Appendix B

Public Engagement

B.1. Overview

Development of the Metropolitan Transportation Plan 2050 (MTP 2050) was guided by an extensive public engagement process carried out throughout 2025. The Rochester-Olmsted Council of Governments (ROCOG) implemented a comprehensive outreach strategy designed to gather diverse perspectives from across the region through multiple engagement methods and touchpoints.

The engagement process included:

- Targeted focus groups with key stakeholder organizations
- One-on-one meetings with institutional partners
- Educational presentations to advisory committees
- Public pop-up events at community gatherings
- An online project website with public survey capabilities



- A public open house
- A final public hearing prior to plan adoption

These activities were organized to reach different audiences at various times throughout the planning process, ensuring that a wide range of voices and perspectives informed the development of the MTP 2050.

B.1.1 Engagement timeline and activities

- Alternative Transportation Focus Group (February 5, 2025)
 - ROCOG convened representatives from We Bike Rochester, Families First, Bike MN, and The Arc of Minnesota to discuss current transportation conditions for non-motorized users. Participants examined strengths and challenges in the existing system and identified opportunities for enhancing accessibility and safety for pedestrians, cyclists, transit users, and individuals using mobility devices. The session was conducted virtually via Microsoft Teams.
- Education Sector Outreach (February 2025)
 - Comprehensive outreach was conducted to local school districts including Pine Island School District 255, Byron School District 531, Rochester Public Schools District 535, Dover-Eyota School District 533, Stewartville School District 534, and Chatfield School District 227. An availability poll was distributed on February 18 with a follow-up reminder on February 20. Despite additional phone and email outreach to Byron and Stewartville schools on February 28, only Rochester Public Schools responded, leading to a follow-up meeting scheduled in April.
- Business and Economic Development Focus Group (February 21, 2025)
 - A hybrid in-person and virtual session was held with representatives from the Rochester Chamber of Commerce, Rochester Area Economic Development Inc. (RAEDI), Rochester Downtown Alliance (RDA), Destination Medical Center (DMC), and the Minority Business Academy. The meeting took place at the Rochester Chamber of Commerce conference room with virtual participation available through Microsoft Teams.
- Public Kick-Off Webinar (March 11, 2025)
 - ROCOG hosted a public webinar to formally introduce the MTP 2050 planning process. The session explained the purpose of the metropolitan transportation plan, outlined the planning timeline, and detailed multiple ways for residents and stakeholders to participate throughout the process.

Greater Metropolitan Planning Area Business Focus Group (March 12, 2025)

An additional business-focused discussion was conducted virtually to capture perspectives from the broader metropolitan planning area including representatives from Byron, Stewartville, Chatfield, and Pine Island, ensuring representation beyond the core Rochester area.

• Community Services Outreach (March 21, 2025)

Individual meetings were held with Channel One to understand transportation barriers and challenges facing low-income households in the region. This outreach aimed to ensure that transportation equity concerns were incorporated into the planning process.

Transit Provider Focus Group (March 25, 2025)

Representatives from Rochester Public Transit (RPT) and Rolling Hills Transit participated in a virtual focus group to discuss current transit services, challenges, and opportunities for improvement and expansion.

Township Officials Meeting (March 28, 2025)

An in-person meeting was held at the ROCOG office with township officers and city clerks. All townships in the metropolitan planning area were invited, with participation from officials representing Kalmar, Eyota, Cascade, Rock Dell, Elmira, New Haven, High Forest, Salem, Marion, and Haverhill Townships.

Disability and Transportation Accessibility Presentation (April 11, 2025)

ROCOG presented to the City of Rochester's Transportation Accessibility Group, providing an overview of the MTP 2050 planning process and offering to host individual follow-up meetings for interested groups or individuals. No participants requested additional meetings following the presentation.

Aviation Sector Meeting (April 15, 2025)

A virtual meeting was conducted with Rochester International Airport representatives to discuss aviation-related transportation needs and connectivity issues.

Institutional Partner Meetings (April - May 2025)

Follow-up meetings were held with Rochester Public Schools on April 29 to discuss student transportation needs and challenges. On May 14, a meeting with Mayo Clinic focused specifically on private transit services and parking considerations given the institution's significant role as a regional destination and employer.

Accessibility Focus Group (May 29, 2025)

A dedicated virtual focus group was conducted with individuals with lived disability experience, caregivers, and advocates. This session focused specifically on transportation challenges and opportunities for people with disabilities.

Youth Engagement Activity (June 4, 2025)

An in-person presentation and interactive activity was conducted with high school students participating in the Rochester Olmsted Youth Commission. This session ensured that young people's transportation perspectives and needs were incorporated into the planning process.

Public Pop-Up Events and Open House

Multiple events were held at community gatherings to reach residents in informal settings. These events provided opportunities for residents to learn about the MTP 2050, review plan materials, and provide feedback in accessible, community-oriented settings.

- Oxbow Park & Zollman Zoo in Byron (April 26, 2025)
- Rochester Farmers Market (May 17, 2025)
- Stewartville Farmers Market (June 25, 2025)

Public Open House (July 24, 2025)

ROCOG held a formal open house at the Olmsted County Fair to present the final draft of the MTP 2050 to the public. This event served as the official launch of the 30-day public comment period. Attendees were provided with information about the final plan, multiple ways to submit comments, and the timeline for the formal public hearing and plan adoption process.

Committee Presentations

Draft MTP 2050 presentations were given to the following advisory bodies:

- Township Officers Meeting (July 24, 2025): High-level presentation of MTP 2050 highlights and public comment process
- Pedestrian and Bicycle Advisory Committee (August 11, 2025): Plan overview and comment submission information
- Citizens Advisory on Transit Committee (August 14, 2025): Plan overview and comment submission information

Formal Public Hearing (August 27, 2025)

The engagement process concluded with a formal public hearing before the ROCOG Policy Board. The draft plan was presented

to the Policy Board, with dedicated time allocated for questions from both board members and the public. This hearing provided the official venue for the public to share final comments before plan adoption which was moved from September to October 2025.

B.1.2 Engagement methodology

This comprehensive engagement approach was designed to reach diverse audiences through multiple channels and formats. The process included both formal structured meetings and informal community touchpoints, virtual and in-person options, and targeted outreach to specific populations including disability advocates, youth, transit users, business leaders, and rural township residents.

The following sections of this appendix provide documentation of these engagement efforts, including focus group and individual summaries, pop-up event recaps, public notices, press releases, survey results, and all public comments received with ROCOG responses. This documentation demonstrates the breadth of community input that informed the development of the MTP 2050.

B.2. MTP 2050 kickoff webinar recap

Date: Tuesday, March 11, 2025 | 5:30 PM – 6:00 PM

ROCOG Staff: Jarrett Hubbard, Sandi Goslee, Karli McElroy, Alison Bosco, Allison Sosa

Location: Microsoft Teams Webinar

The kick-off webinar featured a presentation by Jarrett Hubbard introducing the ROCOG Metropolitan Transportation Plan (MTP) 2050 and outlining how the public can participate in shaping it. The presentation provided an overview of ROCOG's role, the purpose and importance of the MTP, and the plan's goals, objectives, and guiding principles. Attendees were introduced to the project timeline and key milestones, with emphasis on opportunities for public input throughout the process. The presentation also directed participants to the project website and survey as tools for sharing feedback that will help inform the plan. The session concluded with a transition to an open comment period led by Karli McElroy.

To assist with turnout for the MTP 2050 Kickoff Webinar on Tuesday, March 11 at 5:30 PM, the following marketing was completed:

- Flyer distribution: A total of 100 flyers were distributed to various businesses and community hubs in Rochester.
- Social media
 - A dedicated Facebook event page was created on ROCOG's Facebook platform to provide event details and updates.
 - The ROCOG Facebook event was shared by Olmsted County on their main Facebook page on February 28.
- Focus group outreach: Personalized outreach was conducted to focus group participants, inviting them to attend the webinar.
- MTP 2050 Hub website: The webinar was added to the MTP 2050 hub website, providing a location for attendees to register for the event.

Nine community members signed up to attend the webinar and two community members attended. No attendees made public comments during the time provided at the meeting. One public comment was submitted after the meeting via email.

Karli McElroy

From: Matt Lynch <matt.lynch@webikerochester.org>

Sent: Tuesday, March 18, 2025 6:10 AM

To: Karli McElroy

Subject: Re: Recording Now Available: Metropolitan Transportation Plan 2050 Kick-Off Webinar

Follow Up Flag: Follow up Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Karli, thank you for the recording. I wanted to share that these comments on the CIP were made by the Med City Mobility Coalition last fall and offer what local organizations and advocates envision for the future regional transportation system.

They relevant to the MTP 2050 update in the following ways and we hope they are helpful to you and ROCOG elected and staff to consider needs for users within the Rochester-area context. If you have questions or hope for clarification, please let me know.

To ROCOG Members and County and City Staff,

As Olmsted County and the broader ROCOG region plan for the future through the Metropolitan Transportation Plan (MTP) 2050, it is imperative to prioritize human-scale transportation to meet sustainability, mobility, equity, and safety objectives. This means prioritizing pedestrians, cyclists, transit riders, people with disabilities, and older adults in transportation planning and investment.

We urge the following principles and actions to guide the MTP 2050:

1. Adopt a Countywide Complete Streets Policy

A Complete Streets policy ensures that roads are designed for all users, not just cars. While ROCOG and the City of Rochester have adopted such policies, Olmsted County has not, missing opportunities to enhance safety and accessibility. NACTO's street design principles show that streets prioritizing walking, biking, and transit improve safety and economic vitality. As the county's population grows, particularly among older adults, we need a transportation system that reduces dependency on single-occupancy vehicles and increases active transportation options.

2. Center Equity in Transportation Planning

Public engagement and transportation investments must intentionally include underrepresented groups, such as older adults, people with disabilities, economically disadvantaged residents, and BIPOC communities. The Safe Routes to School Partnership and America Walks highlight the importance of inclusive community engagement. The 2022 Olmsted County Indicators Report shows disparities in transportation access, yet these voices have been missing from decision-making processes. MTP 2050 should commit to inclusive public engagement and prioritizing investments in areas with high needs.

3. Align with the 2022 City of Rochester Active Transportation Plan

The MTP 2050 must integrate and build upon Rochester's Active Transportation Plan to ensure that walking and biking are viable and safe choices. Quick-build projects—such as restriping roads and narrowing lanes—can provide immediate safety improvements while informing long-term infrastructure changes. Vision Zero principles emphasize that safety should be the top priority, and the county must act now to prevent traffic injuries and fatalities.

Recommended quick-build pilot corridors:

- Elton Hills Drive
- 4th Street SE
- 16th Street SW
- 4. Reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Emissions

Minnesota law mandates VMT reduction goals by 2050, which should be a core component of MTP 2050. The Association for Commuter Transportation (ACT) advocates for transportation demand management (TDM) strategies, such as expanding public transit, enhancing biking infrastructure, and implementing employer-based programs to reduce solo driving. Olmsted County must prioritize human-scale mobility to meet climate goals.

5. Reform Parking Policies to Encourage Sustainable Transportation

Excessive parking requirements encourage driving and hinder transit-oriented development. Instead of minimum parking mandates, MTP 2050 should explore parking limitations and shared parking strategies in collaboration with the Olmsted County Housing and Redevelopment Authority. AARP's transportation policy guidance supports reducing parking requirements to create more walkable and transit-friendly communities.

6. Expand Trail Networks for Regional Connectivity

Trails are essential for health, equity, and economic vitality, connecting residents to jobs, schools, and recreation. The MTP 2050 should prioritize regional trail expansions, such as:

- Stagecoach Trail (Byron to Rochester)
- Big Bluestem Trail (Stewartville to Rochester)
- Expanding the Douglas Trail to Pine Island

These connections would increase mobility options, boost local tourism, and promote active transportation across the county.

Conclusion

The MTP 2050 must prioritize investments that make walking, biking, and public transit viable, safe, and convenient. By adopting these strategies, Olmsted County and ROCOG can build a more inclusive, sustainable, and accessible transportation future.

We urge you to integrate these priorities into the MTP 2050 to ensure a transportation system that serves everyone—not just those who drive.

With regards,

Same signatories as in the original comment, attached for reference



County TIP Public Comment

Matt Lynch

We Bike Rochester - Board Member
League Cycling Instructor #: 7318

B.3. Focus groups meetings

B.3.1 Transportation for All focus group summary

Date: February 5, 2025 **Time:** 9:00 AM - 10:30 AM **Location:** Microsoft Teams

Attendees

- Participants: Amanda Lacek (Families First of MN), Ethan S. (We Bike Rochester), Matt Lynch (We Bike Rochester), Linda
 Driessen (ARC Region 10), Marty Cormack (We Bike Rochester/Rochester Park Board), Michael Wojcik (Bicycle Alliance of MN),
 Shelly Rohe (ARC/We Bike Rochester).
- ROCOG staff: Allison Sosa, Jarrett Hubbard, Karli McElroy

Key themes

- **Equity and accessibility:** participants highlighted the need for equitable access to transportation and destinations, especially for people with disabilities, low-income families, and those working non-traditional hours.
- Connectivity and safety: concerns raised about barriers like highways (e.g., Hwy 52 and 14) that divide neighborhoods, unsafe crossings, and poor winter maintenance of sidewalks and trails.
- Transit reliability and coverage: issues with transit schedules, especially for late shifts, and the lack of 24-hour service. Paratransit services like ZIPS were praised but noted as underutilized.
- Land use and housing: high housing costs in Rochester push people to areas with poor multimodal access, reducing the feasibility of walking, biking, or using transit.

Focus discussion



1. Current system positives

Trail system

- River trails with bridges and underpasses (e.g., US 14 bridge and downtown flood control).
- Douglas Trail and Pine Island Trail praised for regional connectivity.
- Wide shoulders on rural roadways for bike and pedestrian traffic.

Urban infrastructure

- Skyways, subways, and heated sidewalks improve winter mobility.
- Newer city street projects (e.g., North Broadway, 65th Street Reconstruction, roundabouts, Discovery Walk) designed for multimodal travel.
- 4-to-3 lane conversions, slower speeds, and restrictions on left turns improve safety.

Transit options

- ZIPS paratransit service for wheelchair users has improved, but downtown drop-off sites remain limited.
- RPT fixed-route transit to downtown during the day works well.
- Transit app and mobile pay options improve usability.

Accessibility

- Accessible school bus options when available in rural areas.
- Wide sidewalks from new urban projects allow for companion walking next to wheelchair users.

2. Current system challenges

Winter maintenance

Sidewalks and trails are often not plowed, and snow from streets often gets pushed into or covers sidewalks and ADA ramps.

Connectivity issues

- Highways (e.g., Highway 52, Highway 14) act as major barriers, with limited crossings and unsafe conditions.
- Bike lanes (e.g., Center Street) abruptly end, and cul-de-sacs in neighborhoods lack connections.
- Poor trail conditions due to tree roots and lack of maintenance.

Transit reliability and coverage

- Transit does not accommodate late shifts (e.g., Mayo shifts end at 10:30 PM)
- ZIPS is the only option for wheelchair users late at night and on weekends/Sundays.
- Long walks to bus stops and inefficient transfers make transit difficult for families.

Regional development and equity

- The new sports complex will be built in a car-dependent location reducing equity for those without a vehicle.
- Assertion that previous growth assumptions and highway overbuilding supported sprawl, reducing transit-friendly development.

Safety concerns

- Unsafe crossings and intersections, especially downtown.
- Narrow sidewalks and/or high-speed roads (e.g., West and East Circle Drives) create barriers for pedestrians and cyclists.

3. Encouraging alternative transportation

Infrastructure improvements

- Fix bike and walk connections downtown, prioritize safe crossings, and address unsafe intersections.
- Allow powered wheelchairs to use bike lanes during non-commuter hours.
- Install low-vision tactile dots on curb cuts to improve accessibility.

Transit enhancements

- Expand transit to 24-hour service to accommodate late shifts and on-demand paratransit options for spontaneous trips.
- Increase density along transit routes and trails to support transit-friendly development.

Education and awareness

- Educate city and county staff on bicycle and pedestrian needs ensure they see spaces.
- Provide transit training to help users understand schedules and options.

Regulatory changes

Address regulatory barriers that prevent combining transportation routes for organizations.

Reflections

- The interconnectedness of equity, land use, and transportation was highlighted as critical for creating a more inclusive system.
- Concerns were raised about the lack of safe, complete, accessible, and connected routes for walking, biking, and rolling, which limits transportation options for many.
- Emphasis of the need to integrate these issues into broader transportation planning efforts to ensure the system works for all users.
- The importance of amplifying diverse voices, especially those with lived experiences.



B.3.2 Rochester Business & Economic Development focus group summary

Date: February 21, 2025 **Time:** 10:00 AM – 11:30 AM

Location: Rochester Area Chamber of Commerce Conference Room & Microsoft Teams

Attendees

ROCOG staff: Allison Sosa, Jarrett Hubbard, Karli McElroy, Alison Bosco

 Participants: Ryan Parsons (Rochester Area Chamber of Commerce), Shawn Fagan (Rochester Downtown Alliance), Tawonda Burks (Elocina), Catherine Malmberg-Dannenbring (Destination Medical Center), John Wade (Rochester Area Economic Development)

Key themes

- Car-centric system: Current system is dominated by personal vehicles which creates challenges for non-drivers and businesses struggling to attract workers without alternative transportation options.
- **Public transit:** Limited routes, service hours, and poor access to emerging business areas limit workforce mobility, especially for lower-income or car-free workers, making it harder for businesses to fill jobs.
- **Traffic congestion:** Key areas like Civic Center Drive and Hwy 14 face worsening congestion, impacting business efficiency. Infrastructure investments should balance road expansion with alternative transportation.
- **Downtown parking:** Expensive and poorly located parking downtown deters customers and employees, despite the number of available spaces.
- Regional connectivity: Lack of transit options for commuting between Rochester, Byron, and Stewartville limits workforce access. Improved regional transit and multimodal infrastructure are needed to attract employees from surrounding areas.
- Alternative transportation: Expanding bike and pedestrian infrastructure, mixed-use development, and transit-oriented planning could help business access, walkability, and economic activity.

Focused discussion

1. Current system positives



- The road network and highway access (Hwy 52 "spine") supports business operations and economic activity.
- Bus rapid transit (BRT) is a promising development, though full benefits are yet to be realized.
- Parking infrastructure exists, though concerns remain about cost and efficiency.
- The Mayo Clinic's transportation investments benefit its employees, but greater transit access to the public still needs improvement.

2. Current system challenges

- Workforce mobility is limited, with transit routes and schedules not aligning with business locations or employee needs.
- Civic Center Drive and Hwy 14 face severe congestion and expected growth will worsen the situation.
- Last-mile connectivity is lacking, making it difficult for employees and customers to reach businesses efficiently.
- Downtown freight and logistics need improvement to balance business deliveries with customer experience.

3. Areas with the greatest potential

- Workforce transit expansion more frequent and flexible bus services could support economic growth.
- Strengthen regional connections Byron and Stewartville were identified as key areas for improved transportation links.
- Invest in alternative modes expanding bike lanes, pedestrian pathways, and micro-mobility options could boost accessibility.
- Develop EV infrastructure charging stations and smart car technology should be prioritized for future sustainability.

4. Preparing for 2050

- Regional transit could help alleviate congestion.
- Mass transit must be a priority to handle expected growth in Rochester's population and workforce.
- Expanding affordable leisure travel options at RST Airport would support regional economic development.

- Land use and transportation planning must align to support business growth and reduce single-occupancy vehicle dependence.
- Sustainability and emissions reduction should be central to long-term planning.

5. Reflections

- A shift from single-occupancy vehicles to frequent, safe, and efficient multimodal transportation options like public transit and biking is important.
- Economic growth depends on better connectivity between Rochester and surrounding communities through infrastructure and public transportation.
- Sustainability goals, such as reducing emissions and vehicle miles traveled, should be factored into transportation planning.
- There is a strong link between land use policy and transportation investments planning needs to align development patterns with transportation choices.
- Younger generations' preferences for public transit and biking should be considered to attract and retain a diverse workforce.

B.3.3 Greater Olmsted County Cities Business & Economic Development focus group summary

Date: March 12, 2025

Time: 1:00 PM - 2:30 PM

Location: Microsoft Teams Meeting

Attendees

- Participants: Bill Schimmel (Stewartville, MN), Al Roder (Byron, MN), Michelle Peterson (Chatfield, MN), and Mitch Massman (Pine Island, MN)
- ROCOG staff: Allison Sosa, Jarrett Hubbard, Karli McElroy, Ali Boscoe, Heather Flynn

Key themes

• Transit & trail networks: Enhance connections between Rochester, Byron, Stewartville, Chatfield, and Pine Island—through



regional bus routes and recreational trails (e.g., Stagecoach Trail)—to improve workforce access and attract businesses.

- Balanced investments: Prioritize fair distribution of transportation funds to support smaller cities' critical projects, not just Rochester's needs.
- **Safety & accessibility:** Address high-risk areas like Hwy 14 in Byron (vehicle-pedestrian conflicts) and Stewartville's 15th Ave (emergency route needs), alongside school zone in Pine Island.

Focused discussion

1. Current system strengths

- **Byron:** Strong county-city partnerships on key corridors (CR 5 & 3) and direct Hwy 52 access are driving housing growth in Byron, with infrastructure investments allowing new residential development near transportation arteries.
- **Stewartville:** State highways (52, 30 & 63) form the region's transportation backbone, allowing commercial goods movement and daily workforce commuting between Rochester and outlying communities.
- **Pine Island:** The completed CR 5 extension to Hwy 52 (noted as a 'big strength' by Pine Island's representative) enhanced regional connectivity, directly enabling new housing development near Pine Island's elementary school while providing a critical second access route to the highway network.

2. Current system challenges

- **Byron:** Byron businesses face access challenges along Hwy 14 with access. On CR 5 corridor, high-speed traffic conflicts with school pedestrian activity, a roundabout could help.
- Stewartville: Would like trails between Rochester and Chatfield. Stewartville's staff is also small so they need engineering or planning support from ROCOG or County.
- Pine Island: Experiencing local challenges. Directing traffic that travels through CR 5 and 3, to get it to funnel through Pine Island to support local businesses.

3. Areas with the greatest potential

• Byron: Hwy 14 interchange project (identified as top priority) would unlock 350 acres of commercial/industrial land while

relocating highway traffic south of downtown to spur new development.

- **Stewartville:** Two projects: 15th Ave reconstruction a critical emergency route and 2nd Ave project would open up business and residential opportunities and traffic control safety issues.
- **Regional trails:** Stagecoach Trail extension to Oxbow/Owatonna (with Byron as key trailhead) would connect communities for recreational tourism while supporting Rochester's regional trail network vision.
- Transit expansion: Rolling Hills Transit (local) and Minnesota Coaches (Mayo Clinic's new regional provider) are expanding bidirectional routes in Byron/Kasson/Chatfield/Pine Island, though public access remains limited to Mayo employees currently.

4. Preparing for 2050

- **Bidirectional transit:** Expand Rochester-focused transit (e.g., Rolling Hills/Minnesota Coaches READY routes) to serve both commuters entering and leaving the city from outlying cities, addressing workforce needs in smaller communities.
- Land use alignment: Coordinate housing development with transit/trail investments to attract businesses and create walkable, connected communities.

5. Reflections

- Regional connectivity transit & trails: Emphasized the need to address gaps in infrastructure between cities, particularly for
 trails and transit connections. This was mentioned by multiple cities as important for tourism and workforce mobility.
 - The Stagecoach Trail to Oxbow noted as a key project.
- **Funding equity:** Smaller communities stressed the importance of fair investments to ensure all cities benefit from transportation improvements, not just Rochester.

B.3.4 Transit providers focus group summary

Date: March 25, 2025

Time: 9:00 AM - 10:30 AM

Location: Microsoft Teams Meeting

Attendees

Participants: la Xiong, Mike Collins, Sandra Narh (Rochester Public Transit), Bill Spitzer (Rolling Hills Transit)

ROCOG staff: Jarrett Hubbard, Karli McElroy, Ali Bosco

Key themes

- **Financial constraints:** Funding is the biggest limitation. Agencies are facing rising local match requirements and potential state budget cuts that restrict infrastructure upgrades and service expansions, particularly for rural providers.
- **Data collection:** Surveying urban and regional transit needs would be helpful for improving service connectivity and justifying expansion investments.
- Regional integration: Creating transfer hubs and regional routes might help connect urban and rural transit services.
- **System modernization:** Improvements such as real-time tracking, cashless payments, and expanded microtransit, alongside accessibility upgrades like ADA-compliant stops are desired by riders.
- Public-private coordination: Better collaboration with major employers like Mayo Clinic would help align transit investments and avoid service duplication.

Focused discussion

- 1. Current system positives
- Park and rides: Rochester offers park-and-ride facilities, with the 75th Street Park and Ride offering amenities like heated shelters and security cameras.
- Service coverage: Routes are evenly distributed, ensuring most residents are near a bus stop.

- Microtransit pilot: New RPT curb-to-curb service shows potential, though ridership is still growing.
- Rural service: Rolling Hills Transit provides critical door-to-door service for seniors and preschoolers in rural areas.

2. Challenges and limitations

- Funding: Identified as the primary barrier to expansion and improvements.
- Competition: Mayo Clinic's private transit services create unintended competition.
- Service hours: Rolling Hills Transit noted limited operating hours (7 AM-5 PM) as a frequent complaint.
- Ridership vs. expansion: Balancing service expansion with demonstrable ridership demand is a persistent challenge.
- Charter service restrictions: Legal limitations prevent transit agencies from offering certain services.

3. Areas with the greatest potential

- Regional hubs: Proposed hubs could improve connections between rural and urban transit systems.
- **Technology:** Real-time tracking, ETA signage, and cashless payments were highlighted as desired upgrades.
- Data collection: Expanded surveying to non-riders was identified as important for service planning and funding justifications.
- Park-and-ride potential: Existing rural park-and-rides near Kasson and Byron could be better utilized to improve regional
 connectivity into Rochester (these remarks came while discussing the need for better inter-agency communication specifically
 about Mayo Clinic launching competing services without coordination).

4. Ideas from other systems

- Travel training: Saint Cloud's model for teaching riders how to use transit was cited as a potential example.
- **Transfer zones:** Larger cities use multiple transfer points; Rochester could explore this with BRT implementation. Currently, RPT uses a hub and spoke modal which requires all transfers to occur downtown.
- Micro-mobility integration: Bike/scooter shares at transit hubs could address first/last-mile challenges.

5. Reflections

- Funding uncertainty: Proposed state budget cuts could exacerbate existing challenges.
- Communication gaps: Improved coordination between agencies (e.g., ROCOG, RPT, Rolling Hills) and private entities (e.g., Mayo) is critical.
- Community engagement: Marketing transit options more effectively could boost ridership and public support.

B.3.5 Township Officers focus group summary

Date: March 28, 2025

Time: 9:00 AM - 10:30 AM

Location: 2122 Campus Dr SE, Rochester, MN 55904

Attendees

- Participants: Adam Pullman (Kalmar Township), Dan O'Neill (Eyota Township), Gary Sieck (Cascade Township), John Meyer (Rock Dell Township), Dean Hillsman (Elmira Township), Dave Anders (New Haven Township), Dave Ellerbrand (High Forest Township), Rick Lutzi (Salem Township), John Schoenfelder (Marion Township), Ben Hahn (Haverhill Township)
- ROCOG staff: Allison Sosa, Karli McElroy, Sandi Goslee, Alison Bosco

Focused discussion

- 1. Biggest strengths of the transportation network
- Road conditions & safety features
 - Wider shoulders on county roads (e.g., County Road 5, County Road 8) were praised for improving cycling safety and traffic flow.
 - Highway 52 expansions, on and off-ramps were highlighted as critical for regional connectivity.
- Roundabouts



Single lane roundabouts (e.g., Hwy 14/42) were effective for traffic flow, though double lane roundabouts (e.g., Winona's Hwy 61) caused confusion.

Highway infrastructure

■ Past investments like Circle Drive were noted as visionary, now indispensable for Rochester's traffic management.

2. Common complaints or concerns

- Bike trail connectivity & safety
 - Urban townships (e.g., Cascade) cited gaps in trail links to Rochester, while rural townships (e.g., Salem) saw trails as underused and contentious due to property rights.
 - Cyclists on narrow roads (e.g., County Road 3) and gravel roads posed safety risks, especially with farm equipment.

Road design & traffic issues

- Poorly timed traffic lights (e.g., West Circle Drive) and confusing intersections (e.g., where County Road 8 meets Highway 30 has a raised "hump" in the road, creating visibility and safety problems).
- Detours from state projects (e.g., Hwy 14 closures) diverted heavy traffic onto township roads not designed for the volume.

State mandates

■ Frustration over bike path requirements for state funding, seen as misaligned with rural priorities.

3. Prioritized transportation improvements

High impact projects

- **Hwy 14 interchanges:** Urgently needed to reduce cut through traffic on township roads (e.g., County Road 14 in Kalmar).
- Turn lanes/roundabouts: County Road 3 and 13 needs a roundabout near Pine Island—it's all semis and school traffic now. High conflict intersection.
- Aging bridge with weight restrictions causes bottlenecks as drivers avoid Hwy 14. The township seeks replacement but faces

delays and potential state requirements for unwanted bike lanes.

Safety fixes

- The rumble strips on Hwy 30 are way too deep. On a motorcycle, it's dangerous. Suggestion to redesign rumble strips to reduce motorcycle hazards.
- Improve detour planning to protect gravel roads from heavy traffic.

4. Role of trails

- Urban townships (e.g., Cascade)
 - Trails are valued for commuting/recreation but need better connectivity to Rochester.
- Rural townships (e.g., Marion, Salem)
 - Minimal local demand: trails seen as attracting nonresidents. Motorized recreation (ATVs, snowmobiles) was more relevant.

5. Other key themes

- Funding equity: Concerns about wheelage tax allocation and state funding formulas favoring urban areas.
- Population growth & traffic shifts: Smaller cities (e.g., Byron, Stewartville) are growing rapidly, putting increasing pressure on rural roads.
- Remote work impacts: Potential for more rural residential development, straining township infrastructure.
- Freight traffic challenges: Semi-truck conflicts at tight intersections (e.g., 48th St./28th Ave. near Stewartville).

B.3.6 Accessibility focus group summary

Date: May 29, 2025

Time: 12:00 PM – 1:30 PM Location: Microsoft Teams

Attendees

• Participants: Shelly Rohe, Edward Cohen, Judy Young, Marty Cormack, Matt Lynch

ROCOG staff: Matt Tse, Karli McElroy, Jarrett Hubbard

Key themes

- Trail underpasses, RPT GO service, and heated sidewalks downtown are working well for some users.
- Inconsistent winter maintenance, poor curb cut design, and unsafe or inaccessible pick-up/drop-off zones were top concerns.
- Frustration with paratransit reliability and communication was repeated across experiences.
- Digital-only systems and graphic-based contact info create accessibility barriers.

Focused discussion

1. What's working

- Multi-use trail system and flood control underpasses allow non-drivers to avoid busy streets (e.g., under Hwy 14 at Bear Creek).
- RPT GO provides an accessible booking option by phone, appreciated by users without smartphones.
- RPT GO vehicles accommodate multiple riders, including wheelchair users, and were viewed more favorably than ZIPS. Heated sidewalks near Mayo properties help winter access.
- No-right-on-red intersections and well-cleared park trails (e.g., Soldiers Field) support pedestrian safety.
- Skyways and subways downtown support year-round indoor movement.

2. What's not working

- Discovery Square lacks space for safe ZIPS pick-up/drop-off, creating anxiety and missed connections.
- ZIPS dispatch was described as unreliable and at times misleading, leaving users feeling excluded from the community.
- Sidewalk and curb ramp maintenance is inconsistent, especially in winter; icy curb cuts cause falls.
- Some sports and recreation facilities are not accessible by transit, which isolates Special Olympics athletes.
- Snow clearing prioritizes roads over sidewalks and trails, creating systemic inequity for those who don't or can't drive.
- Poorly aligned curb cuts force people into unsafe crossings or confuse low-vision travelers.
- Participants noted that design often does not reflect lived disability experience, even in newer infrastructure.

3. Previously helpful features no longer offered

- Med City Mover (autonomous downtown shuttle) and Olli (IBM shuttle) were seen as promising but didn't serve key disability housing.
- Truncated dome plates are useful for low-vision users, placement is key to guiding people in the right direction.
- Hour Car and the unimplemented DMC City Loop were noted as missed mobility opportunities.
- Crosswalk markings with high contrast are essential, paint fades too quickly; alternatives like inlaid pavers were suggested.
- Vegetation overhanging sidewalks remains a recurring problem for blind and low-vision pedestrians.

4. Transportation modernization considerations

- Reliance on apps and digital tools excludes those without smartphones or those who are unable to read.
- Contact info presented in graphics or inaccessible formats (e.g., JPEGs) creates challenges for screen readers.
- Policy and design should include direct input from people with disabilities to avoid systemic oversights.

- Systems like biometric fare payment or self-locking wheelchair devices were proposed as inclusive, forward-looking improvements.
- Rapid changes in vehicle technology (e.g., EVs, advanced dashboards) may intimidate or exclude older adults.
- Participants emphasized that technology should supplement, not replace, traditional access options like live phone support.

5. Long-term outlook

- A reliable, on-time, and barrier-free transportation system is the goal, especially for essential trips like work and healthcare.
- Continued urban sprawl may disadvantage outlying residents unless mobility options expand.
- Soundless EVs could pose risks for pedestrians with hearing loss; pedestrian infrastructure and awareness will be crucial.
- Self-driving taxis might help some people, but getting from a vehicle to a destination remains a barrier for blind users.
- The digital divide will likely persist into 2050, and low-tech options will still be necessary.
- Vegetation, snow, and curb cuts must be proactively managed to ensure pedestrian safety year-round.

6. Reflections

- Discovery Square exemplifies a missed opportunity, new infrastructure still lacks basic accessibility.
- Inconsistent and unreliable paratransit leaves users feeling excluded, anxious, or "second class".
- Visual-only contact info and wayfinding materials unintentionally exclude low-vision users.

B.3.7 Rochester Olmsted Youth Council focus group summary

Date: June 4, 2025

Location: Rochester Government Center **Participants:** 10 Youth Council Members

Residency: 9 students from Rochester, 1 student from Stewartville

Grade levels: Sophomores to Seniors

ROCOG staff facilitated the Pick Your Path activity with members of the Rochester Olmsted Youth Council. This interactive exercise asked youth commissioners to respond to transportation-related prompts by choosing to stand near labeled signs representing different travel modes. Follow-up discussion provided context for their choices. The activity helped staff learn about how young people get around, what they prefer, and what barriers they encounter.

Prompt 1: How do you usually get around?

Mode choices

9 participants: Being driven by a family member or caregiver

■ 1 participant: Driving their personal vehicle

Additional notes

6 participants have their driver's license

Of the 9 who are driven, 5 do not yet have a license (some have permits)

One said they do not want to learn to drive

Prompt 2: If you could pick any mode of transportation to get around, what would you choose?

Mode choices

■ 4 participants: Driving themselves

2 participants: Walking

- 2 participants: Biking
- 2 participants: Being driven by someone

Note: All but two participants changed their response from how they usually get around (Prompt 1), indicating different preferences from their current travel mode.

Prompt 3: What is the most challenging way for you to get around?

Mode choices

■ **5 participants:** Rideshare (Uber, Lyft, or taxi)

3 participants: Walking

2 participants: Public transit

Rideshare

- Too expensive.
- Not available in one participant's neighborhood.
- Feels uncomfortable one noted it's just them and a stranger in the car.

Walking

- Some areas have gaps in sidewalks or steep hills.
- Difficult to cross certain roads.
- One participant said Rochester is easy to drive in, but walking can be hard depending on the area.

Public transit

City buses feel scary or overwhelming to some.

School buses are seen as okay in contrast.

Prompt 4: If someone were visiting without a vehicle, what mode would you recommend they use?

Mode choices

9 participants: Being driven by someone

■ 1 participant: Walking

Being driven

- Most assumed a visitor would know someone locally to give them a ride.
- Bus was considered a second-best option.
- One person mentioned that while walking made sense, a car would still likely be needed at some point.
- That participant also noted using transit during a visit to Boston, and feeling safer because lots of people were riding at the same time ("safety in numbers").

Walking

- Recommended especially for someone staying downtown.
- Would choose lodging based on available transportation.
- Said walking allows you to see more of the city.

Prompt 5: What mode do you think should be improved most for people your age?

Mode choices

6 participants: Walking

4 participants: Bus

Walking

- Weather is a barrier especially in winter.
- Gaps in sidewalks, especially in neighborhoods outside downtown.
- Hills create blind spots where people walking cannot see cars.
- One participant said, "Our city is not made for walking. You are forced to have a vehicle."
- Mentioned as better for the environment and reducing carbon emissions.

Bus

- Bus stop locations are too far from some schools.
- Timing doesn't align with school start/end times.
- Some participants believed the buses were mainly for Mayo employees.
- Large buses are uncomfortable; preference for smaller shuttles or microtransit.
- One person considered choosing walking but picked bus due to safety concerns.

B.4. Individual meetings

B.4.1 Channel One meeting summary

Date: Friday, March 21, 2025 **Time:** 3:00 PM – 4:00 PM

Location: Microsoft Teams Meeting

Attendees

• Channel One: Jennifer Belisle, Ashley Keller

ROCOG staff: Karli McElroy

Overview of the MTP 2050

- A short explanation of the Metropolitan Transportation Plan for 2050 (MTP 2050) and its goals was provided.
- The purpose of seeking input from Channel One was discussed: to ensure the plan addresses the needs of low-income populations and the organizations that serve them.

1. Overview of Channel One services

Overview of services

- Channel One operates as a regional food bank and food shelf in Rochester.
- Significant changes have occurred since 2019:
 - ▶ Operating Hours: Monday–Thursday: 8:00 AM 6:00 PM; Friday: 8:00 AM 12:00 PM; Closed Saturday and Sunday.
 - Families were previously allowed to visit once a month; now, they can visit weekly.
 - ▶ Previously, 90-95% of clients were from Rochester; now, 75% are from Rochester or Olmsted County, and 25% come from outside the county (many from Mower County).
 - Channel One also delivers food to 14 counties in total (13 in Minnesota and 1 in La Crosse County, WI).
 - ▶ They source food, manage inventory, and distribute it to partner organizations.
 - Channel One also operates a mobile food shelf to deliver groceries directly to apartment complexes and community locations, ensuring access for individuals who cannot visit their physical location due to transportation barriers.
 - Since COVID, they have partnered with DoorDash to provide grocery deliveries within a 10-mile radius of their location.

Data and trends

- In the past year, they have served an average of 2,000 households per month, totaling approx. 9,000–10,000 individuals. Many are starting to come from outside Olmsted County.
- They attribute the increase in out-of-county clients to their extended hours and the quantity of food available.
- Channel One has robust data collection on shoppers and can provide use with additional information, if needed.

2. Discussion questions

- **Question:** Can you tell us a bit about the people Channel One serves, how they get around and what types of challenges they face with transportation?
 - About 75% of clients drive to the food shelf, often carpooling (especially those from rural areas).
 - Carpooling is common solution for those without personal vehicles
 - Some clients use public transit, but bus limits carrying groceries onboard which make it challenging, requiring multiple trips.
 - Bus and ZIPS schedules often lead to overcrowding at their facility, as the facility lacks adequate parking and traffic flow capacity to manage the number of people driving.
 - A small number of clients walk to the location, but they understand they are not in a good location as there are no walking or biking paths in the area.
 - Clients without consistent transportation often send proxies (e.g., case managers or family members) to collect groceries.
- Question: How does the current transportation system help or hinder Channel One's ability to get food to the people who need
 it? Are there areas where it's especially tough to operate?
 - The regional transportation system generally works well for their operations, as they rely on smaller vehicles.
 - The cost of CDL drivers and maintaining their fleet is one of their primary challenges. They use box trucks instead of semi-trucks for this reason.

- Question: Do you notice differences in transportation challenges for clients in rural areas compared to those in the city?
 - Their rural clients' transportation challenges are mainly from poorly maintained backroads in winter, which limits their ability to visit frequently.
 - These clients often plan their visits differently compared to urban shoppers. They may get food in bigger quantities as they come less frequently.
- Question: Are there groups, like seniors, people with disabilities, or the BIPOC community who face extra hurdles when it comes
 to transportation? How does that impact their ability to get what they need?
 - Seniors, people with disabilities using Handi-Van and ZIPS often experience frustration with ride timing, limiting their shopping time.
 - Immigrants and non-English speakers face higher food insecurity rates due to transportation challenges, which can be exacerbated by real or perceived language barriers when accessing transportation resources.
 - For many seniors, visiting the food shelf is both a necessity and a social outing. Food deliveries also serve as a safety or welfare check.
- Question: If you could change or improve anything about the transportation system to better serve your clients and your work, what would it be?
 - A dedicated bus route or service for social service stops (e.g., Channel One, Salvation Army).
 - Increased frequency of public transit and more direct stops.
 - Allowance for carrying more groceries on buses.
 - Improved attitudes and flexibility from bus drivers toward shoppers.
 - Better walking paths to their location (e.g., someone walked from the north side of Rochester, highlighting the lack of pedestrian infrastructure).
 - Consideration of origin and destination points for new growth areas to improve accessibility.

B.4.2 Rochester International Airport (RST) meeting summary

Date: April 15, 2025

Time: 11:00 AM - 12:00 PM

Location: Microsoft Teams Meeting

Attendees

Rochester International Airport (RST): John Reed, Mary Gastner

ROCOG staff: Alison Bosco, Karli McElroy, Allison Sosa

Key themes

- RST benefits from strong transportation infrastructure and air service capabilities.
- Limited transportation access during off-peak hours affects passenger and workforce mobility.
- Need for expanded public transit and regional transportation connections.
- Aviation industry trends point to digitization and sustainability.
- Long-term planning and regional coordination are essential for future growth.

Focused discussion key points

1. Current system positives

- Strong highway access via Hwy 63 and I-90 enhances vehicle access to the airport.
- Recent infrastructure upgrades, including a 9,000-foot runway and weather enhancements, support operational reliability.
- Runway 321 reconstruction underway, to be completed by Fall 2027.
- Robust commercial air service with four daily flights each to Chicago and Minneapolis.
- FedEx presence supports regional cargo access and logistics.

- U.S. Customs availability allows for international business travel.
- General aviation, including medical and private flights, is a significant part of operations.

2. Transportation challenges

- Limited ride-share availability during early morning and late-night hours.
- Absence of a low-cost carrier limits affordability for local travelers.
 - RST is in a challenging position: the community wants lower-cost options, but airlines control pricing and require evidence of strong demand.
 - RST uses DOT catchment area data (based on origin and destination zip codes) to show potential passenger demand and help make the case for expanded or more competitive airline service.
- Difficulty accessing the airport for those with mobility limitations.
- Weak connections to RST from surrounding communities like Winona.
 - Shuttle service options have become limited (e.g., Star Transportation now operates more like a limo service), making travel to RST less practical or affordable compared to MSP.
- On-ramp design at Hwy 63 reduces visibility and safety.
- High car dependency restricts airport employment access for those without vehicles.

3. Emerging trends in aviation

- Battery-powered aircraft and short-haul air taxis are being explored but not yet feasible for wide-scale use.
- Drone-based package delivery is being piloted in major metros, with slower rollout expected in smaller regions.
- Hydrogen and biofuels are potential sustainable fuel sources but remain cost-prohibitive without subsidies.
- Increasing digitization of airport processes (e.g., security, parking) is hindered by outdated federal and state funding mechanisms.

Transition from business-focused service to a mixed business/leisure travel model is underway.

4. Key transportation improvements needed

- Public transportation service to RST, especially during early and late hours, would improve access for passengers and workers.
 - Early morning flights begin at 5:20 AM, with passengers typically arriving around 4:20 AM.
 - Late night arrivals often land around 10:30 PM to 11:00 PM, with passengers needing ground transportation until at least midnight.
- Greater reliability and frequency in regional shuttle service could improve connectivity from surrounding communities.
- Expansion of workforce training programs for aviation-related careers is critical to addressing labor shortages.
- Continued investment in infrastructure and multimodal connections is necessary to support future growth.

5. Vision for 2050 and strategic steps

- Multimodal connectivity will be essential for supporting people and freight movement.
- Upcoming capital improvements, including a new master plan and runway reconstruction, present key planning opportunities.
- Collaborative planning with regional partners like ROCOG will strengthen long-term transportation outcomes.
- RST must clarify its value proposition in a competitive travel market and advocate for sustained community use of air service.

6. Other considerations

 Water and sewer infrastructure upgrades will be vital to support future airport development, especially with increased electrification.

B.4.3 Rochester Public Schools transportation providers meeting summary

Date: April 29, 2025 **Time:** 10:00 – 11:00 AM

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Platform: Microsoft Teams Meeting

Attendees

• Rochester Public Schools: Josh Chapman, Dustin Morrow, Deirdra Conroy

ROCOG staff: Ali Bosco, Karli McElroy, Jarrett Hubbard

1. Strengths of the existing system

Site-specific successes

- The crossing on Overland includes pedestrian flashing lights, which improves safety and is seen as a model for other schools.
- Though the Overland crossing is located on a blind corner, improvements have reduced concerns. A previous crossing guard was removed due to low student use, but parents have requested both a speed feedback sign and a return of the crossing guard.
- At Bishop Elementary, a mini roundabout helps slow vehicle traffic and allows buses to exit the area more efficiently. Though not a perfect solution, the pedestrian median is seen as helpful.

Traffic management strategies

- Prohibiting left-hand turns at key locations has improved traffic flow and safety during school pick-up and drop-off.
- Transitioning from cones and bollards to more permanent infrastructure has reduced the need for daily enforcement and improved consistency.

• Lincoln Elementary demonstration project

A demonstration project at Lincoln addressing high volumes of parent traffic has become permanent. The project involved:

- Creating three designated pick-up/drop-off locations
- Installing temporary bollards
- Establishing directional flow to streamline vehicle movement
- ► A similar strategy was implemented on 17½ Street where traffic flows one-way during drop-off.

Collaboration and communication

- Collaboration between RPS, the City, and the County has been key to implementing and sustaining improvements.
- Clear, wide-reaching communication from RPS and City staff ensures messages reach the broader community.
- School principals and planning committees are essential to gaining internal support and ensuring implementation success. Engagement is most effective when principals initiate the request for help.

2. Challenges encountered by RPS in the current transportation system

Safety and infrastructure gaps

- Wide roads with heavy traffic especially around Longfellow, and Bamber Valley are a persistent concern. Many lack sidewalks, particularly in areas built before pedestrian infrastructure was prioritized.
- The phased SRTS approach is targeting these issues, with substantial improvements underway at John Adams and Willow Creek Middle Schools.

Transit use and awareness

- RPT GO coordination with RPS has started, but awareness among students remains limited.
- High school students find the bus system confusing and inconvenient; clear, high school-specific transit solutions and student travel training would be beneficial.
- Challenges include inconsistent route timing, poor visibility of bus stops, and a lack of signage at stops other than those along 2nd Street.

3. Opportunities for improvement

Short-term

- Enhanced collaboration between RPT and RPS could enable free student transit access and expand awareness.
- Including RPS in the early stages of roadway project planning would allow school needs to be integrated into larger infrastructure investments.
- Coordinating funding strategies and "bundling" with city or county projects can help RPS access more infrastructure dollars.
- Upcoming improvements include dedicated bus lanes along 19th Street NW near the bus depot, identified as a preferred corridor.

Long-term

- Projects like the bridge at 6th Street should consider school input and student movement patterns.
- Continued expansion of SRTS planning and implementation remains essential, though state funding for infrastructure is expected to decline in coming years.

4. Insights from other communities

Ideas for Rochester

- Some larger metro areas have school-focused transit routes that could serve as a model.
- Linking urban and suburban trail systems could improve access to schools and reduce reliance on cars, particularly if families feel safe using these routes.
- Transit systems that prioritize "last mile" safety and walkability are seen as more appealing to families.
- Rochester's cold climate can limit the practicality of walking and biking year-round.

B.4.4 Mayo Clinic meeting summary

Date: May 14, 2025

Time: 1:00 PM - 2:00 PM

Location: Microsoft Teams Meeting

Attendees

• Mayo Clinic: Aaron Buckley (Mayo Clinic)

ROCOG staff: Jarrett Hubbard, Karli McElroy, Ali Bosco, Matt Tse

Key discussion topics

- 1. Transportation initiatives
- Mayo clinic commuter bus program
 - Currently it serves 7 regional hub corridors with morning and evening service
 - West: Byron-Kasson
 - South: Stewartville-Spring Valley
 - East: Winona-St. Charles-Eyota
 - Southwest: Austin-Dexter
 - North: Inver Grove Heights-Cannon Falls-Zumbrota-Pine Island
 - Southeast: Fountain-Preston-Chatfield
 - Northeast: Lake City-Wabasha-Plainview
 - Each hub receives two pickups in the morning (~6:00-8:00 AM) and two drop-offs in the evening (~4:00-6:00 PM)
 - Launched January 2025

- Operated through contract with MN Coaches
- Current challenges include limited operating hours and inability to serve some locations due to low ridership
- Transitioning from Signup Genius to Trip Shot app for real-time bus tracking and reservations
- No immediate expansion plans focused on optimizing existing routes
- Program remains employee-only with \$2 subsidized fare structure no plans to have public service

Employee shuttle services

- Current shuttle network includes
 - Groome-operated routes serving downtown and Saint Mary's (SMH) campuses
- Coordinating with RPT to align services with upcoming Link BRT implementation
 - Implementing badge-tap payment system to streamline RPT boarding, instead of specific card service. RPT would then bill Mayo for employee ridership.
- Mayo is working to reduce headways from 30 min to 15-20 min to employee shuttle lots
- Evaluating potential route consolidation as BRT comes online planning to not have shuttle between SMH and downtown on 2nd St when Link BRT comes online.

2. Parking infrastructure developments

2025 construction projects

- North Arrival Ramp (5th Ave Inn site)
 - 200 stalls focused on patient drop-off/pick-up
 - Will feature secure bike storage room
- South Ramp (Baldwin site)

- 500 mixed-use stalls (patients and employees)
- West Transit Village
 - ▶ 2,500 employee-only stalls
 - Will feature secure bike storage room
- Saint Marys Ramp
 - ► 1,000 employee-only stalls
 - Will feature secure bike storage room

Parking management

- Current inventory includes approximately 20,000 spaces systemwide
- Exploring tiered employee parking system based on role requirements
- Aaron's team will be developing comprehensive parking inventory and mapping system to understand where gaps may be.

3. Transportation demand management

- Looking to create integrated digital platform (app) to
 - Provide personalized commute planning
 - Offer incentives for alternative transportation use
 - Enable carpool matching
 - Allow parking space reservations
- Enhancing wayfinding for patients through
 - Mobile app integration

- On-site navigation assistance
- Improved signage and digital displays
- Expanding bike infrastructure
 - Secure storage at new facilities
 - Showers and locker rooms for commuters

4. Future planning considerations

- Monitoring potential impacts of Unbound project on transportation patterns
- Evaluating long-term role of shuttles as BRT system matures
- Assessing remote work policies by department
- Planning for increased downtown density with new clinical facilities

B.5. Community presentations

As part of the MTP 2050 engagement process, ROCOG delivered a series of presentations to community groups and advisory bodies throughout 2025. These presentations were designed to share information about the planning process, explain how community feedback would shape the plan, and invite participants to take part in formal comment opportunities.

Each presentation introduced the purpose of the MTP 2050 and ROCOG's role as the metropolitan planning organization for the region. Participants were given an overview of the plan's timeline, including key milestones for engagement, release of the draft, and final adoption. The presentations highlighted how feedback was being gathered through focus groups, one-on-one meetings, pop-up events, the project website and survey, an open public comment period, and the formal public hearing. Groups were also shown how to access the online hub and were encouraged to provide input directly.

Community presentations included:

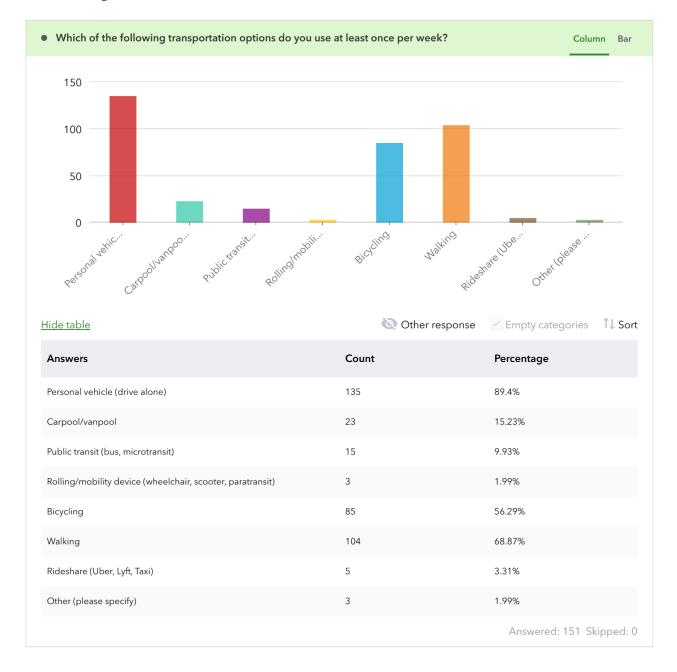
• City of Rochester Accessible Transportation Meeting (April 4, 2025): Provided an overview of the plan, with a focus on

accessibility considerations and how individuals with disabilities and caregivers could participate in the feedback process.

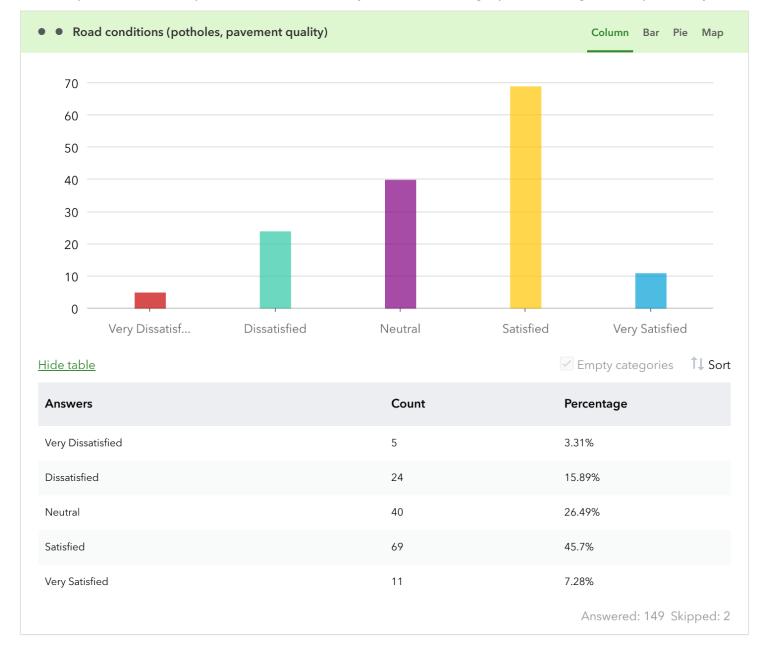
- City of Rochester Pedestrian and Bicycle Advisory Committee (August 11, 2025): Shared information on MTP 2050 and discussed how active transportation needs and perspectives could be incorporated through committee feedback and public comment.
- City of Rochester Citizens Advisory on Transit (August 14, 2025): Focused on the role of transit in the regional network, while providing details on how committee members and riders could contribute input during the comment period and public hearing.
- Region 10 Regional Quality Council Transportation Workgroup (August 26, 2025): Highlighted the MTP 2050 planning
 process for participants focused on accessibility and outlined opportunities to give feedback before adoption of the plan.

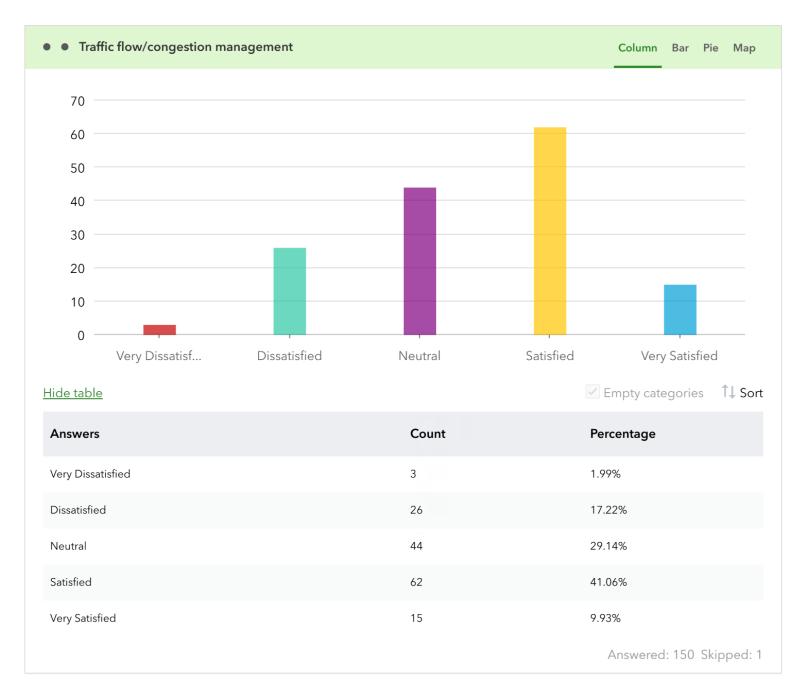
Across these presentations, the consistent message was that MTP 2050 is a community-driven plan. Each group was shown how to provide their and was encouraged to share comments through the open house, public comment period, public hearing, or direct communication with ROCOG staff.

B.6. Public survey results

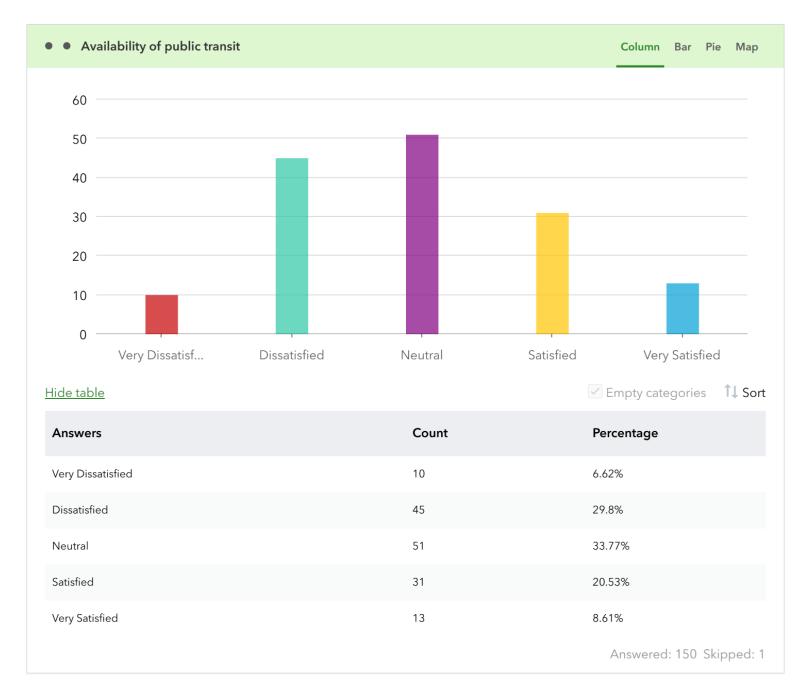


Your Transportation Use and Experience > How satisfied are you with the following aspects of the region's transportation system?

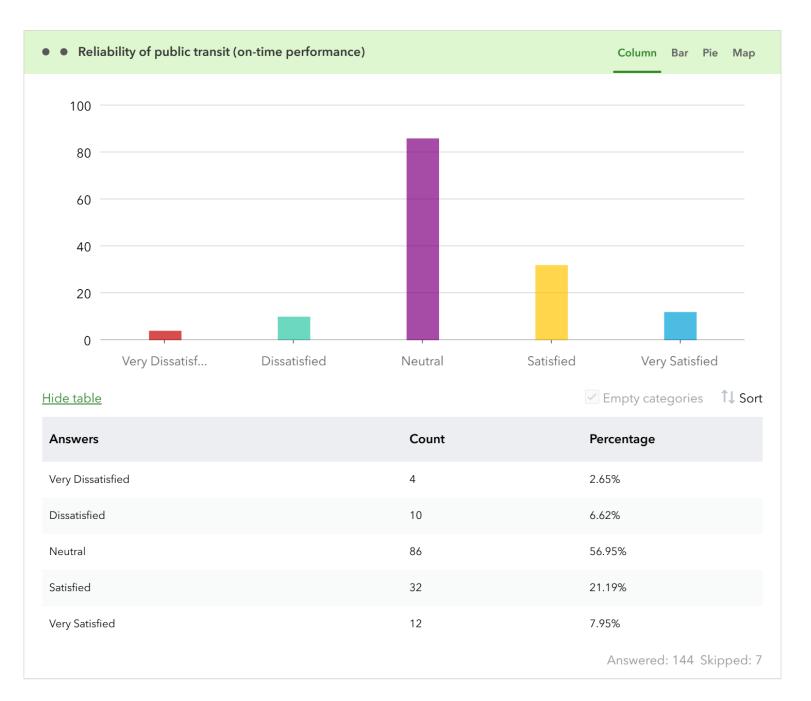




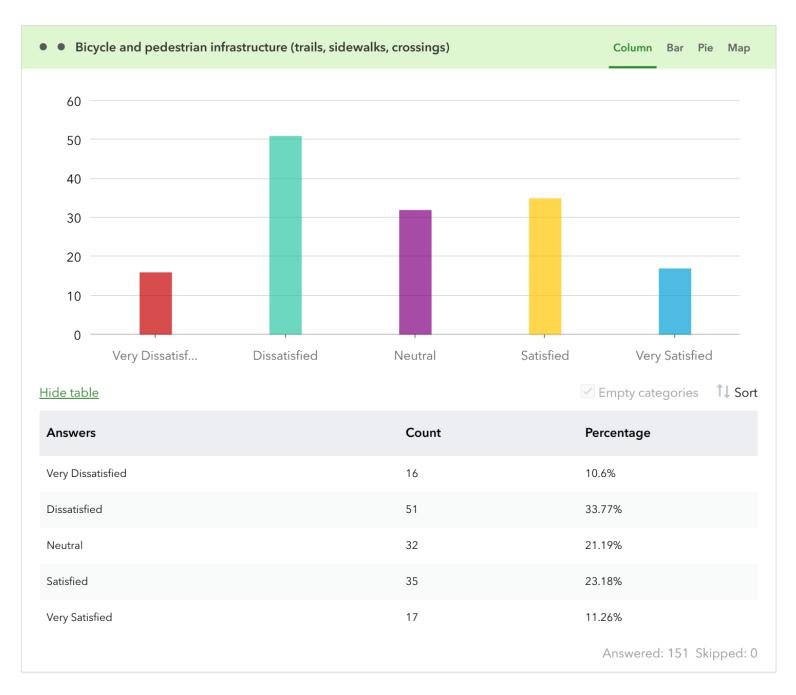


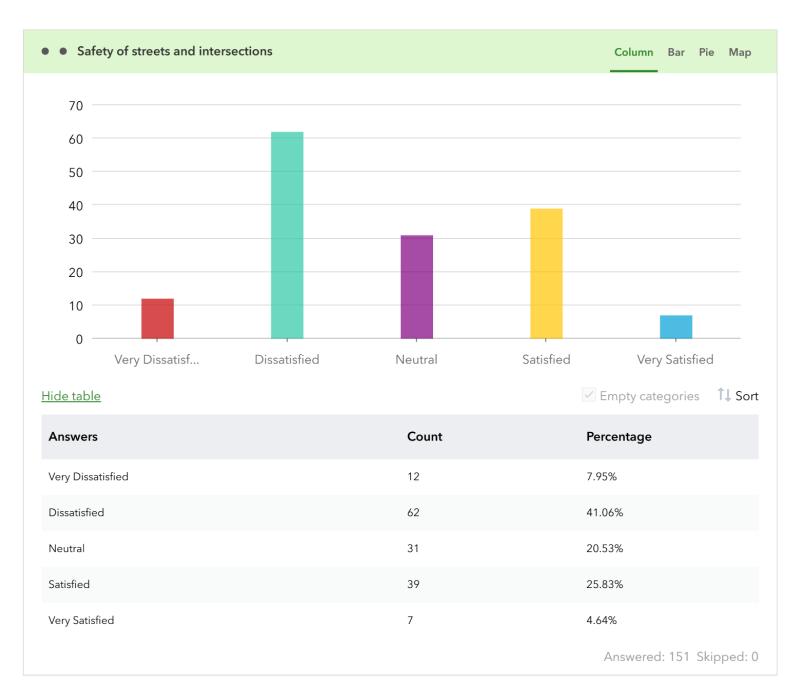


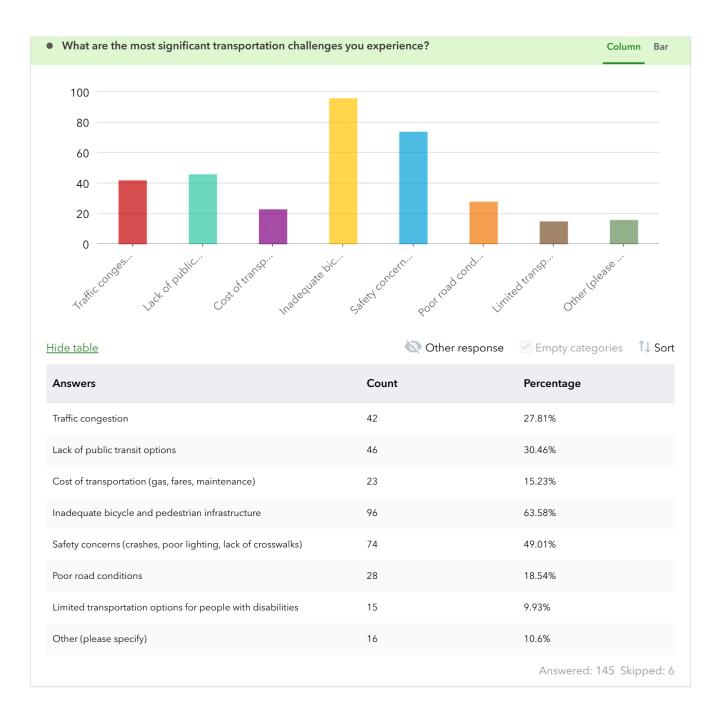






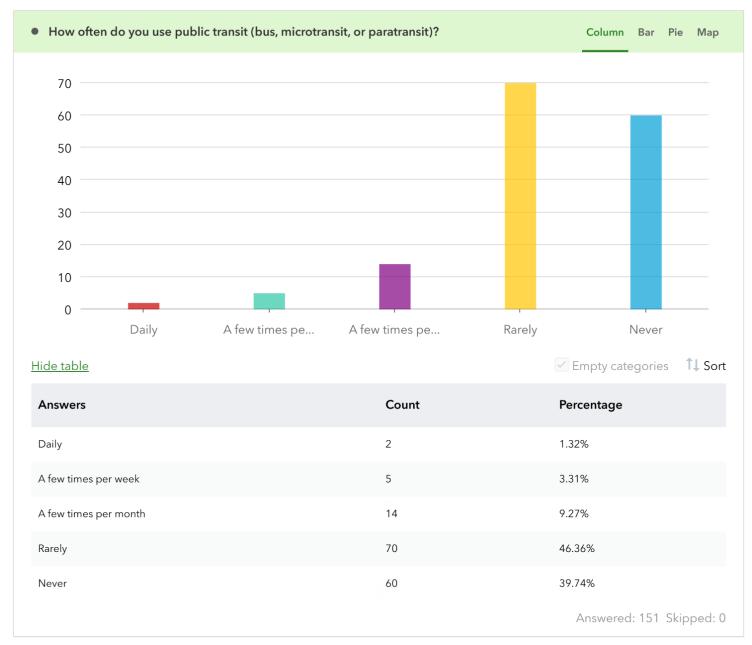








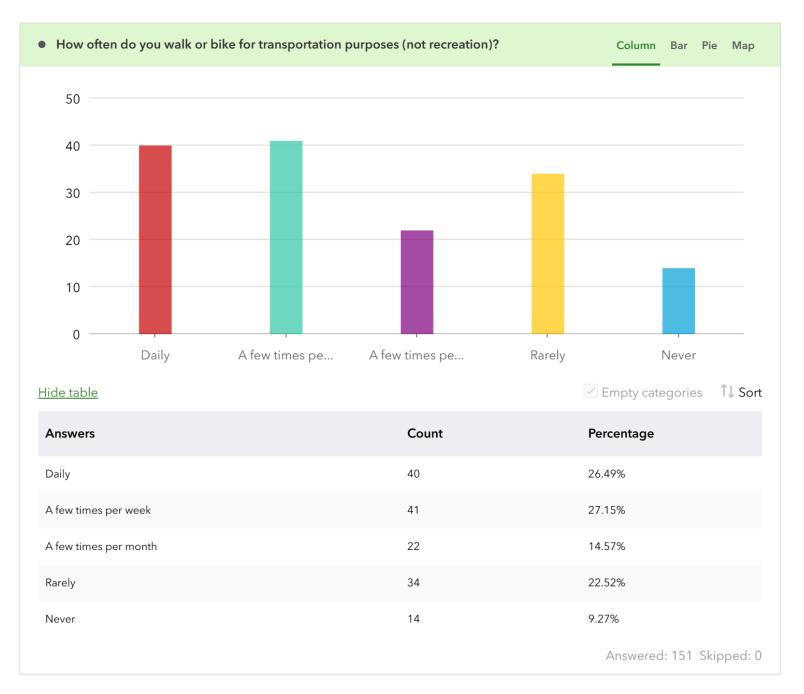
Public Transit and Alternative Transporation











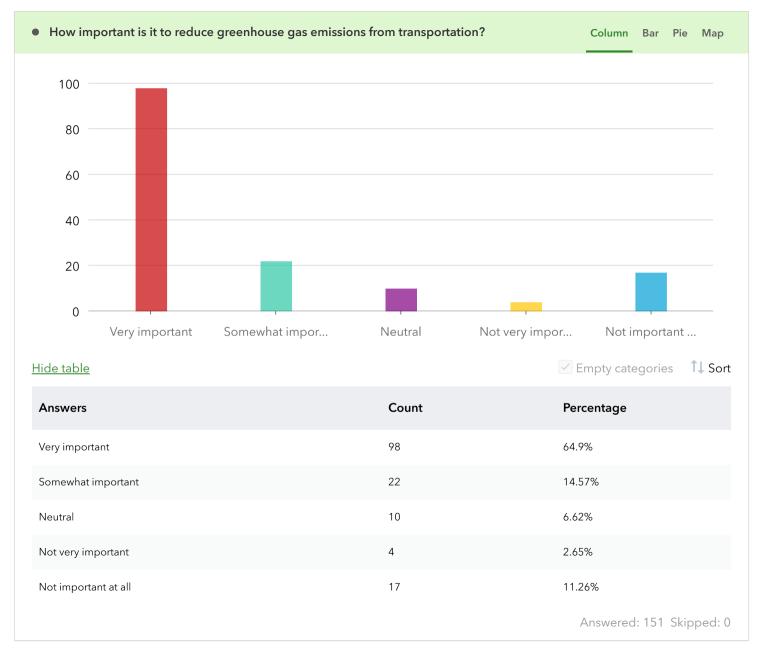




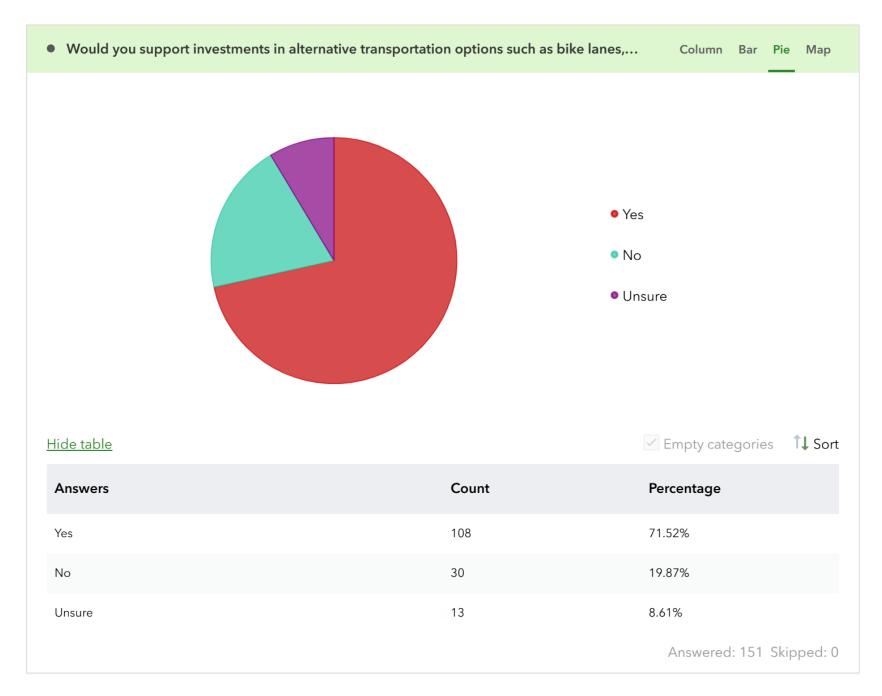




Future Transportation and Sustainability





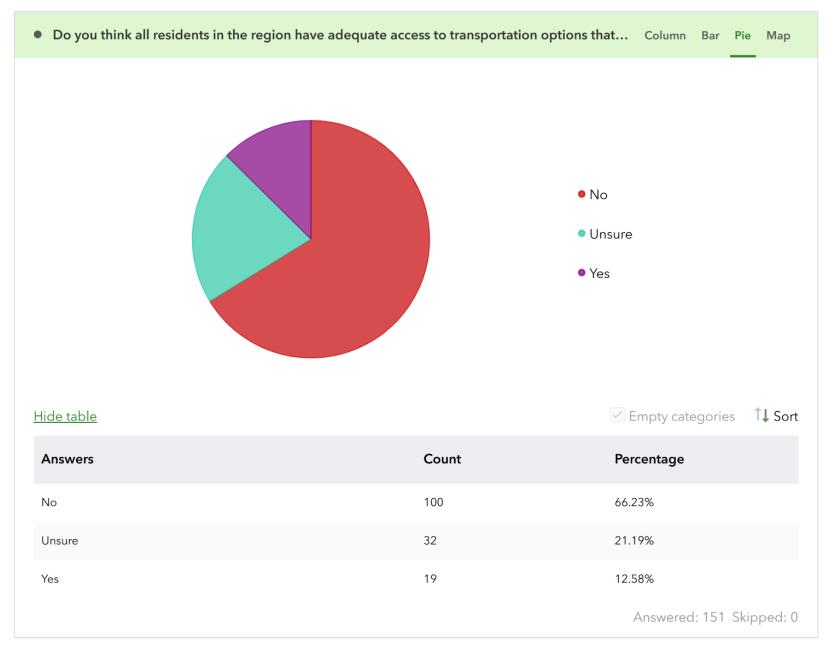






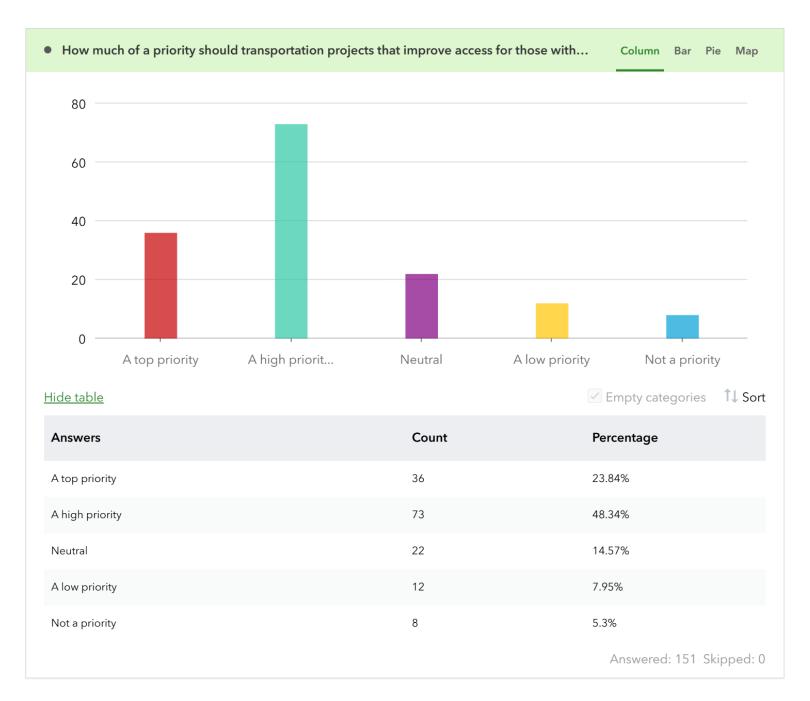


Transportation Access and Community Needs

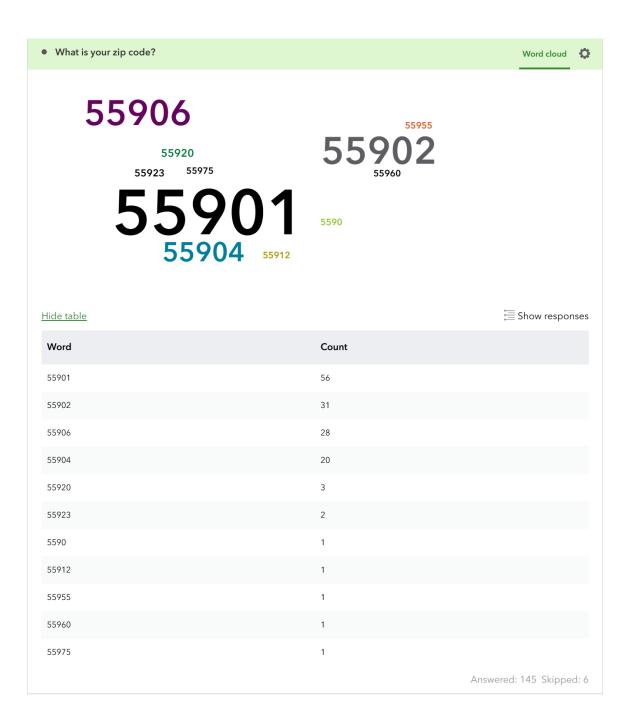








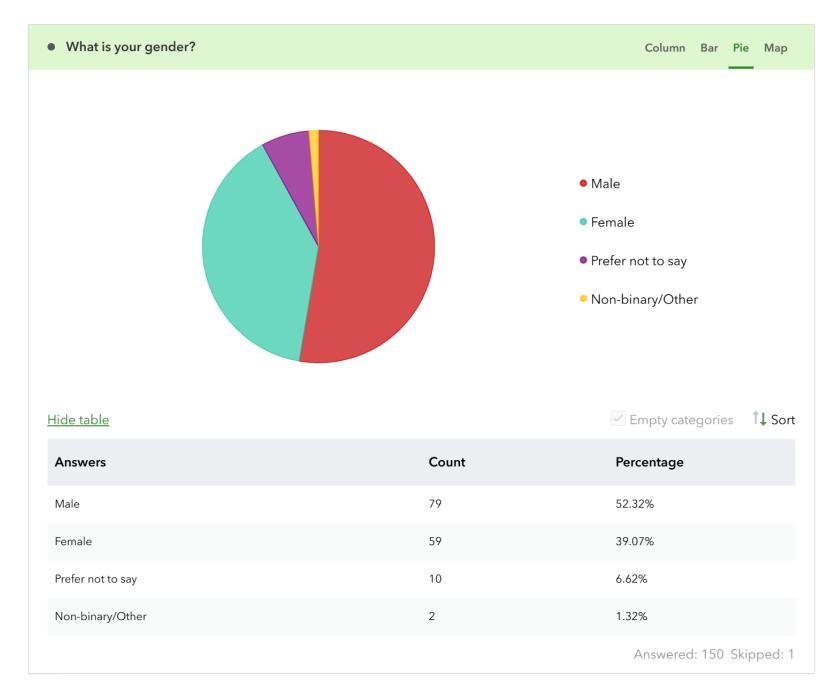






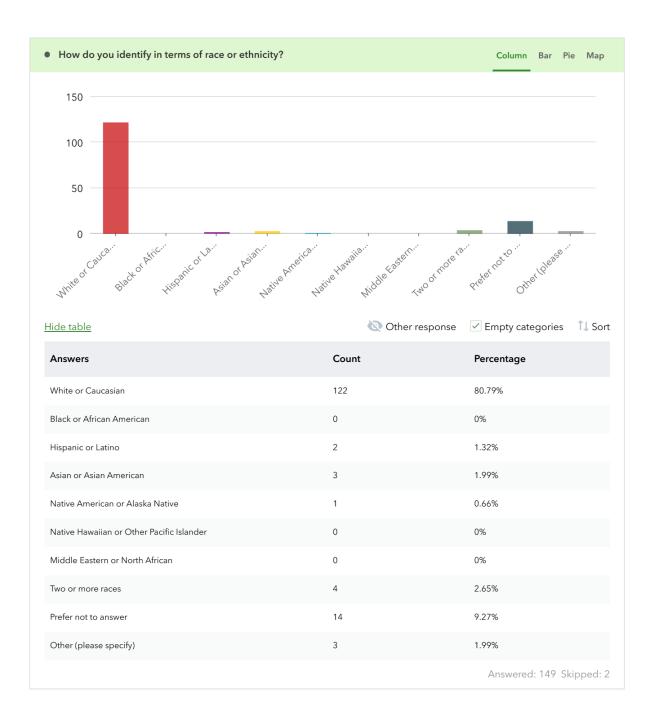












B.7. Public events

B.7.1 Open house summary

MTP 2050 OPEN HOUSE RECAP

ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS (ROCOG)

DATE: THURSDAY, JULY 24, 2025 **TIME**: 12:00 P.M. - 6:00 P.M.

LOCATION: FLORAL BUILDING, OLMSTED COUNTY FAIR

ENGAGEMENT

The Rochester-Olmsted Council of Governments (ROCOG) hosted a public open house at the Olmsted County Fair to share information about the Metropolitan Transportation Plan (MTP) 2050. The plan identifies transportation priorities, investments, and projects for the Olmsted County planning area over a 25-year period.

Community members were invited to stop by to learn about the draft plan, ask questions, and provide input. Outreach included a public notification in the Post Bulletin, social media posts on ROCOG and Olmsted County's Facebook pages, the ROCOG MTP 2050 Hub site, and email invitations sent to prior focus group participants. ROCOG staff were available throughout the event to discuss the planning process, highlight key themes from the draft MTP, and receive comments.

Approximately 12 community members, mainly adults and older individuals or couples, stopped by to ask questions about the role of the MTP in regional transportation planning and to explore the plan's goals and key takeaways. Staff also advised attendees that public comment is open through Monday, August 25, 2025, and that a public hearing on the draft plan will be held on Wednesday, August 27, 2025, at 2122 Campus Drive SE, Rochester, MN.

ROCOG appreciated the community's interest and participation as we help shape a safer, more connected, and accessible transportation system.









B.7.2 Public notice of open house and public comment



MN Affidavit No. 3Z6A9Nv7VfFhxqOE2zes

AFFIDAVIT OF PUBLICATION

State of Florida, County of Orange, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Post Bulletin, a newspaper printed and published in the City of Rochester, County of Olmsted, State of Minnesota.

- 1. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.
- 2. The newspaper has complied with all of the requirements to constitute a quallified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A,02.
- 3. The dates of the month and the year and the day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Tuesday, July 8, 2025
- 4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331.A06, is as follows: \$25.00 per column inch.
- 5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in OLMSTED County. The newspaper complies with conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

Anjana Bhadoriya

(Signed)



JESSICA GORDON-THOMPSON Notary Public - State of Florida Commission # HH091656

VERIFICATION

State of Florida County of Orange

Subscribed in my presence and sworn to before me on this: 07/11/2025

6. The

Notary Public

Notarized remotely online using communication technology via Proof.

OPPORTUNITY FOR PUBLIC COMMENT

The Rochester Olmsted Council of Governments will be at the Olmsted County Fair on Thursday, July 24, 2025, from 12:00 p.m. to 6:00 p.m. in the Floral Building. Community members are encouraged to stop by to learn about the Metropolitan Transportation Plan 2050, which identifies long range transportation priorities and projects for the Olmsted County planning area over the next 25 years. ROCOĞ staff will be available to share information, answer questions, and receive public comments. Contact ROCOG staff with any questions at 507-328-7100 or planningweb@ olmstedcounty.gov (Jul. 8, 2025)



B.7.3 Public notice of public hearing



MN Affidavit No. HLf0Ee8YdAzLqMS5j5QN

AFFIDAVIT OF PUBLICATION

State of New Jersey, County of Camden, ss:

Laquansay Nickson Watkins, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Post Bulletin, a newspaper printed and published in the City of Rochester, County of Olmsted, State of Minnesota.

- I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.
- 2. The newspaper has complied with all of the requirements to constitute a quailified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.
- 3. The dates of the month and the year and the day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Saturday, August 9, 2025
- 4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331.A06, is as follows: \$25.00 per column inch.
- 5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in OLMSTED County. The newspaper complies with conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

_(signed) Laguansay Nickson Watkins

SHARONN E THOMAS-POPE NOTARY PUBLIC STATE OF NEW JERSEY My Commission Expires January 23, 2027

VERIFICATION

State of New Jersey County of Camden

Subscribed in my presence and sworn to before me on this: 08/12/2025

Notary Public

Notarized remotely online using communication technology via Proof.

NOTICE OF PUBLIC HEARING ROCHESTER-OLMSTED COUNCIL OF GOVERNMENTS

The Rochester-Olmsted Council of Governments (ROCOG) is holding a public hearing about its Metropolitan Transportation Plan (MTP) 2050. This 25-year plan outlines future transportation needs and investment priorities for the ROCOG area, covering roads, public transit, biking, walking, rolling, and freight. It's based on data and community feedhack.

Public Hearing Details:

Date: Wednesday, August 27, 2025

Time: 12:00 PM - 1:30 PM

Location: 2122 Campus Drive SE,

Rochester, MN 55904

The hearing will provide an opportunity for interested individuals to comment on the MTP and its recommendations. The hearing is open to all members of the public.

ROCOG will make reasonable accommodations to ensure meaningful access for persons with disabilities or individuals with limited English proficiency. To request accommodations, please contact ROCOG at 507-328-7100 or at planningweb@ olmstedcounty.gov at least 48 hours prior to the meeting. (Aug. 9, 2025)



B.7.4 Press release for public hearing

Karli McElroy

From: Emma Diercks

Sent: Thursday, August 14, 2025 8:41 AM

Cc: Emma Diercks

Subject: Press Release: Rochester-Olmsted Council of Governments seeks public input on future of transportation in Olmsted County



Press Release

Date: August 14, 2025

Contact: Emma Diercks, Communications Specialist 507-328-6166 or emma.diercks@olmstedcounty.gov

Rochester-Olmsted Council of Governments seeks public input on future of transportation in Olmsted County

ROCHESTER, Minn. – The Rochester-Olmsted Council of Governments (ROCOG) invites community members to review and share feedback on the draft <u>Metropolitan Transportation Plan (MTP) 2050.</u> This plan explains the region's goals and spending priorities for transportation through the year 2050.

The 25-year plan looks at future transportation needs in the ROCOG area. It covers all major modes of transportation: roadways, public transit, biking, walking, rolling, and freight. The plan was created with input from community members, partner agencies, and local leaders. It includes ideas to make travel safer, improve how people get around, and support sustainable growth in the region.

The draft MTP 2050 is posted on ROCOG's plans and policies webpage, where residents can read the full plan and share comments.

Public comment period

Residents are encouraged to share feedback during the official comment period, open now through Monday, August 25, 2025. Comments can be submitted by:

• Email: planningweb@olmstedcounty.gov

• **Phone**: 507-328-7100

• Mail or in person: ROCOG Office, 2122 Campus Drive SE, Rochester, MN 55904 (open Monday–Friday, 8 a.m. to 5 p.m.)

Public hearing

A formal public hearing will also be held to receive comments on the MTP:

• Date: Wednesday, August 27, 2025

• **Time:** 12 to 1:30 p.m.

• Location: Conference Room 186, 2122 Campus Drive SE, Rochester, MN.

The public hearing is an opportunity for individuals and organizations to speak directly to ROCOG staff about the draft plan and proposals for improving transportation. Anyone interested in the future of transportation in Olmsted County, including residents, businesses, and local governments, is encouraged to participate and share input.

Accessibility

ROCOG will make reasonable accommodations to ensure access to the plan materials and the public hearing for individuals with disabilities or limited English proficiency. To request accommodation, contact ROCOG at 507-328-7100 at least 48 hours before the hearing.

###

B.7.5 Public notice of plan adoption



MN Affidavit No. uJUcC7yNlz4vKDeeBn9d

AFFIDAVIT OF PUBLICATION

State of Florida, County of Orange, ss:

Anjana Bhadoriya, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC and duly authorized agent of the Post Bulletin, a newspaper printed and published in the City of Rochester, County of Olmsted, State of

- 1. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.
- 2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.
- 3. The dates of the month and the year and the day of the week upon which the public notice attached/copied below was published in the newspaper are as follows: Saturday, August 23, 2025
- 4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to §331.A06, is as follows: \$25.00 per column inch.
- 5. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in OLMSTED County. The newspaper complies with conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

Anjana Bhadoriya



Notary Public - State of Florida Commission # HH301656 Expires on August 17, 2026

VERIFICATION

State of Florida County of Orange

Subscribed in my presence and sworn to before me on this: 08/26/2025

Notarized remotely online using communication technology via Proof.

The Rochester-Olmsted Council of Governments (ROCOG) Policy Board will consider adoption of the Metropolitan Transportation Plan (MTP) 2050 at its meeting on Wednesday, September 24, 2025, from 12:00 to 1:30 p.m. in Conference Room 186, 2122 Campus Dr SE, Rochester, MN 55904.

The MTP 2050 is a 25-year plan, updated every five years, that identifies future transportation needs and investment priorities for the ROCOG planning area. It addresses all major transportation modes including walking, rolling, biking, transit, roads, aviation, and freight and is shaped by data analysis and community input. Adoption by the Policy Board finalizes the plan and sets the framework for transportation funding and decision-making through 2050.

The MTP 2050 is available for review at the ROCOG office, 2122 Campus Dr SE, Rochester, MN, and online at www.rocogmn.org.

ROCOG will make reasonable accommodations to ensure meaningful access for persons with disabilities or individuals with limited English proficiency. To request accommodations, please contact ROCOG at 507-328-7100 or at planningweb@ olmstedcounty.gov at least 48 hours prior to the meeting. (Aug. 23, 2025)



B.7.6 Public notice of plan adoption

The Affidavit of Public Notice for the October 22, 2025, Policy Board Meeting concerning the adoption of MTP 2050 will be added to this record upon receipt.

B.8. Public comments

Metropolitan Transportation Plan (MTP) 2050 Public C	Comments				
Name	Comment	Document Location (chapter #, if known)	How Addressed	Status	Date Received
Bill Spitzer (Rolling Hills Transit)	Pg 3.23 Rolling Hills bus Public Transit service in the City of Rushford provided by Semcac Transportation of Rushford that serves the communities of Stewartville, Byron, Chatfield, Eyota and Dover.		Comment is referring to content in the LTRP 2045. Verfied that information from the comment was included in text for the MTP 2050.	Resolved	7/28/2025
Bill Spitzer (Rolling Hills Transit)	Pg 3.31, Figure 3-28 Eyota-Dover 7a-5p Byron 7a-5p Stewartville M-F 7a-5p Chatfield M-TH 7:15-3:45p	Ch. 4, Pg 3, 3rd paragraph (location of similar information)	Comment is referring to content in the LTRP 2045. Reviewed listing times in MTP 2050 and updated Eyota-Dover's availability from 9a-5p to 7a-5p	Resolved	7/28/2025
Bill Spitzer (Rolling Hills Transit)	Pg 4.18 Advance-reservation door to door service is provided by regional human resource agency providers. Rotting Hills Transit Semcac Transportation, located in Rushford, MN and operated by	Ch. 4, Pg 3, 3rd paragraph (location of similar information)	Comment is referring to content in the LTRP 2045. Reviewed information from MTP 2050 and updated "Service is provided curb-to-curb" to "Service is provided as advance-reservation door-to-door". Other information in comment is correct in MTP 2050	Resolved	7/28/2025
T	Hello, Thank you for the report, but a zipped file would be nice instead of downloading about 10 separate documents, averaging over a dozen pages each. I noticed the vast majority of MTP quantitative details are about roads, particularly freight and rail. This is strange as most ROCOG area people's livelihoods are not involved in freight and rail, but more everyday experiences like walking and short-term commutes. I would imagine people care about human and pedestrian fatalities on streets and trails more than slight cargo damage on roads and rails. On another note, will the following technology campus area project be paid for by the private businesses using said industrial campus driveways?	General comment. Technology campus area comment from Ch. 7, Pg. 9, Line 47 of Table 2	Thank you for your comment. Metropolitan Planning Organizations (MPOs) are federally required to include data on roadways, freight, rail, and other transportation modes within their planning area. In this document, ROCOG has included data and discussion on multiple modes of transportation throughout the MTP 2050. This includes information drawn from planning documents and input received through engagement with the public and with bicycle, pedestrian, and disability groups. Regarding your question about the IBM Campus area project, funding sources are still being determined. Regarding the question about the IBM Campus area project, funding sources are still being determined.	Resolved	8/25/2025
т	Also, is more residential housing to come along 40th St SW, or what is this \$30 million project below for?	Ch. 7, Pg. 9, Line 52 of Table 2	Thank you for your comment. The Metropolitan Transportation Plan (MTP) 2050 is a 25-year transportation plan and does not determine land use decisions. Land use decisions are the responsibility of local jurisdictions and agencies. This project will have additional planning efforts, but these activities have not yet been scheduled.	Resolved	8/26/2025
Marty Cormack	In Chapter 8 – under the key takeaway, Alternative Transportation Options: would like to see supporting data included on the county's population of people who do not drive. Referenced Anna Ziebart's book When Driving is Not an Option as a source.	Ch. 8, Pg. 12	Thank you for your comment. ROCOG did discuss in the MTP that there are people that cannot or choose not to drive within the Plan. Additionally the number of workers aged 16 and older who have no access to vehicle was included on Chapter 8, page 12.	Resolved	8/27/25 (MTP Public Hearing)
Marty Cormack	In Chapter 8 – under the key takeaway, Alternative Transportation Options: The MTP recommends there should be prioritized maintenance of bike and pedestrian facilities near essential services. This should be expanded to every pedestrian and bicycle facility as those who cannot drive need access to all spaces not just essential ones.	Ch. 8, Pg. 13, second bullet under Recommendations	Thank you for your comment. The language has been revised to replace "essential services" with "active corridors," reflecting a broader focus on maintaining active pedestrian and bicycle facilities rather than limiting the emphasis to essential services alone.	Resolved	8/27/25 (MTP Public Hearing)
Marty Cormack	Regarding Highway 14 – Concern about the trunk highway running through a residential neighborhood. Suggests that relocating Highway 14 should be identified as a goal in the document.	General comment about goals of the MTP 2050 Plan.	Thank you for your comment. ROCOG will continue to monitor Highway 14 and consider potential strategies as part of ongoing and future transportation planning efforts.	Resolved	8/27/25 (MTP Public Hearing)
Evan Vlaeminck	Dear ROCOG: Thank you for the opportunity to review the 2050 Metropolitan Transportation Plan during public input period. IRG, owner of the Rochester Technology Campus (RTC, former IBM), has given significant consideration to the schedule and investment discussed in the MTP as we move forward with the redevelopment of RTC and opening the formerly closed campus to Rochester regionally and locally. As to the ramifications surrounding RTC, 37th Street is currently listed in the MTP as a 2040 transportation goal for the ROCOG. Recent traffic studies indicate a more imminent need for the connection of 37th St, likely during the 6-10 year timeframe, than the 10-15 year timeframe currently depicted in the study. Similarly, these studies support the notion that the 37th St. bridge over Route 52 should be comprehended in these improvements, pushing the cost from the \$15M range to the \$25M range at buildout. Again, thank you for the opportunity to comment on the MTP, look forward to further involvement with ROCOG as Rochester and Olmsted County develop. Thanks, Evan Vlaeminck	Ch. 7, Pg 9., Line 49 of Table 2	Thank you for your comment. Please contact the City of Rochester for further details regarding the project's timeline and scope.	Resolved	9/17/2025



B.9. Agency comments

Metropolitan Transportation Plan (MTP) 2050 Agency Comments - Chapter 1								
Agency	Comment	Document Location	How Addressed	Status	Date Received			
No Comments Received for Chapter 1								

Metropolitan Transporta	4etropolitan Transportation Plan (MTP) 2050 Agency Comments - Chapter 2								
Agency	Comment	Document Location	How Addressed	Status	Date Received				
City of Rochester	"transportation assets"?	Pg 1, text for planning factor #8	This section was revised based on feedback	Resolved	3/17/2025				
			from state and federal partners.						
City of Rochester	Do modes only include public transit vehicles? Are we	Pg 7, first bullet point	This section referes to federally required	Resolved	3/17/2025				
	measuring VRU injuries/fatalities in any PM?		performance measures. At this time, ROCOG						
			has adopted no additional performance						
			measures.						



Agency	Comment	Document Location	How Addressed	Status	Date Received
City of Rochester	2050?	Pg 2, first red bullet under Key Takeaways	Updated to 2050.	Resolved	3/17/2025
City of Rochester	2050?	Pg 2, Table 2: ROCOG Population Projections.	Updated to 2050.	Resolved	3/17/2025
City of Nochester	2030:		Opulated to 2000.	Nesotveu	3/1//2023
Oit and Danah and an	logo	Second row, fifth column	Undeted to leas to leas	Danahard	0/47/0005
City of Rochester	loss	Pg 2, last paragraph, last sentence	Updated to lose to loss	Resolved	3/17/2025
City of Rochester	RAEDI? If so, Rochester Area Economic Development, Inc.	Pg 3, first paragraph, last sentence	Updated name of RAEDI	Resolved	3/17/2025
City of Rochester	retail	Pg 3, second paragraph, third sentence	Updated retailing to retail	Resolved	3/17/2025
City of Rochester	Strikethrough text for the word "also"	Pg 3, third paragraph, first sentence	Removed the word "also"	Resolved	3/17/2025
City of Rochester	partner	Pg 3, fourth paragraph, first sentence	Changed the word, "partnership" to "partner"	Resolved	3/17/2025
City of Rochester	cohort is	Pg 4, first bullet on page	Changed from "cohorts are" to "cohort is"	Resolved	3/17/2025
City of Rochester	Strikethrough text for the word "the"	Pg 5, third paragraph, first sentence	Removed the word "the" in front of RPT GO	Resolved	3/17/2025
City of Rochester	Reformat as next section header?	Pg 5, third paragraph, last word, "Households"	Reformatted to make "Households" as a	Resolved	3/17/2025
, 00000	The do not cooler nount	. g - , garagraph, add fford, ffoddonddd	heading for the next section		0.12020
City of Rochester	Rewrite as 2010-2020	Pg 5, Table 4, row 2 for columns 6 & 7	Changed text to 2010-2020	Resolved	3/17/2025
•			-		
City of Rochester	Were	Pg 6, second bullet	Changed the word, "was" to "were"	Resolved	3/17/2025
City of Rochester	Strikethrough text for the word, "to"	Pg 6, first paragraph, second sentence	Removed the word, "to"	Resolved	3/17/2025
City of Rochester	Is this our current position? I would argue that	Pg 6, second paragraph, third sentence	Thank you for your comment. This section is	Resolved	3/17/2025
	Rochester's TOD planning is age agnostic.		specifically the varying considerations of age		
			groups.		
City of Rochester	Strikethrough text for the word, "existing"	Pg 6, third paragraph, fourth sentence	This has been updated.	Resolved	3/17/2025
City of Rochester	Strikethrough text for the word, "to"	Pg 6, fourth paragraph, first sentence	This has been updated.	Resolved	3/17/2025
City of Rochester	As the demand for walkable neighborhoods, mixed-use	Pg 6, third paragraph, second sentence	Thank you for your comment. This paragraph	Resolved	3/17/2025
	developments, and higher-density housing continues to		has been revised.		
	grow, we must maintain and improve our sidewalks and				
	trails to preserve these important connections.				
City of Rochester	were	Pg 7, third paragraph, first sentence	Changed the word, "was" to "were"	Resolved	3/17/2025
City of Rochester	federal?	Pg 7, fourth paragraph, third sentence	The poverty rate referenced uses federal	Resolved	3/17/2025
			poverty thresholds, as defined by the U.S.		
			Census Bureau		
City of Rochester	Would it be possible to simplify this by only showing the	Pg 8, figure 1 legends	The legends in the tables are ordered by	Resolved	3/17/2025
, 0001100101	legend once? I don't like that the order differs between	. 6 - ,64. 0 2 106040	percentage from highest to lowest. Because the		0.12020
	charts.		racial makeup shifted between 2010 and 2020,		
	churto.		the legend order changed. This difference helps		
			highlight the change, so we will keep them		
20. (2. (intact.		0/4=:
City of Rochester	from?	Pg 12, fourth paragraph, first sentence	Changed the word, "by" to "from"	Resolved	3/17/2025
City of Rochester	Strikethrough text for the letter "s" on the word, "shows"	Pg 12, fifth paragraph, first sentence	Removed the "s" from shows	Resolved	3/17/2025
City of Rochester	2nd Street SW	Pg 12, sixth paragraph, first sentence	Revised "2nd Street" to "2nd Street SW"	Resolved	3/17/2025
City of Rochester	that (impact?) transportation projects	Pg 18, fourth paragraph, first sentence	Added the word, "impact" to the sentence	Resolved	3/17/2025
City of Rochester	including (use of) recycled materials,	Pg 18, fourth paragraph, second sentence	Added the words, "use of" to the sentence	Resolved	3/17/2025
City of Rochester	infrastructure? Are "roads" inclusive of trails/rail/non-	Pg 19, first paragraph, second sentence	Changed the word, "roads" to "infrastructure"	Resolved	3/17/2025
orty of nochester	minastructure. Are rougs inclusive or transmat/fillin	8 10, mat paragraph, accord acriterioe	onanged the word, roads to initiastructure	riesotiveu	3/1//2023



Olmsted County	Under cost and benefits, the paragraph says;	Pg 19, first paragraph under the section titled, "Costs	Thank you for your comment. This section was	Resolved	3/24/2025
	"Urban sprawl increases expenses" (for whom?)	and benefits"	revised to provide context, state the benefit of		
	"Decreased service quality" (needs to be more		following city and county land use policies, and		
	specific). The comments following in this paragraph		eliminate redundant verbiage.		
	says higher costs and reduced services, which is				
	redundant.The fact is, there is a market for suburban				
	development and many reasons to not live in a city.				

	rtation Plan (MTP) 2050 Agency Comments - Chapter 4	I	I		
Agency	Comment	Document Location	How Addressed	Status	Date Received
City of Rochester	Rochester's Pedestrian & Bicycle Advisory Commission is not mentioned in Sidewalk/Bike Network sections, but Citizens Advisory on Transit group is referenced in Transit/RPT text.	Walking and Rolling and Biking Sections, Pages 1 - 6	Added passage on PBAC	Resolved	4/19/2025
City of Rochester	Disability/accessibility - people with disabilities are only mentioned once in transit, referring to ZIPS, and peripherally in sidewalk gap implication paragraph. Accessibility is used several other times, but not in the context of disability access. Could this population be further emphasized in this chapter? Perhaps the MNTEA group and/or Jacob Metz at City of Rochester could review and offer suggestions? We (Rochester City Council) just heard an update on a draft Disability Access Plan that likely better informs elements of this chapter.	Disability reference (ZIPS) Pg. 8, Paragraph 2. Sidewalk gap reference Pg. 4, first paragraph under 'Implications' heading.	This is not an issue that ROCOG has much control over beyond references currently in Chapters 4 and 6. Key takeaway, however, in Chapter 8 addresses this issue as will public engagement pieces.	Resolved	4/19/2025
City of Rochester	Travel Demand Management (TDM) - not robust in current state, but a consideration of TDM programming seems relevant on this 2050 planning horizon. I just attended the Association of Commuter Transportation(ACT)'s Inaugural Midwest Summit and a representative (Zia Brucaya) of Greater Madison MPO spoke about their regional TDM/planning work. Here's a link to their MPO's MTP 2050, which goes into greater detail about TDM in the Current System chapter - https://www.greatermadisonmpo.org/planning/documents/FullPlan-ConnectRTP-web.pdf. ** Separately, I'd love to have a follow up conversation about the possibility of ROCOG joining ACT https://www.actweb.org/	TDM not mentioned in Chapter 4.	Covered in chapter 6.	Resolved	4/19/2025
City of Rochester	Mayo Clinic review - Do we have a contact at Mayo Clinic (Parking & Transit Services) who is reviewing the relevant chapters? If not, I'd suggest reaching out to Aaron Buckley, Parking Operations Manager (Buckley.aaron@mayo.edu)	Applies to full document – received with Chapter 4 comments	Targeted community engagement efforts included a meeting with Aaron Buckley from Mayo Clinic	Resolved	4/19/2025
City of Rochester	Microtransit Pilot - RPT Go - maybe not relevant considering its pilot status, but Rochester does have a regional micro transit project currently operating in the southern portion of the city. It's the only current opportunity to connect to the airport using public transportation.	RPT GO not mentioned in Chapter 4.	ROCOG debated whether to include it in Chapter 4 because it is a pilot ending before the MTP 2050 will be submitted. So, Chapter 6 includes reference to this pilot in terms of future transportation innovations.	Resolved	4/19/2025
ity of Rochester	Federal Functional Classification System - I know FC uses "mobility" in a specific way but would prefer that it's removed, if possible, from descriptions of Interstates, Freeways and expressways, and Other principal arterials. I don't think it adds clarity to the use of these roadway systems and is conspicuously missing from descriptions of Local roads, which in common language would be understood as providing a high degree of mobility. It seems that designed travel distance is the clearer differentiator.	Mobility for functional class mentioned on Pg. 12, Paragraphs 4, 7. Pg. 12/13, Title of Figure 11, Pg. 13, Paragraphs 1, 2, and 4.	A text box has been added (photos yet to come) to explain the meaning of these terms since they are different in meaning from what most are used to. They are federally defined for this classification system, so they cannot be removed.	Resolved	4/19/2025
ity of Rochester	Rochester Complete Streets/Other Plans - policy adopted in 2009. Will there potentially be a recommendation in MTP to support local Complete Streets policies/require complete streets design principles be applied in certain situations (i.e., STBG funded projects in urban areas?). Related to Active Transportation Master Plan. Also, MNDot is in the process of updating/adopting the State Rail Plan, which should be complete by summer. Should this inform Chapter 4? https://talk.dot.state.mn.us/state-rail-plan	Rochester Complete Streets/Other Plans policy not mentioned in Chapter 4. Reference to Rochester Active Transportation Plan Pg5., Paragraph 2. MnDOT State Rail Plan not mentioned in Chapter 4.	Yes - see Chapter 8. Complete Streets was added to Chapter 4 after comment was received.	Resolved	4/19/2025
City of Rochester	31 Routes	Pg. 7, Paragraph 3, "RPT is a Rochester service, operating"	Update made	Resolved	4/25/2025
ity of Rochester	bi-monthly	Pg. 7, Paragraph 3, "Its community advisory board, Citizen Advsory on Transit, supports and voices the needs of public transportation users and meets"	Update made	Resolved	4/25/2025
ity of Rochester	The number of on this paratransit service in 2022 was 26% that in in 2021. IN 2023 the gains were even larger- a 35% increase. And in 2024 the number of trips increased again by 25%. With increased attention to operations, RPT was able to accommodate this growth while simultaneously improving on-time performance from 89% in 2022 to 90% in 2023 and to 92% in 2024	Pg. 8, Paragraph 3	Updates made	Resolved	4/25/2025
City of Rochester	In the fall of 2024 RPT implemented a pilot project called RPT GO. RPT GO is a Microtransit server that serves the southern part of Rochester. Sense the fall RPT has continued to make adjustments to best serve its riders. These adjustments have included the size of the operation area, hours of operations, and the cost to riders.	Pg. 8, Comment not tied to existing text	Chapter 6 includes reference to this pilot in terms of future transportation innovations.	Resolved	4/25/2025



City of Rochester	The spaces for all 4 lots is 1770, so maybe we say over 1500 instead of over 2000.	Pg. 9, Paragraph 2	Updates made	Resolved	4/25/2025
City of Rochester	Image has covered some part of the data source.	Pg. 10, Figure 10: Primary Transit Network and Corridors		Resolved	4/25/2025
City of Rochester	Mayo has brought back shuttle buses from surrounding areas. Prior to Covid, the RCL service was for the general public. The current shuttle service is for Mayo employees only. Neither service was ever publicly funded.	Pg. 11, Paragraph 2 (Other Transit)	Added reference to this into Chapter 4; it's discussed further in Chapter 6.	Resolved	4/25/2025
MnDOT	Confusing to have 'Map 11' label on 'Figure 2'.	Page 3, Figure 2: City of Chatfield Comprehensive Plan - Sidewalks (2015)	Figure 2 relabeled	Resolved	4/28/2025
MnDOT	This is a helpful inclusion of these modes, but the descriptions of the class system below do not include an explanation of the other modes.	Page 12, Paragraph 2, "Major street and highway corridors serve not only vehiclular traffic"	Working suggestion on Roadway Network section updated	Resolved	4/28/2025
MnDOT	This figure title should be anchored to the figure	Page 12, Title for Figure 11: MnDOT Access and Mobility Relationship (Source: MnDOT)	Formatting updated	Resolved	4/28/2025
MnDOT	long-distance VEHICLE travel	Page 13, Last bullet, "They are not intended for long- distance travel"	Working suggestion on Local Roads bullet updated	Resolved	4/28/2025
MnDOT	space	Page 25, last paragraph, "All state highways have a 10-ton weight limit."		Resolved	4/28/2025
City of Rochester	Bridges – We have a load posted bridge on Civic Center Dr NW over the Cascade Creek. I am surprised MnDOT rates this as Fair, but that might explain why it hasn't been prioritized for improvements. I like to call it out whenever possible though.	General comment about Bridge section on Pg. 20		Resolved	4/25/2025
City of Rochester	Freight – Would it be worthwhile to include the City's Truck Route Map?	General comment about Freight figures	This is now included	Resolved	4/25/2025
Olmsted County	Pg. 21, Figure 18 – PQI Map is from 2022 – I attached our most recent map (2024).	Pg. 21, Figure 18 – PQI Map	Updated with GIS files obtained from County Public Work	Resolved	5/6/2025
Olmsted County	Pg. 26, Figure 22 – Seasonal Weight Limit map is from 2022 – Here is a link to our GIS webmap for 2025: https://gis- olmsted.maps.arcgis.com/apps/webappviewer/index.html?id=848c348411bb4b40bb2aefde89c ed868	Pg. 26, Figure 22 – Seasonal Weight Limit map	Updated with GIS files obtained from County Public Works	Resolved	5/6/2025

Agency	Comment	Document Location	How Addressed	Status	Date Received
City of Rochester	System Performance - this term refers only just the roadway system,	Pg. 1, Chapter 5 Title	There are transit performance measures in this	Resolved	4/19/2025
only of Rochester		rg. 1, Chapter 5 little	•	Resolveu	4/19/2025
	correct? If so, perhaps rename the chapter Roadway System		chapter. We will keep in to be inclusive to both		
	Performance.		types of modes		
City of Rochester	LOS Description - currently reads as if LOS A is goal of roadways. Also,	Pg. 1, Paragraph 4	Added sentence that states, "ROCOG	Resolved	4/19/2025
	it's unclear how non-motorized travel is evaluated.		encourages all jurisdictions to improve LOS		
			when possible, but the primary goal is to		
			maintain current LOS on all roadways."		
			, , , , , , , , , , , , , , , , , , , ,		
			Comment noted on non-motorized LOS, this		
			could possibly be explored with a future study.		
City of Rochester	TDM - again, a huge opportunity to contemplate TDM strategies to	TDM not mentioned in Chapter 5.	Comment noted	Resolved	4/19/2025
,	improve performance of the existing roadway system.				
City of Rochester	Define "confirmation lights" and tie to enforcement strategy, please.	Pg. 4, title of Figure 2, and Pg. 5, second red bullet	Added definition of confirmation lights to this	Resolved	4/19/2025
only of Hoonester	Perhaps for all safety recommendations, categorize as Engineering,	point.	sentence.	ricootvea	771072020
	Education, or Enforcement strategies?	point.	Sentence.		
City of Rochester	Pedestrian and bicyclist paragraph - could discussion of safety	Pedestrian and bicyclist referenced on Pg. 7.	Section will be updated with recent SS4A	Resolved	4/19/2025
only of Nochester	improvements focus on separation on modes. Instead of delineators,	Delineators referenced on Pg. 7, Paragraph 5.	information. Comments are noted.	i icouveu	+/ 13/ 2023
			illioillation. Comments are noted.		
	I'd prefer to see a recommendation of grade-separation of bicycles and	• References to "recorded" crashes on Pg. 5,			
	pedestrians from auto traffic. Also, could the language of crash data be				
	slightly adjusted to consider that these data are based on "reported"	Paragraph 1.			
	crashes. "Recorded" is vague, IMO. Would also prefer edit to reflect				
	"Overall, the total number of REPORTED pedestrian and bicycle crashes				
	remained consistent."				
City of Rochester	Is it worth identifying corridors with excess capacity? Thinking	General comment	Thank you for your comment. Additional	Resolved	4/25/2025
	candidates for road diets/safety improvements.		analysis is needed and not provided within this		
	· ·		document.		
City of Rochester	The tables in Chapter 5 was updated with latest RPT numbers.	General comment about Chapter 5 tables, see la's	Update tables according to RPT changes	Resolved	4/26/2025
		Chapter 5 attachment in Teams Comment folder.			
1nDOT	Revise	Page 11, Title, Safe Streets for All (SS4A)	This has been updated	Resolved	4/28/2025
MnDOT	I'd encourage adding "Perception of Safe Walking and Bicycling" to this	Page 13, Table 2: Safety Performance Measures	Comment noted for potential to be included in	Resolved	4/28/2025
	list.		another chapter, this chapter is focused on		
			federal performance measures.		
MnDOT	I'd encourage adding ADA Compliance to this list of performance	Page 14, Table 3: Pavement & Bridge Performance	Comment noted for potential to be included in	Resolved	4/28/2025
	measures.	Measures	another chapter, this chapter is focused on		
			federal performance measures.		
InDOT	I'd encourage adding job accessibility by Bicycle, Car, and Transit to this	Page 15, Table 4: Travel Time Performance Measures	Comment noted for potential to be included in	Resolved	4/28/2025
	list.		another chapter, this chapter is focused on		
			federal performance measures.		
City of Rochester	Is it worth identifying corridors with excess capacity? Thinking	General comment about Chapter 5	Comment noted - application of the comment is	Resolved	
	candidates for road diets/safety improvements.		time dependent.		
Olmsted County	Pg. 5 – last paragraph, second to last sentence: "It should also be	Pg. 5 – last paragraph, second to last sentence	change "if" to "in"	Resolved	5/6/2025
	noted that the COVID pandemic also resulted in a reduction if of driving				
	and thereby crashes."				
Olmsted County	Pg. 8, Crash Summary and Implementation – mentions SAFTEA-LU, but	Pg. 8, Crash Summary and Implementation	Changed to "initiated under federal guidelines in	Resolved	5/6/2025
,	was not described earlier in the chapter – some context about that		2005"		
	legislation and acronym should be provided to readers				



Olmsted County	Pg. 15, Table 4 – the "e" in this font looks smaller than the rest of the	Pg. 15, Table 4	Verified consistency of font throughout	Resolved	5/6/2025
	font, and it looks off – see snip below – same thing with tables 5 and 6		document		
FHWA	The only comment I have on these two chapters is for Chapter 5	General comment about Chapter 5 performance	Include the reported data this is discussing.	Resolved	5/20/2025
	(System Performance) your performance measure tables should	measure tables			
	illustrate a baseline and historical trend data along with ROCOG's				
	adopted target. You already have historical trend data in separate				
	graphs, so adding that information into the performance measure				
	tables shouldn't be very hard. This link will take you to a USDOT				
	website that discusses federal Performance Based Planning and				
	Programming (PBPP). Specifically, the "Case Studies" tab would				
	probably be most useful for you, which identifies MPO best practice				
	examples in discussing federal performance measures (baselines,				
	targets and trends) in MTPs and TIPs and also how federal performance				
	measures are integrated into MPO investment decisions.				
Olmsted County	5.3.3 3rd paragraph last sentence – Additional high risk intersections	Pg 7, section 5.3.3, third paragraph, last sentence	This reference has been removed.	Resolved	9/10/2025
	include key junctions like US 63 and County Road 22, Broadway and US				
	14, and County Road 1 and County Road 30." Where is the US 63 and				
	County Road 22 intersection this refers to? Is County Road 1 and				
	County Road 30 intended to be TH 30? And if so, hasn't this location				
	significantly improved since the installation of the all way stop?				



Agency	Comment	Document Location	How Addressed	Status	Date Received
MnDOT	Curious about the designations such as 'Strategic Arterials', Secondary Arterials, Primary Collector's? I suspect the reader may find this confusing with traditional FHWA classification (Principal Arterial, Major/Minor Collector, etc)	Fig 2: Functional Designation Map	Comment noted, functional class will be updated in the coming years.	Resolved	6/2/2025
MnDOT	Perhaps could include in Figure 2 or another map, proposed changes to Func Class?	Pg 7 - Line 1 Functional classification network - corridors of planned "greater network significance"	ROCOG will lead a future study on functional class and future functional class.	Resolved	6/2/2025
MnDOT	Perhaps relocate this figure to the 'Building a Resillient Future Network' section and incorporate into broader discussion on Electrification trends in the ROCOG area?	Pg 7 - Emerging Trends / Electrification of Roads figure	Comment noted, building a resilient future network section discusses other information that is not EV related.	Resolved	6/2/2025
MnDOT	Perhaps add context that ROCOG is currently working with MnDOT to review and update Func Class changes as needed. This is part of federal review process every 10-years following population changes decennial Census	Pg 8 - last sentence of paragraph 1 of Juridictional Transfers "Recognizing that several"	Comment noted, paragraph was reviewed and updated with inclusion of language.	Resolved	6/2/2025
MnDOT	Would be great to have a coinciding corridor and/or small area map for context	Pg 8 - Paragraphs starting referring to 40th St SW and 18th Ave SW	Comment noted, ROCOG will consider inclusion if there is a figure that can provide context.	Resolved	6/2/2025
MnDOT	Would be good to have a bit more of a prelude - describe the underlying growth projections?	Pg 9 - 2nd paragraph starting, "Accomodating this growth"	More background is provided in Chapter 3.	Resolved	6/2/2025
MnDOT	Is LINK considering any other future BRT corridors? Perhaps Broadway/2nd?	Pg 12 - "The Link rapid transit system" paragraph	Added sented that notes future BRT lines are expected to follow the PTN network.	Resolved	6/2/2025
MnDOT	Excellent summary! Would be awesome to include any available links	Pg 20 - State of Minnesota Publications	These will be added.	Resolved	6/2/2025
MnDOT	Curious if the Aviation, Freight, and Rail sections will be expanded upon in other Chapters? – Appreciate the reference to State Rail Plan, etc but would be good to include some local data as available such as existing and projected volumes, flight boardings, capacity challenges, passenger rail efforts in the region, etc	N/A	Comment noted, ROCOG could look at doing future transportation study on these modes, if needed.	Resolved	6/2/2025
Olmsted County	This figure is confusing. The key descriptions indicates how frequently respondents currently travel and the table itself shows how frequently respondents are wanting to travel in a certain mode?	Figure 1, Pg 2	Figure was removed as key in plan was confusing.	Resolved	5/30/2025
Olmsted County	Where is the current classification noted for future "Improve" corridors?	Pg 5, 3rd paragraph Future Functional Classification	Current classification is separate from the Functional Designation Map.	Resolved	6/2/2025
Olmsted County	Should use an updated version of this map - there have been a few changes in jurisdiction, alignments of roadways, and studies conducted	Pg 6, Fig 2 - refers to Functional Designation Map	ROCOG will update with current base map, but functional class map will be updated in the coming years. This is noted in this MTP.	Resolved	6/2/2025



Olmsted County	include direction of streets; Figure 2 shows East River Road as Primary collector - half	Pg 7, East River Rd, "between 37th Street and 48th Street"	This text revision has been updated. The map is scheduled to be updated in 2027.	Resolved	6/2/2025
	maintain and half improve	or an our our our our our our	map is constanted to be aparted in 2027.		
Olmsted County	Language stating "The County anticipates the segment could	Pg 8, Paragraph 5 (18th Ave	As this is anticipated and not finalized,	Resolved	6/3/2025
	transition to City jurisdiction" has already been agreed upon and	SW)	this will not be reflected in the		
	will happen		document.		
Olmsted County	Although the acronym was expanded in an earlier chapter, it	Pg 11, Paragraph 1 - "ZIPS"	Comment noted, the acronyms will stay	Resolved	6/3/2025
	would be helpful to do it for the first time each are mentioned in	acronym	the same to keep consitency through the		
	each chapter		document.		
Olmsted County	Should this photograph be labeled as a figure? If so, should all other photographs be labeled as well? Photos should also have a border	Pg 15, Figure 3 1978 Flood	Comment noted.	Resolved	6/4/2025
Olmsted County	These are hard to determine where the routes are	Pg 17, Figure 5	This has been updated.	Resolved	6/4/2025
City of Rochester	Previous plans had an inset of Rochester for the Functional	Pg 6 - Figure 2 Functional	This will be included.	Resolved	5/22/2025
	Designation Map that made it easier to see. I use that page	Designation Map			
	a lot, and would appreciate having that inset in this plan.				
City of Rochester	The major thing I see missing from this chapter is	Chapterwide	Sentence added to chapter 6 that	Resolved	5/22/2025
	discussion about reducing vehicle miles traveled. That's		ROCOG supports a the number miles		
	something that has come up recently, and state legislation		traveled in their personal vehicle,		
	has set a VMT reduction goal for MnDOT. I think it would be		otherwise known as vehicle miles		
	helpful to explain VMT and some general guidelines on		traveled (VMT).		
	how to accomplish a reduction with different types of				
	projects. I think this plan already hits on most of the major				
	points, just without tying it to VMT reduction. But I think				
	people are looking for VMT reduction, and they don't really				
	know what it is.				
City of Rochester	I also find it interesting that less than 5% of survey	Pg 1-2 - Future connectivity	This has been included in the text.	Resolved	5/22/2025
	respondents want to drive more than they already do. I	across the area; Figure 1			
	think we should highlight that basically nobody is looking				
	to increase the amount that they drive, and therefore other				
	modes really should be prioritized.				
City of Rochester	Also as we discuss Complete Streets, we need to	General comment	This is addressed in Chapter 8.	Resolved	5/22/2025
	emphasize making those major thoroughfares safer using				
	a Safe Systems approach. That means designing for lower				
	speeds in areas where pedestrians and bicyclists are				
	expected to be using these facilities. Not just controlled				
	crossings at traffic signals every half mile, but the entire				
	length of the corridor, as pedestrians will not go far out of				
	their way to find a controlled crossing.				
City of Rochester	This key is not consistent with the chart. The key is "currently	Pg 2 - Figure 1	Figure was removed as key in plan was	Resolved	5/22/2025
	travel" but the chart is "want to".		confusing.		



City of Rochester	Mayo have also started their commuter buses coming from different locations.	Pg 9 - Paragraph 3: "Overlapping services to similar destinations"	Comment noted.	Resolved	5/22/2025
City of Rochester	Another added challenge with different systems coming into downtown is the limited space available for drop-off and boarding.	Pg 9 - Paragraph 4 - Challenges to public transit systems	Included sentence about space constraints downtown - in relation to service efficiency	Resolved	5/22/2025
City of Rochester	Also, include state funding and programming. State budget is proposing a cut to greater MN transit funding. FYI - The state is developing the Greater MN Transit Plan to 'align with MnDOT's statewide priorities, and will serve as a foundation for identifying strategies, performance measures, and future transit needs'	Pg 10 - Paragraph 2	Updated text with information about recent cuts and Greater MN Transit Plan.	Resolved	5/22/2025
City of Rochester	BRT will not be collecting fare, but if it was collecting it, it would do so off board. Technology will also include real time signage of bus arrival.	Pg 10 - Paragraph 3 - "Expanded service types such as BRT"	Removed off-board fare collection information and added text about real time signage.	Resolved	5/22/2025
City of Rochester	RPT GO will end in July. Will need to update this sentence depending on when this report is published,	Pg 11, Paragraph 1 - RPT GO	Update text that pilot will end in July	Resolved	5/22/2025
City of Rochester	We have had confusion from riders assuming microtransit is another form of ZIPS. That is not true. These statements misleads a reader to tie it to ZIPS. I would prefer to remove ZIPS from this sentence and simply state that it is another form of transit service and could help inform technology for all different modes of services and could be applied to different areas. Also, could you add a sentence to defining microtransit and paratransit.	ZIPS	Defined microtransit and paratransit. Added that the tech used in the microtransit pilot could help inform future transit services.	Resolved	5/22/2025
City of Rochester	Modernization also comes at a cost. Public transportation is affordable to the rider.	Pg 11, Paragraph 3 on future transit service	Comment noted.	Resolved	5/22/2025
City of Rochester	RPT GO was expanded to cover the airport which has resulted in some rides.	Pg 13, Aviation section general comment	Add to Aviation section that RPT GO as a pilot was expended to RST.	Resolved	5/22/2025
City of Rochester	What about intercity bus service such as Greyhound? Should that also be added to this report?	Pg 14 - question on whole chapter	Reference to private bus service added to Chapter 4	Resolved	5/22/2025
City of Rochester	Explain importance of coordinating land use and transportation planning more explicitly?	Pg 11-12, Aligning Transportation, land use, and economic development section general comment	This is detailed in Chapter 3.	Resolved	5/22/2025
City of Rochester	Build infrastructure to support Rochester's comp plan or improve infrastructure where ped/bike activity is already higher? (page 3)	Pg 3 - Ped accessibility & priority improvements section general comment	Comment noted, ROCOG recommends this be explored further in City of Rochester documents and strategies.	Resolved	5/22/2025



City of Rochester	Future functional classification - should Hwy 14 (12th St SW) continue to be designated a Strategic Arterial as Rochester grows? The definition from page 5 seems wildly incompatible with residential areas, Graham Park, and commercial uses adjacent to the roadway today, particularly between Marion Rd SE and Memorial Parkway SW. "Among the highest functional classifications are Strategic Arterials, which prioritize regional mobility over access to adjacent land. These corridors carry higher volumes of through traffic, often at higher speeds, and provide critical connections between growing parts of the area."	Pg 5 - Future functional classification section general comment	ROCOG will be studying and updating functional class in the coming years.	Resolved	5/22/2025
City of Rochester	Page 8 - need to update description of 18 th Ave SW jurisdiction. Isn't this transfer moving forward already?	Pg 8 - "Another corridor under consideration is 18th Ave SW"	This transfer is still in process.	Resolved	5/22/2025
City of Rochester	"Building an integrated regional transit network" - Could you please include a discussion of an MPO's role in TDM and/or TMO work? Greater Madison MPO is a good model.	Pg 9	TDM is referenced later within the Chapter.	Resolved	5/22/2025
City of Rochester	"Aligning transportation, land use, and economic development" - what role will ROCOG play in transportation planning? I would like to see discussion of how our MPO can participate in coordinated land use/transportation planning.	Pg 11	Comment noted.	Resolved	5/22/2025
City of Rochester	Aviation - will you please mention that RST is currently not served by any RPT routes. RPT GO's service area was recently expanded to include RST, but that pilot will end this summer. Lack of transit connectivity is a major network gap, in my opinion.	Pg 13	Add there are no current RPT fixed routes which serve RST - mention with RPT GO reference.	Resolved	5/22/2025
City of Rochester	TSMO/Complete Streets - will the ROCOG policy board consider a Complete Streets policy? Howard County Maryland has the top-ranked Complete Streets policy in the US, as evaluated by Smart Growth America (https://www.howardcountymd.gov/transportation/complete-streets-implementation)	Pg 23	ROCOG has adopted a Complete Streets policy. This is included in the MTP in Chapter 4.	Resolved	5/22/2025
Olmsted County	6.2.2 4th paragraph – The two options discussed as outlined in the Willow Creek study don't seem accurate as I don't think there was an option that included the County taking over 40 th St. SW.	Pg 9, paragraph 4	This language has been removed and an additional jurisdictional study is required.	Resolved	9/10/2025



Agency	Comment	Document Location	How Addressed	Status	Date Received
FHWA	I would recommend providing some basis/rational for the	Forecasting Revenues - Pg.4, Paragraph 1	Comment noted - the previous LRPT used 3.0%,	Resolved	6/24/2025
	3.1% annual increase. Brad Utecht, MnDOT's Statewide		we increased it to 3.1% to account for recent		
	Planning Director may also be a good resource to		increases in inflation and to match what other		
	compare to what MnDOT may be using in their statewide		MPOs have done around the state.		
	plans.				
HWA	Typo - "Constraparined"	Pg 5-8: Table 2 Header - "Constrained Project List"	This has been corrected.	Resolved	6/24/2025
FHWA	Cost estimates should be year of expenditure (YOE)	Pg 5-8: Table 2 2025 Estimated Construction Cost	Comment noted - narrative was updated on page	Resolved	6/24/2025
	estimates, consistent with what you discuss in your	column	4 to better reflect intent.		
	narrative on page 4.				
FHWA	It would be helpful in this section to also have a Metro	Pg 12: Fiscal Constraint Summary	Comment noted - application of the comment is	Resolved	6/24/2025
	Area summary table combining all of the individual		time dependent.		
	jurisdiction fiscal constraint tables.				
Olmsted County	Carried over from Byron	Pg 11: Table 7, Row: Expected projects, Column: Total	Table for Stewartville has been updated in the	Resolved	7/10/2025
			document.		
Olmsted County	delete "a" from sentence	Pg 12: second paragraph, first sentence, "The ROCOG	This has been corrected.	Resolved	7/10/2025
		Policy Board is privledged to directly fund a city or			
		county a project"			
Olmsted County	37th? Also, MnDOT is currently studying 2nd Street along	Pg 15: 2nd bullet, titled, "US 52 Interchange Efficiency	Street name updated to 37th St NW. Thanks for	Resolved	7/10/2025
	with CSAH 22 at TH 52 for minor improvements	Improvements" under the heading "Olmsted County"	the comment on US 52, this was added.		
ROCOG Policy Board - Citizen	Given the significance of the street/ highway network	General comment about chapter 7	Thank you for the comment, several projects in	Resolved	8/1/2025
Member	component to the MTP 2050 plan, a Chapter 7 Key		the MTP are new. There is a statement in Chapter		
	Takeaways page would be very helpful. At a very high		7 that the plan is fiscally constrained. Public		
	level, the take aways should include: - changes in foot		input was collected through the public		
	print since the previous plan or at least an inclusion of the		engagement process regarding the current		
	previous plan to enable a comparison,- a statement that		network. Additionally, public comment was		
	the plan is fiscally constrained (funding available), - key		collected during the open comment period and		
	questions and future studies required public feedback		the public hearing for the draft MTP 2050. Future		
	regarding the current and currently proposed network.		studies are noted in the chapter.		
Olmsted County	7.1.2 and 7.1.5 – Both sections discuss the state gas	Pg 2, section 7.1.2, paragraph 1, and Pg 3, section	This text has been updated.	Resolved	9/10/2025
	tax as 28.5 cents/gallon and not having increased in	7.1.5, paragraph 1			
	many years. The 2023 legislature tied the gas tax to				
	inflation and it has increased over the last couple of				
	years so this is inaccurate.				
Olmsted County	An additional review of the fiscal constraint summary for	Pg. 16, Table 4	Following a review with Olmsted County,	Resolved	9/18/2025
	Olmsted County projects was requested.		ROCOG revised the fiscal constraint summary		
			based on their feedback.		



gency	Comment	Document Location	How Addressed	Status	Date Received
ROCOG Policy Board - Citizen		The heading next to the goal icons for each key	Thank you for the comment, this will be updated	Resolved	8/1/2025
Member	Each subsection has the title "Goals Met" with a	takeaway throughout chapter.	to "Goals Addressed"		
	reference to a particular goal. Consider using the words				
	"Goals Addressed". There is not much need for a long-				
	range planning document if its goals are already met.				
OCOG Policy Board - Citizen	Between 2019-2023, reported crashes involving vehicles	Page 2, second bullet under the 'Safety' key takeaway	Thank you for the comment. The word	Resolved	8/1/2025
Member	and non-motorized roadway users represented 15% of all		disproportionately is meant to emphasize that		
	crashes. However, trends continue to reveal		the rates for these users are higher that		
	disproportionately higher rates of severe or fatal		motorized users.		
	outcomes for these users. The use of the word				
	disproportionately seems awkward. It implies that it				
	would be a good thing to spread out the fatalities to other				
	categories. It is not a surprise that crashes between				
	vehicles and non-motorized roadway users result in				
	higher rates of severe or fatal outcomes. The goal should				
	be to reduce severe outcomes for all types of crashes.				
OCOG Policy Board - Citizen	Use a complete streets approach at all stages of project	Page 3, fourth bullet under 'Recommendations'	Thank you for the comment. The term, "complete	Resolved	8/1/2025
Member	planning, design, construction, and maintenance,		streets" will be replaced with "Safe Systems" as		
	centering on a safe access for all roadway users.		an approach, as it better aligns with the other		
	I understand MDOT and the City of Rochester have all		recommendations within the section.		
	adapted the complete streets concepts as a design				
	guide. Is the point here that other government entities				
	should officially recognize this? Note, there are many				
	standards and design guides recognized by engineers,				
	MDOT design guides and AASHTO design standards				
	among others.				
OCOG Policy Board - Citizen	Major roadways divide neighborhoods and create unsafe	Page 7, third bullet from top of page	Thank you for the comment. The sentence will be	Resolved	8/1/2025
ember	crossings. Is this a generalized statement or something	age 7, tillia buttet from top of page	revised to, "Major roadways may divide	nesotveu	0/1/2025
Member	that was a significant concern out of the local reviews?		neighborhoods or create unsafe crossings."		
	know some have said the interstate 35 and 94 designs		meignbornoous of create unsafe crossings.		
	separated neighborhoods in the Twin Cities but I have not				
	observed that in Rochester, Stewartville, Byron, etc.				
	observed that in ricencester, stewartville, byfoll, etc.				
OCOG Policy Board - Citizen	While still meeting targets, bridges on the National	Page 10, third bullet under 'Supporting data' heading	Thank you for the comment. The sentence will be	Resolved	8/1/2025
ember	Highway System have seen a decline in condition; only	- 25 - 27, a satter arrast supporting acta floading	revised to, "While still meeting targets, local		3, 1, 1010
Hellibei	43.8% are now considered in good condition. No bridges		bridges on the National Highway System have		
	are currently classified as in poor condition.		seen a decline in condition; only 43.8% of		
	Is the 43.8% a SE Minnesota / ROCOG number or a		bridges within the ROCOG planning area are now		
	national number? If the later, it seems like a local		considered in good condition. None of these		
	number would be more applicable to this plan. (or		bridges are currently classified as being in poor		
	the state of the s			1	ı

