure investments align with desired outcomes. This approach promotes accountability, enhances efficiency, and ultimately contributes to a safer, more reliable, and effective transportation system for all users.

Chapter 2 briefly discussed Federal Law (23 CFR 490.29) which mandates that all State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) adopt performance-based programs. Here we will take a deeper dive into those measures.

- Safety Performance Measures (PM1)
- Pavement/Bridge Performance Measures (PM2)

- System Performance Measures and Travel Time Reliability (PM3)
- Public Transportation Agency Safety Plan Performance Measures (PTASP1)
- Transit Asset Management (TAM)

ROCOG retains the option to establish its own performance targets or adopt the state standards set by the Minnesota Department of Transportation (MnDOT).

Historically, ROCOG has elected to support MnDOT's PM1, PM2, and PM3 targets. Similarly, ROCOG has chosen to endorse and adopt Rochester Public Transit's (RPT) PTASP targets, aligning with their Transit Asset Management (TAM) Plan, which was last updated in 2022.

Tables 2 to 6 illustrate each MnDOT statewide target and the associated performance measure. The tables also includes current (2019 and 2023) ROCOG planning area data for comparative analysis.

ROCOG's adoption of MnDOT statewide targets is intended to monitor regional performance against state benchmarks and to support MnDOT's efforts in maintaining the regional highway system. Discrepancies will arise between statewide targets and localized ROCOG results due to differences in geographical scale and specific performance characteristics.

Transit-specific measures, as defined by the Federal Transit Administration (FTA), are tracked by RPT and incorporate RPT-specific targets.

5.4.1 Performance measure analysis

Table 2: Safety Performance Measures
Source: MnDOT

Goal: Safety (PM1)				
Agency	Performance Measure	State Targets	2019 ROCOG	2023 ROCOG
FHWA	Number of fatalities (annual)	352.4 (2024)	16.00	4.00
	Fatality rate (per 100 million/VMT)	0.582 (2023)	1.01	0.34
	Number of serious injuries	1463.4 (2023)	45.00	60.00
	Serious injury rate (per 100 million/VMT)	2.47 (2023)	2.84	4.04
	Number of non-motorized fatalities and serious injuries	258.4 (2023)	7.00	4.00

Regarding safety (PM1), the ROCOG planning area has observed positive trends in reduced fatalities. In 2023, the reduction to four fatalities in Olmsted County represented 1% of the fatalities in the state of Minnesota, when the County represents 2.9% of the population of Minnesota. In 2023, the number of serious injury crashes increased to 60 which represents 2.9% of all serious injury crashes in the State of Minnesota, when the County represented 2.9% of the population of the State. ROCOG member jurisdictions are actively incorporating advanced safety infrastructure designs to align with statewide "Toward Zero Deaths" and SS4A targets.

Table 3: Pavement & Bridge Performance Measures

Source: MnDOT

Goal: Pavement & Bridge Condition (PM2)					
Agency	Performance Measure	State Targets		2019 ROCOG	2024 ROCOG
		2-Year	4-Year		
FHWA	Interstate NHS pavement in good condition	55.0%	60.0%	77.40%	82.53%
	Interstate NHS pavement in poor condition	2.0%	2.0%	0.00%	0.00%
	Non-Interstate NHS pavement in good condition	50.0%	55.0%	67.60%	71.72%
	Non-Interstate NHS pavement in poor condition	2.0%	2.0%	0.09%	0.70%
	NHS bridges in good condition	30.0%	20.0%	51.10%	43.88%
	NHS bridges in poor condition	5.0%	5.0%	0.0%	0.0%

Pavement conditions along National Highway System (NHS) corridors have improved significantly (PM2), with poor pavement reduced to zero percent. Conversely, the percentage of NHS bridges in good condition has declined, although it remains above established targets.

Table 4: Travel Time Performance Measures

Source: MnDOT

Goal: Travel Time (PM3)					
Agency	Performance Measure	RPT Targets		ROCOG Area 2017	ROCOG Area 2021
		2-Year	4-Year		
FHWA	Non-Interstate NHS travel time reliability (share of person-miles traveled on facilities with reliable travel times)	90.00%	82.00%	100.00%	100.00%

Travel time reliability on non-interstate NHS roadways has remained at 100% (PM3) over the past five years.

Table 5: RPT Safety Performance Measures

Source: Rochester Public Transit (RPT)

Goal: Public Transportation Agency Safety Plans (PTASP) 1					
Agency	Performance Measure	RPT Targets		RPT Reported (2023)	
		Fixed	Dial-A-Ride	Fixed	Dial-A-Ride
FTA	Number of Fatalities by Mode (Fixed v. Dial-A-Ride)	0	0	0	0
	Rate of Fatalities by Mode per Vehicle Revenue Mile (Fixed v. Dial-A-Ride)	0	0	0	0
	Number of Injuries by Mode (Fixed v. Dial-A-Ride)	1	0	1	0
	Rate of Injuries by Mode per Vehicle Revenue Mile (Fixed v. Dial-A-Ride)	0.0568	0	0.0649	0
	Number of Safety Events per mode (Fixed v. Dial-A-Ride)	1	0	6	2
	Rate of Safety Events by Mode per Vehicle Revenue Mile (Fixed v. Dial-A-Ride)	0.0568	0	0.3899	.547
	Miles between Major Mechanical Failures by Mode (Fixed v. Dial-A-Ride)	73,291	36,900	90,513	91,304

Rochester Public Transit (RPT) develops a Transit Asset Management (TAM) plan. ROCOG, through Resolution 2023-11, has endorsed the targets outlined in RPT's 2022 TAM Plan. While RPT meets its targets for facilities' Useful Life Benchmark (ULB), it falls short in service vehicle performance. Specifically, 27% of RPT's 40 and 60-foot bus fleet and 80% of its cutaway (CU) fleet meet or exceed the ULB. ROCOG is collaborating with RPT to address these discrepancies, beginning with the 2025 fleet management plan update.

Table 6: RPT Asset Management Performance Measures

Source: Rochester Public Transit (RPT)

Goal: Public Transportation Agency Safety Plans (PTASP) 2: Transit Asset Management (TAM)			
Agency	**Performance Measure**	**2022 Adopted RPT Targets**	**RPT 2023 Reported**
FTA	Rolling Stock (revenue vehicles) – Cutaways, <25-foot	≤ 10% exceeding ULB	81% Exceed ULB
	Rolling Stock (revenue vehicles) – 40 & 60-foot	≤ 10% exceeding ULB	22% Exceed ULB
	Rolling Stock (Non-Revenue Vehicles)	≤ 10% exceeding ULB	0% Exceed ULB
	Transit Facilities – Bus Garage, Garage Operations, & Transfer Facility	40 Years ULB	Oldest facility was built in 2012 and is 12 years old
	Transit Facilities – Bus Stops	20 Years ULB	Oldest facility was built in 2010 and is 14 years old

The Public Transportation Agency Safety Plan (PTASP) regulation requires safety performance targets. RPT aims for a maximum of one safety event and injury per year on its fixed route system. However, in 2023, RPT missed five out of seven safety targets, including experiencing nine safety events. Reduced service levels, attributed to the COVID-19 pandemic's ongoing impact, have also resulted in lower-than-expected vehicle revenue miles.

RPT employs various safety measures, including monthly mandatory safety meetings for drivers, online safety training through its operator Transdev, and monthly incident report reviews. RPT also collaborates with the Rochester Police Department on emergency management training and response coordination.

5.4.2 Implementation

ROCOG will maintain its collaborative support for RPT and MnDOT's statewide targets. The organization will also monitor potential federal legislative changes that may necessitate adjustments to national priorities. ROCOG will ensure adherence to federal measures and state targets while considering the development of localized targets for future plan updates.

5.5. Summary and implications

The path to how a transportation improvement project is identified can vary greatly on how the priorities of the region, community, stakeholders and users are prioritized. In this chapter we looked at two primary causes of projects, safety and congestion. However, many other factors can and should come into play such as funding sources and political commitment. With this information we will look toward the remainder of the MTP to organize recommendations and recognize why a project may be required.

As the MPO for the Rochester-Olmsted County area, ROCOG plays a key role in the transportation planning process. Primarily, MPOs are responsible for developing long-range transportation plans and programming federal transportation funds. To produce the best possible transportation outcomes for the ROCOG communities, ROCOG pledges to ensure the project development process is data driven and includes as many stakeholders as possible.